

Plean Forbartha Chontae Chorcai CORK COUNTY DEVELOPMENT PLAN



SOUTH CORK

CORK COUNTY COUNCIL
Comhairle Chontae Chorcai **1986**

INTRODUCTION

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

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

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

Similarly, in respect of the combined City and County Land Use & Transportation Study (L.U.T.S.) Area, matters of common concern will be dealt with in a co-ordinated manner by both authorities. This plan will reflect agreed policies.

Because of the strategic plan for the L.U.T.S. area, South Cork is initially treated as consisting of two separate sub-areas for sectoral analysis purposes. This is followed by an integrated policy for the entire administrative unit. It is felt that this approach facilitates a clearer understanding of the issues involved.

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SECTION A

L.U.T.S. AREA

CHAPTER 1A : POPULATION

- 1.0 The L.U.T.S. area, in contrast to the rest of the County, has continued to experience the most rapid increase of population. Over the period of 1979-1981, the area's population rose from 217,489 to 221,835 if the City is included. As the City's population actually fell from 138,267 in 1979 to 136,344 in 1981, that of the County part of the L.U.T.S. area grew very rapidly increasing its share of South Cork's population from 51% to 60% in the ten years to 1981. Its current population is estimated to be c. 94,000 and this combined with a currently static City population compares favourable with the overall L.U.T.S. target (see Table 1).

Table 1 : Population Trends & Projections for the L.U.T.S. Area

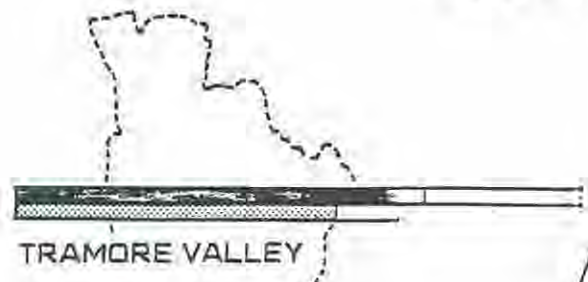
	1979	1981	1984 Estimate
County part of L.U.T.S. Area	79,222	85,491	94,000
City	138,267	136,344	136,000
<hr/>			
Total L.U.T.S. Area	217,489	221,835	230,000
L.U.T.S. projections	213,320	220,930	232,350

- 1.1 Within the County part of the L. U.T.S. area, however, significant deviations from the target allocations of the strategic plan are evident. Firstly, the areas east and north of the City are growing slower than targeted, whilst the areas to the west and south of the City are growing significantly more quickly than targeted. Secondly, the main urban centres and the villages in the areas east and north of the City are receiving far less development than envisaged, largely at the expense of the surrounding rural areas (see Table 2). In the areas west and south of the City, the Tramore Valley/Rochestown area and Ballincollig have already exceeded their 1989 L.U.T.S. targets (See Table 3 and Map 1). Lastly, the population figure for those living in rural areas has also already exceeded the 1989 L.U.T.S. target. These figures confirm the continuation of pre-L.U.T.S. trends.

Table 2 : A comparison of the L.U.T.S. Projections and Current Population Estimates, 1984

	Current Estimate	L.U.T.S. Projection	Actual Difference	% Difference
South West - rural Area	20,735	18,620	+2,115	+11%
- towns	36,980	32,740	+4,240	+13%
- total	57,715	51,360	+6,355	+12%
North East - rural Area	17,945	14,500	+3,355	+23%
- towns	18,340	23,275	-4,935	-21%
- total	35,285	37,865	-1,580	-4%

POPULATION ESTIMATES



CORK CITY



MAP 1
SOUTH CORK (L.U.T.S. AREA)
ACTUAL + PROJECTED POPULATION CHANGES
COMPARED WITH L.U.T.S. TARGETS

Vertical scale of 7 mm per 2,000 population

Table 3 : A comparison of the L.U.T.S. projections 1984-1989 for towns and current population estimates

	Population Estimates 1984	L.U.T.S. Targets 1984	1989
Tramore Valley	15,060	11,810	14,090
Cobh	8,820	10,400	11,900
Midleton	6,600	9,140	11,180
Ballincollig	9,755	6,970	8,100
Carrigaline	5,815	5,900	7,790
Passage West	4,100	4,740	5,780
Glanmire Riverstown	2,920	3,730	4,640
Blarney	2,250	3,320	3,630
Rural Area	38,680	33,215	36,800
TOTAL	94,000	89,225	103,920

- 1.2 The reasons for the deviation from the strategic plan are principally an inability to check the growth of the settlement and development areas on the west and south sides of the City and conversely, promote those to the north and east of the harbour. The added problem of widespread urban generated sprawl is, however, endemic to both.
- 1.3 In an effort to remedy the situation, the Council considers it is essential to revise the population targets for the main centres in the L.U.T.S. area and to introduce measures aimed at stimulating the rate of development in the area to the north and east of the harbour, hereinafter called the "EAST HARBOUR AREA". The corollary to this will be the control of population growth in the areas to the west and south of Cork City, hereinafter called the "WEST HARBOUR AREA".
- 1.4 Population projections for the overall L.U.T.S. area are assumed to be valid for the plan period. However, the original allocations to urban centres and rural areas have been changed in the light of post-L.U.T.S. trends. The new target populations set for both are indicated in Chapter 9. It is assumed that the City population will stay more or less constant for the next five years.

CHAPTER 2A : EMPLOYMENT

NON SPATIAL

- 2.0 The L.U.T.S. report of 1978 forecast, on the basis of a continuation of the economic recover of the time, an increase of c. 28,000 new jobs for the Cork area by 1991. This implied a low unemployment rate of c. 5% compared to that currently prevailing viz. 19%. A deterioration in the international and domestic economy has since had extremely serious consequences for the L.U.T.S. area.
- 2.1 A number of the area's major employers i.e. Dunlop, Ford and Verolme Dockyard have recently closed. Many of the traditional manufacturing firms on which the local economy was based have also failed or had severe reductions in employment. For a variety of reasons labour intensive industrial enterprises are being replaced by capital intensive, highly automated activities in the search for new employment opportunities.
- 2.2 The extent of the difficulties facing the L.U.T.S. area is evident in the rapid increase in the unemployment rate (See Table 4) and the projected labour force (See Table 5).

Table 4 : Unemployment rates in the L.U.T.S. Area, 1979-1983

End of Year	1979	1980	1981	1982	1983
Unemployment rate	5.6%	9.5%	10.9%	15%	18.5%

Table 5 : Projected Labour Force in the L.U.T.S. Area
1981-1989

	1981	1984	1989
Estimated Labour Force	79,300	83,600	91,400

- 2.3 In recognition of this, the government established a special task force to assess the implications of the problem and suggest means of alleviating them. Cork County Council was represented on this body in the person of the County Manager. The Government's response included a 'package' consisting of a number of additional capital allocations to important infrastructural projects¹ identified in the L.U.T.S. programme, the designation of Ringaskiddy as a "free-port" and the raising of the grant-aid ceiling in respect of this and a number of other areas in and around the City - including the Council's recently acquired holding at Togher - to 50% and 60% respectively.

¹ Refer to Chapter 4A, Infrastructure.

2.4 While the Council welcomed this response by the Government, it was, nonetheless, hoped that this "once-off" gesture was seen by those other partners in the local economy as an opportunity to revive Cork's flagging economy. Further measures, requiring locally sourced initiatives and support will be required. An example of this is the renewal of the Cross-Channel car ferry, which is an essential of the whole tourism economy of south-west Cork. Through its representation on the Cork Forum, the Council will endeavour to operate with other agencies in implementing agreed plans.

2.5 The recently-commissioned special E.E.C. Study on Cork² suggests how some of the more fundamental structural, financial and attitudinal defects in the local economy might be tackled. The Council will give these serious consideration and, where feasible, the required level of support.

SPATIAL

2.6 Three main employment foci, Little Island, Ringaskiddy and the City Centre, were identified by L.U.T.S. as contributing significantly to future employment needs in the Cork area. However, the continuation of the international recession combined with structural changes within the industrial sector have adversely affected the performances of all three (See Table 8), the City Centre depending to some extent on the indirect multiplier effect of industrial job creation in the former.

2.7 Higher localised unemployment in City suburban areas and the image and perceived access advantages of locations closer to the City, have combined with the I.D.A.'s increasing dependence on the electronics sector to influence the selection of new industrial sites in the northern, western and southern peripheries. Carrigtohill is exceptional in this respect.

2.8 The resultant bias towards locations in the "WEST HARBOUR" area may be seen, however, as a further re-reinforcement of pre-L.U.T.S. trends which could be inimical to the fundamental elements of the land use and transportation strategy. This problem will be addressed in more detail in the later Chapter 9 and solutions advanced to remedy what is seen as a serious deviation from the L.U.T.S. strategy.

2.9 The Council has also been concerned with the relatively poor performance of some of the "new towns", notably Ballincollig and Carrigaline, in attracting a sufficient level of local employment opportunities. In order to remedy this, it has acquired land in both towns for small industrial and commercial uses. It has been heartened by the initial response from the private sector.

² "Cork - Towards 800 : Crises & Opportunity", Dr. C. Fanning, U.C.C., 1985.

TABLE 6 : Provision of manufacturing jobs in the L.U.T.S. Area 1976-1983 as % of total need 1976-1991

	No. of Additional Jobs 1976-1991 Needed	Net Change 1976-1983	Change 1976 1983 as % total need 1976-1991
Cork, Ballincollig Tramore Valley, Glanmire/Riverstown, Little Island	18,378	-479	-3%
Blarney	310	-101	-33%
Carrigaline, Ringaskiddy	4,422	+118	+3%
Passage West/Monkstown	485	-31	-6%
³ Cobh	850	+198	+23%
Carrigtohill	1,234	+46	+4%
Midleton	1,600	+132	-8%
Whitegate	675	+74	+11%
Rural	278	-37	-13%
TOTAL	28,232	-344	-1%

2.10 Furthermore, the Council has acquired land in Midleton and Carrigtohill for industrial purposes and will actively seek the co-operation of the I.D.A. and other interested parties in the development of these and other lands (see Table 7) for new employment uses.

Table 7 : Council land available for industrial development

Ballincollig	Site A - 47 acres (19 ha.)	Site B - 2 acres: small units to be built.
Carrigaline	60 acres (24 ha.)	Including small units.
Togher	42 acres (17 ha.)	
Carrigtohill	Site A - 50 acres (20 ha.)	Site B - 7 acres (3 ha.)
Midleton	Site A - total 70 acres (28 ha.) of which I.D.A. has purchased 19 acres (7.6 ha.)	Site B - 2,500 ft. ² 250m ²) craft centre in the Urban District.

³ The later closure of the Verolme Dockyard has radically altered these figures.

- 2.12 Both Ringaskiddy and Whitegate/Aghada continue to be regarded as primary resources capable of attracting port-dependent industry. While it is anticipated that the rate of utilisation of both will be gradual, priority will be given to the development of Ringaskiddy with Whitegate/Aghada reserved for specific petro-chemical projects which would logically integrate with the refinery or power station. The Council considers it necessary to emphasise this distinction as it feels that insufficient integration of new heavy industrial plants has taken place previously, thereby failing to avail of economies of scale and servicing.
- 2.13 Service sector employment⁴ has exhibited the most robust performance of all industrial sectors in recent years. Locational factors have tended to concentrate much of this in urban centres, largely due to communications requirements. While the Council supports the pre-eminence of the City centre as a location for much of the service functions, it will, where opportunities exist, encourage the location of selected activities in both the new and older established towns and in specific development areas⁵. This will provide for a more diverse local economic base and satisfy locational demands in respect of certain functions e.g. distribution/warehousing.

⁴ Refer to County-at-large policies

⁵ Refer also to Chapter 7, Integrated Policy for South Cork and Chapter 9, 9.1.0 to 9.1.36.

CHAPTER 3A : TOURISM, RECREATION AND AMENITIES

- 3.1 Cork harbour and airport are important entry points for many visitors to Ireland by sea and air. The main coastal route from Rosslare to West Cork and Kerry passes through this area. Maintenance and consolidation of these are essential to the County's tourism economy, and in this context, the renewal of the cross-channel car-ferry is seen as an urgent priority.
- 3.2 Cork City is the commercial and cultural centre of the region, providing services and accommodation on a wide range for the visitor. It is in the interests of both the tourism industry and City and County to assure that this will continue to be so. Consequently, co-operation on matters of mutual concern in the tourism sector will be pursued.
- 3.3 Similarly, in regard to local needs of the City and satellite town residents, the Council will endeavour to co-operate with the City and other agencies in the provision of amenities and recreational outlets of mutual interest. An example of this is the joint development of long-distance walking routes originating in the City.
- 3.4 A population of c. 260,000 is forecast for the L.U.T.S. area by 1991. With a very high proportion (c. 50%) of young people, the demand for recreational outlets will be significant. Changing trends in recreational activities will influence the range and diversity of facilities to be provided.
- 3.5 Cork harbour and the coastline of South Cork, with its many fine beaches and attractive coastal towns and villages, have the capacity to cater for many of the anticipated recreational demands of resident and visitor alike provided improved management techniques are applied.
- 3.6 Inland recreational resources in the Lee Valley afford a convenient and secondary source of activity for the L.U.T.S. area population, while helping to meet visitor needs.
- 3.7 Blarney and Cobh are key centres of interest to the visitor. Their promotion and enhancement, together with that of other selected towns and villages, will strengthen the area's ability to hold tourists for a longer time period.
- 3.8 Shoreline access and recreational outlets in the Cork harbour area lost to, or displaced by, port expansion or industrial uses should be replaced. The principle of compensatory development - undertaken by the displacing authority - will be applied in order to maintain adequate recreational capability.
- 3.9 Coastal easements to allow for the construction of walks will be sought to certain areas within Cork Harbour and to the east and west of the harbour entrance.
- 3.10 Certain scenic areas on the fringes of the City and in harbourside locations are under threat from new development. Although often of a minor-sporadic nature, this has the unfortunate potential of inflicting a disproportionately adverse impact on the recreational amenities of these areas. The Council is concerned at the loss of this scarce resource in the urbanising context of the L.U.T.S. area and will endeavour to protect such areas⁶.

⁶Refer to Chapter 10, Controls & Standards.

- 3.11 The combined impact of holiday housing - and, more recently, permanent residences - and day trip recreational demands have tended to overlap in coastal parts of the L.U.T.S. area. Efforts will be directed towards a rationalisation of these pressures, so as to accommodate increased recreational demand while protecting the resource. Crosshaven and its associated bays have, perhaps, the most urgent need for attention in this respect. The Council has examined the area in some detail and made appropriate policies for it⁷.
- 3.12 The application of an integrated package of development promotion and control measures is necessary to achieve effective use of the area's considerable resources, while maintaining a high quality physical environment. A range of proposals are outlined in the following paragraphs and in Map 2. Supplementary control policies are detailed in a later chapter⁸.

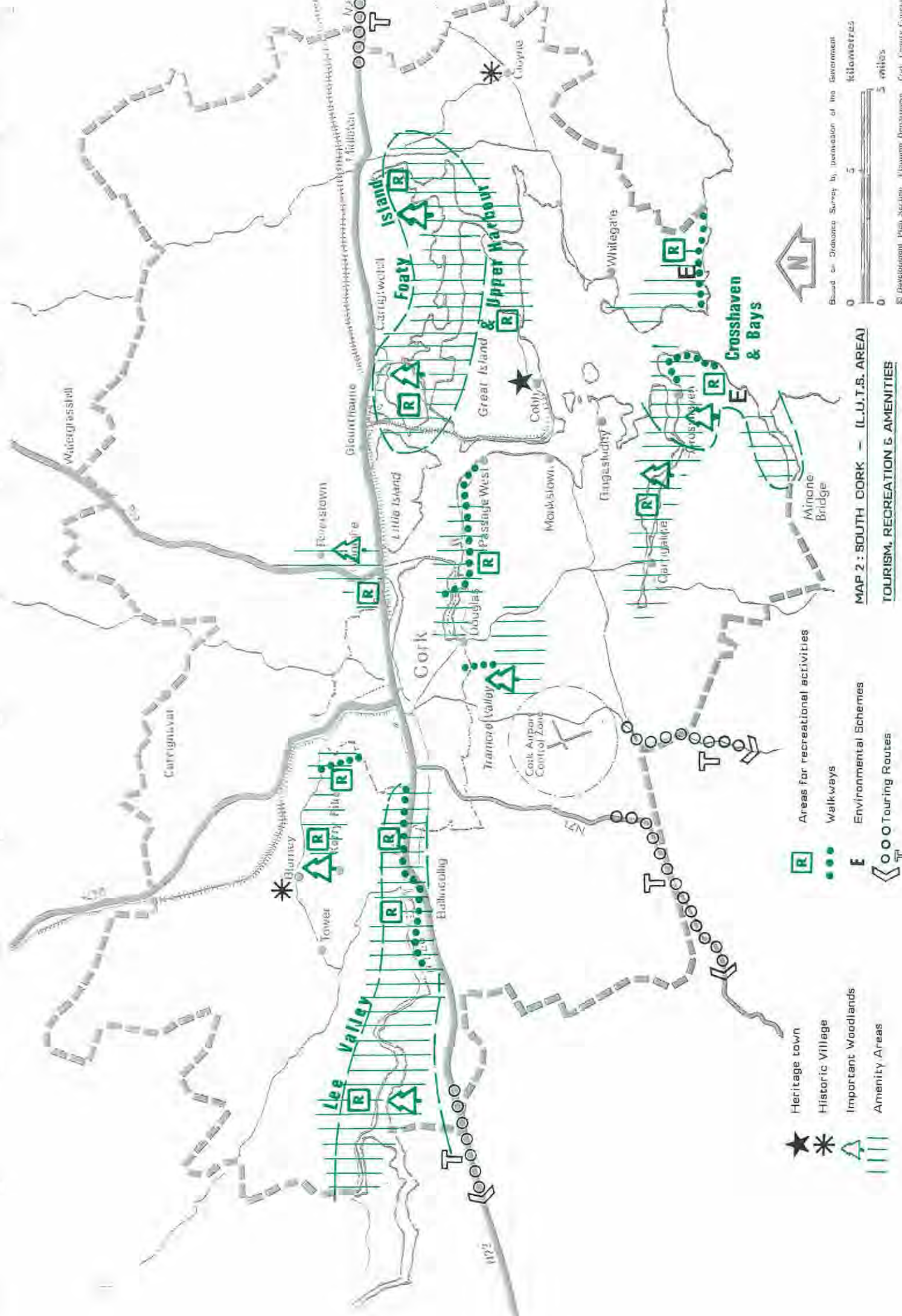
**SPATIAL
IMPLICATIONS**

- 3.13 With the exception of the coastal areas, east and west of the Cork harbour entrance, proposals are advanced for the remainder of the L.U.T.S. area. The coastal areas are dealt with in more detail in the policy statements for the Youghal and East Cork Coastline, Crosshaven & bays area, and the Kinsale and South Cork Coastline later in this document.
- 3.14 The Council will continue to assist the principal cultural events of tourism importance in Cork City and to co-operate with Cork Corporation in improving the City's tourism role in the region.
- 3.15 Special attention will be given to the treatment of the main touring routes (i.e. Youghal-Cork, Cork-Macroom and Cork-Bandon) that pass through the area. This will include the provision of amenity facilities and sign-posting sites and buildings of interest. The Cork-Kinsale road will also be the subject of environmental improvements in view of its status as a tourist route.
- 3.16 With the co-operation of Cork/Kerry Tourism and the urban district council, Cobh will be promoted as a "heritage town". The Council will co-operate in the design and execution of environmental works in the town and its environs and assist the production of a town trail for Cobh.
- 3.17 Blarney and Cloyne will be designated "villages of historic interest" because of their content and potential for attracting tourists. Efforts will be made to further enhance these villages with the assistance of local groups and, in the case of Cloyne, re-develop derelict sites.
- 3.18 The Council will encourage coastal recreational developments where they harmonise with the capacity of localities to accommodate them and are compatible with other recreational uses⁹.
- 3.19 On-going amenity works are planned for a number of coastal sites, notably Trabolgan/Gyleen, Inch, Robert's Cove and Fountainstown. The up-grading of the environment of these areas is considered essential if they are to adequately accommodate anticipated demands.

⁷ Refer to Chapter 10- Controls & Standards

⁸ Refer to Chapter 9 - Area/local plans

⁹ Refer to "Youghal & East Cork Coastline" and "Kinsale & South Cork Coastline" for role definition for coastal areas.



- ★ Heritage town
- * Historic Village
- 🌳 Important Woodlands
- ||| Amenity Areas
- 🏠 Areas for recreational activities
- Environmental Schemes
- 🚶 Walkways
- 🏰 Touring Routes

MAP 2 : SOUTH CORK - (L.U.T.S. AREA)
TOURISM, RECREATION & AMENITIES

Based on Ordnance Survey by permission of the Government
 0 5 10 Kilometres
 0 5 10 Miles
 © Development Plan Section Planning Department Cork County Council

- 3.20 A long distance coastal walk, between Roches Point and Ballycotton is proposed. The initial Roches Point to Inch stage of the walk will be undertaken in the plan period. An investigation will also be made of coastal walks in the Crosshaven area with a view to their renewal and extension.
- 3.21 Amenity resource development based on the man-made reservoirs and lakes of the Lee Valley has proceeded from the co-ordinated actions of a number of bodies (E.S.B., Cork/Kerry Tourism, Macroom U.D.C., Macroom Tourism, S.W. Regional Fisheries Board, Forest and Wildlife Service) and will be continued. A special brochure will be prepared on the valley, from the City bounds to Gougane Barra, and sign-posting of facilities or amenities together with the improvement of access to them, will be undertaken. The further development of water-based activities will be facilitated and encouraged.
- 3.22 Ballincollig Regional Park, including the Gunpowder Mills, will be the object of a major development exercise aimed at exploiting more fully its unique resources. Initial works have already commenced on both.
- 3.23 Efforts will be made to develop walking routes adjacent to the City and neighbouring towns, e.g. Mahon - Passage "railway walk", Lee Fields Ballincollig riverside walk, and Hollyhill-Blarney, in co-operation with Cork Corporation.
- 3.24 Foaty Island and its estuarine environs will be conserved as a major recreational asset within the L.U.T.S. area. Efforts will be made to exploit these resources compatible with the preservation of the scenic amenities.
- 3.25 The principal amenity and recreational areas are shown on Map 2. These include scenic landscapes, where development will be stringently controlled, and areas where suitable leisure activities will be encouraged commensurate with the protection of amenities. As stated earlier, further controls e.g. heritage sites/buildings, areas of scientific interest and scenic routes, are detailed in a later chapter.¹⁰

¹⁰ Refer to Chapter 10, Controls & Standards.

CHAPTER 4A : RETAILING

- 4.0 The L.U.T.S. report recommended retailing floorspace targets for some of the towns in the Study area in line with the proposed population/employment distribution. The report also provided a number of qualitative statements with regard to individual areas e.g. that no significant increase in retailing should occur in Blarney except for tourism-related activities and that Passage West only needed additional convenience goods shops.
- 4.1 Population location has not followed L.U.T.S. projections with the Tramore Valley/Rochestown area experiencing sustained growth considerably in excess of L.U.T.S. projections. The phased recommendations for retail development in these areas, must, therefore, be reviewed and delivery expedited.
- 4.2 Because of the pre-eminence of the City and City Environs as a regional and national service centre, and the particular role of this area in providing for comparison shopping needs, the Council will endeavour to promote this function in the City Environs. Outside of the immediate City Environs, Midleton is seen as the principal centre for comparison shopping facilities. It's influence both for comparison and convenience retailing extends into the non L.U.T.S. area to the east.
- 4.3 The Council, subject to para. 4.4 hereafter, considers the main towns and the Tramore Valley/Rochestown area to be the primary service or district retailing centres for the L.U.T.S. area and will consider new developments in the light of the foregoing statements. Regard shall be had to the County Shopping Survey and reference should be made to the relevant local plans for further details.
- 4.4 The Council recognise Douglas as the focal point of the Tramore Valley-Rochestown-Mahon Area, and will positively promote the development of shopping and office facilities at this location to at least a regional level of service. The Council has zoned lands here for commercial purposes and will actively develop and promote them for this purpose.

CHAPTER 5A : INFRASTRUCTURE

- 5.0 The term "infrastructure" will be used to denote the principal services in addition to public transport, telecommunications, energy networks and waste disposal facilities.
- 5.1 In the last five years the Council has spent c.£40.0 m. on the principal services in the L.U.T.S. area. Much of this has been associated with major sanitary and road schemes associated with the L.U.T.S. strategy. Progress on the implementation of the schemes recommended in L.U.T.S. is satisfactory and a number of other schemes are either under construction or are at an advanced planning stage.
- 5.2 Cork County Council is committed to the broad principles of the L.U.T.S. strategy and will continue to co-operate with the Corporation, C.I.E. and the Garda authorities in the implementation of its fundamental elements. Inevitably, some changes are likely as the strategy evolves and responds to changing circumstances. The Council, however, accepts the rationale of its integrated policies and will endeavour to ensure a consistent matching of infrastructural facilities with future land use requirements.
- 5.3 Deviations from the strategy have already been outlined in Chapters 1A and 2A. To some extent these have been compounded by the early and extensive servicing of "WEST HARBOUR" development centres and the relatively slower servicing of settlements in the "EAST HARBOUR". While it is difficult to achieve a perfect match of demand and need at the best of times, the failure to date to implement the Midleton Sewerage Scheme and the current opposition to the strategic cross harbour ferry between Passage West and Cobh have exaggerated the pre-L.U.T.S. trends favouring continued growth of the "WEST HARBOUR" area. This increases the urgency of implementing these proposals.
- 5.4 Over the next five years, subject to the necessary funds being made available by the government, the Council plans to spend c£109 m. on infrastructure in the L.U.T.S. area. The scale of this investment must be seen as relative to the regional, and, indeed, national status of the Cork area as a centre for major development.

Water Supply

- 5.5 The Council's programme for the next five years is shown in Table 8 and Map 3.
- 5.6 While some of the proposed works are unlikely to be completed before the end of the plan period, their initiation within the currency of this plan is desirable and preferably in the time scale proposed.
- 5.7 Investigations have also been made of ground water resources, particularly in the EAST HARBOUR area. These have identified reserves which can be used if the need arises over the plan period to augment existing supplies.

TABLE 8 : South Cork - L.U.T.S. Area Water Supply Programme

Scheme	Status	Time Scale	Cost	Remarks
		Completion	(1984 Prices)	
Contract 6C Cork Harbour & City	Preliminary report went to D.O.E. 1980	-	£2.5m.	Proposed reservoir at Rochestown to serve City. Dependent on City needs.
Riverstown - Glanmire, Stage 2, Phase 1	Preliminary report approved. Contract documents being prepared.	Commence 1986. Two years to completion.	£2.0m.	New reservoirs, pumphouse, rising and distribution mains.
Blarney Augmentation	Contract documents being prepared.	Commenced 1983. Completion by 1986.	£0.75m	Up-sizing trunk main.
Glashaboy (Marino Point)	Contract documents with D.O.E. since 1979.	-	£2.68m	Dependent on N.E.T. financing same.

Drainage

- 5.8 A considerable improvement has been registered in the drainage infrastructure of the area, notably in respect of Ballincollig and Carrigaline, in Blarney, Glanmire-Riverstown and the Tramore Valley-Rochestown area where new sewerage systems are near completion.
- 5.9 Delays in the construction of the Midleton sewerage scheme have been a serious hindrance to the town's economic prospects. Carrigtohill, on the other hand, has benefitted from the Council's recent take-over of the I.D.A. constructed works. Plans in hand for the improvement of the villages carriage system could, when implemented, siphon off some of the growth destined for Midleton.
- 5.10 In an effort to stimulate Cobh's expansion, a new interceptor sewer is being laid in the west end of the town. This will open up attractive sites for residential purposes and could, in conjunction with the proposed Passage West - Cobh vehicular ferry, enhance Cobh's growth prospect as envisaged by the L.U.T.S. report.

TABLE 9 : South Cork L.U.T.S. Area Drainage Program

SCHEME	STATUS	TIME SCALE TO COMPLETION	COST (1984 FIGURES)	REMARKS
Ballincollig Sewerage Scheme, Stage IIIA	Being constructed.	End of 1986.	£1.0m.	To service lands to the south of Ballincollig - including industrial sites.
Tramore Valley Sewerage Scheme Contracts 5A, 5B, 6, 7A 7B	Contract Documents approved by the Department of the Environment	1986/87	£5.4m.	Construction of earthen and concrete channels at Douglas, branch sewers in western parts of Valley: Bridges at Douglas, Blackrock, Kinsale Road and Pouladuff.
Carrigtohill Sewerage Scheme, Stage 1B	Under construction.	Duration 1 year.	£0.95m.	Renewal of existing pipework extension of sewer network.
Midleton Sewerage Scheme	Contract Documents approved by D.O.E. (will commence in 1986).	Duration 2 years. Completion by end 1988.	£4.5m.	Construction of new sewer network and outfall at Rathcoursey.
Cobh Sewerage Scheme Stage 1	Under construction.	Completion in 1 year.	£0.55m.	Construction of new system of sewer to serve Ringmeen/Rushbrooke area, and new outfall near Black Point.
Stage II	Contract documents approved by D.O.E. Work due to commence early in 1986.	Duration 2 years	£1.0m.	Renewal of pipeworks in central and eastern areas of Cobh, and construction of new outfalls.
Passage West- Monkstown Sewerage	Contract documents approved by D.O.E. Tenders received.	Duration 1 - 1½ years	£1.2m.	Construction of new pipeworks and outfalls.
Kerry Pike, Stage 1	ditto.	Duration 6 months.	£0.18m.	To serve new school and existing development.
Kerry Pike, Stage 2	Being designed.	1 year.	£0.30m.	Pumping station to connect to Blarney system.

- 5.11 A number of other towns and villages have had drainage studies undertaken and some of these, together with the smaller settlements selected as "priority villages"¹¹ require either new systems or upgrading of existing facilities. In many instances, this simply entails the replacement of small septic tanks. The Council will in such cases encourage local communities in the provision of group sewerage schemes.
- 5.12 Alternatively, the Council will accept the installation of small package treatment plants provided for small clusters of new private houses, provided they have sufficient reserve capacity to either cater for existing housing or further cluster units.
- 5.13 The Council's drainage programme for the next five years is shown in Table 9 and Map 3.

Transportation

- 5.14 Satisfactory progress has been recorded in the implementation of the L.U.T.S. road proposals and an investment of c. £6.7m. to date has gone into those in the County part of the area. Most of the construction work has been concentrated in the Bandon (N.71) and Ringaskiddy roads and the Midleton by-pass with some land acquisition for both the new Dunkettle-Carrigtohill (N.25) road and more recently, the Glanmire (N.8) relief road on which work has begun. Important localised improvements on the urban road system at Ballincollig - Carrigrohane, Douglas village and Grange are currently underway.
- 5.15 A number of the L.U.T.S. road proposals have been scaled-up, with the tacit approval of the Department of the Environment since the study was completed. These will require substantial additional investment to be made in respect of the N.8, N.25 and the South Ring Road. This is considered necessary because of their intra-regional functions.
- 5.16 Conversely, progress on public transport bus priorities within the City and the provision of passenger rail link to Midleton has been negligible. Other public transport improvements recommended by L.U.T.S. have been introduced by C.I.E., however, where that organisation is in a position to do so.
- 5.17 The relationship between road investment and the operation of an efficient public transport system in the L.U.T.S. area is in danger of being obscured by concentration on the former at the expense of the latter. This is particularly so when the division of responsibilities for both modes of transport is reflected both in local and national administrations. A revised commitment to the integrated transportation policy in L.U.T.S. is indicated.
- 5.18 In this context, re-opening of a rail or rail/bus link to Midleton and the maintenance and improvement of the rail link to Cobh must be viewed against competing road proposals which could lead to closure and reliance on bus services. This is not to discount the importance of other factors but rather to stress the complementary role of public transport.

¹¹ Refer to Chapter 9, Town, Village and Area Plans.

TABLE 10 : South Cork (L.V.I.S. Areal Road Programme)

	<u>Expenditure</u>
(i) <u>National Primary Routes:-</u>	
N.8 Glanmire relief road (new road)	£22.0m.
N.25 "Euro-Road" (from Glanmire new road to Carrigtohill)	£20.0m.
N.20 Mallow Road (new alignment Cork-Blarney-Rathduff)	£8.09m.
N.22 Ballincollig, Carrigrohane (re-alignment and roundabout)	£0.6m.
14 South Ring Road (from Douglas new road to Bishopstown)	£15.1m.
Downstream Crossing (tunnel) of River Lee	£30.0m.
(ii) <u>National Secondary Routes:-</u>	
N.71 Bandon road (re-alignment Chetwynd to City)	£0.7m.
(iii) <u>Other special roads and links:-</u>	
R611/612 Carrigaline relief road	£0.6m.
R.609/- Ringaskiddy road (re-alignment and new road)	£3.8m.
- Cross-harbour vehicular ferry (new termini)	£0.57m.
R.600 Kinsale Road (re-alignment)	£0.3m.
- Grange Road (re-alignment)	£0.4m.
- Douglas Village (new road)	£0.2m.
(iv) <u>Intra-County and Regional Routes:-</u>	
R.613 (connector link between Ringaskiddy and Bandon Roads)	
R.579 and R.612 (Ballincollig to new Mallow road via Blarney)	
R.624 (Cobh to "Euro-road" at Carrigtohill) and	
R.626 (Midleton to Rathcormac) primarily for re-alignment and surfacing	£2.5m.
(v) <u>Urban Roads (excluding Grange and Douglas of (iii) above)</u>	
A special allocation will be sought for new roads and road re-alignment in the main development centres viz. Ballincollig, Carrigaline, Tramore Valley/Rochestown, Blarney and Glanmire/Riverstown	£2.0m.

¹⁴ Cork Corporation, by agreement with the Council, will be executive authority for this road.

- 5.19 Provision of a cross-harbour ferry embodying a bus service, linking Cobh and Passage West/Ringaskiddy and the establishment of local taxi or community bus services within such towns as Ballincollig and Cobh were also recommended by L.U.T.S. Progress on this has been slow to date and, the ferry link is now considered an urgent priority. Notwithstanding this, the Council has had to switch its recently allocated monies for this project elsewhere because of continued and unsustainable objections.
- 5.20 The main L.U.T.S.-based road proposals for either completion or initiation during the plan period are shown in Table 10 and Map 3. These will involve total investment of c. £70 m.
- 5.21 Other road improvements involving the highly-trafficked Grange Road and the important tourism route - Kinsale road (R.60) - and surfacing and public lighting of the roads, are listed in Table 10.
- 5.23 The Council will also be proposing that further funds be made available for the important tourist road linkage to Kinsale, and from Ringaskiddy to the Kinsale and Bandon Roads via the R.613. This latter route will link the ferryport with the coastal road to West Cork. Other important intra-County roads are those linking Midleton to Rathcormac (R676), Ballincollig to the Mallow road, via Blarney/Tower (R579 and R612) and Carrigtohill to Great Island (R624). The Council considers these have regional development functions worthy of increased funding and, consequently, an allocation of £2.5m. will be sought for necessary improvements.
- 5.23 Due to the pressure on County roads in the rapidly expanding new towns in the L.U.T.S. area, the Council considers it necessary to seek special funding of a number of these "urban" roads, in addition to the Grange Road (see Table 10 and Map 3). An allocation of £2.0m. will be sought from the government.
- 5.24 Car parking and traffic management proposals are listed in Table 10¹². These will, as far as possible, be funded from planning contributions and revenue. The most critical locations are Carrigaline, Douglas and Ballincollig.
- 5.25 The provision of cycleways is being considered for Ballincollig and the Tramore Valley/Rochestown area¹². Efforts will be made to provide sections of these as new development takes place.

Water Disposal and Water Quality

- 5.26 The concerns expressed about littering and the lack of comprehensive facilities for the disposal of waste in North Cork are much more serious in the L.U.T.S. area due to the scale of population and industrial development.
- 5.27 In particular the continuing failure to secure a toxic waste disposal site locally for manufacturing industry is likely to jeopardise expansion of the area's industrial base and increase the risk of pollution. The Minister for Industry and Commerce recently requested the Council and I.D.A to establish such a facility in the Ringaskiddy area. Renewed efforts will be made to resolve this critical deficiency.

¹² Refer also to Chapter 9 - Area/local plans.

- 5.28 In respect of effluent discharges to Cork Harbour, the Council will rely¹³ on the expert advice contained in the Cork Harbour Pollution Survey. This established acceptable assimilative capacities for such effluents in different parts of the harbour while maintaining appropriate water quality standards.
- 5.29 In view of the resource potential of the harbour as an acceptable economic mechanism for effluent disposal, the Council considers the extension of mari-culture into the lower harbour to be both inadvisable and inhibitive of maintaining this resource. Consequently, it will continue to oppose, in conjunction with the Cork Harbour Commissioners, Cork Corporation and the I.D.A., the designation by the Government of further areas in the lower harbour for mariculture/aquaculture.
- 5.30 Plans for domestic waste disposal are dependent on the continued landfill operation at the Kinsale road, Monkstown and recently acquired Carrigtohill sites. These give a balanced geographical "cover" of the area, thereby reducing haulage costs to economic levels.
- 5.31 Environmental campaigns and encouragement of community-based initiative will also be undertaken in an effort to reduce the incidence of littering.

Energy

- 5.32 Both electric and natural gas grids provide the L.U.T.S. area with a high level of service and a capacity to accommodate a wide range of domestic and industrial needs.
- 5.33 The Council, in co-operation with the E.S.B. and B.G.E. and the Cork Gas Co., will endeavour to maximise this infrastructural capacity in the following ways:-
- (i) promotion of combined heat and power serviced industrial complexes at Ringaskiddy and Whitegate/Aghada;
 - (ii) increased industrial use of natural gas for heat/power and processing purposes;
 - (iii) extension of the gas distribution system to rapidly urbanising areas e.g. Ballincollig, Carrigaline and Tramore Valley/Rochestown.

Telecommunications

- 5.34 The area has a fully automated telephone (telex) system. The Council will co-operate with An Bord Telecom in identifying future development related needs. It will also, in conjunction with the Bord and I.D.A., promote the area's capacity to accommodate the requirements of internationally mobile services in the information technology sector.

Air/Sea Links

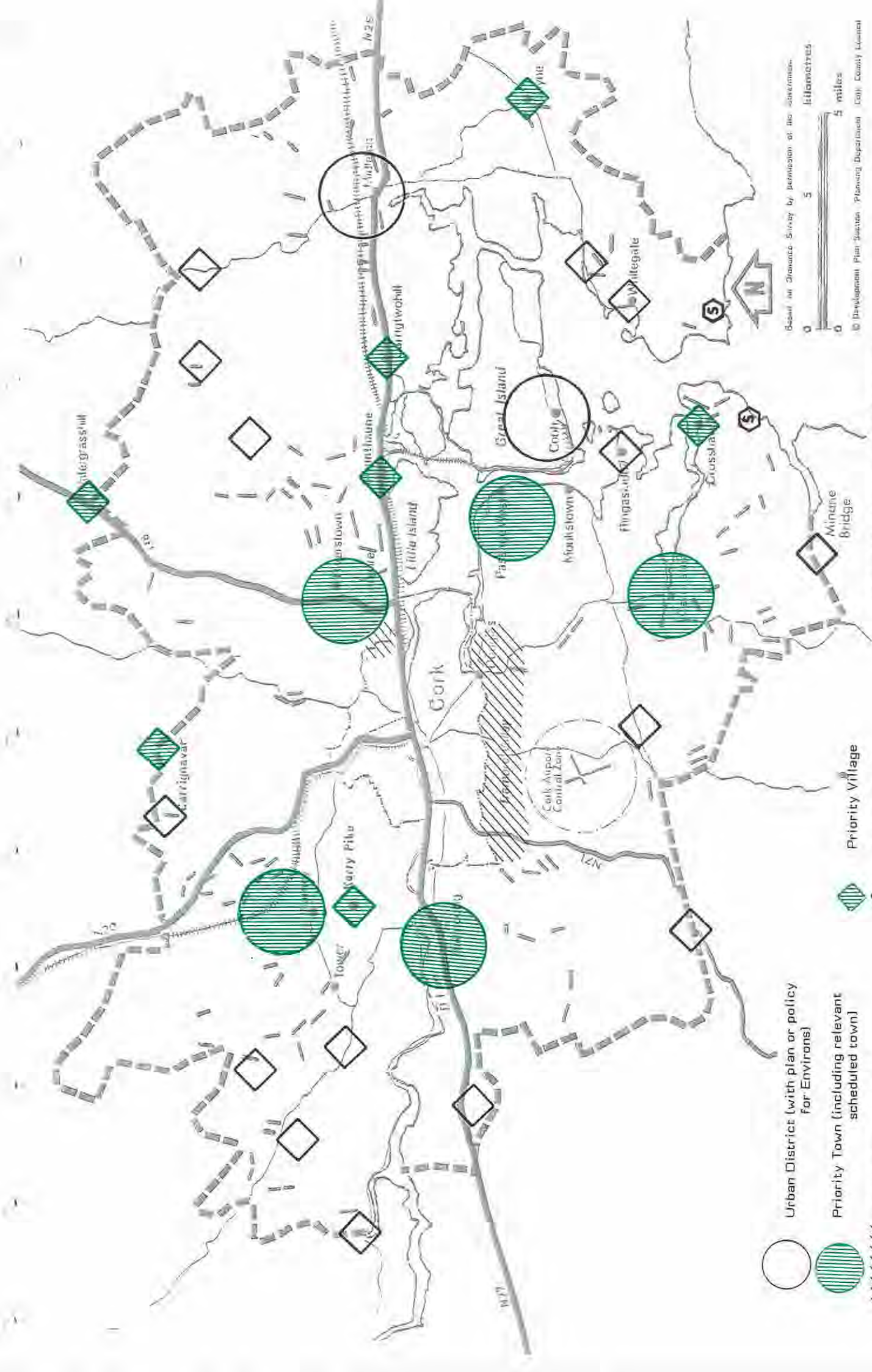
- 5.35 Both Cork Airport and harbour serve as communications bases for linking the L.U.T.S. area with national and international locations. As elements of regional development, they fulfil an important role in the promotion of the Cork area for commercial, industrial and tourism purposes.
- 5.36 Cork County Council supports the maintenance and development of services from both and is extremely concerned by the reduction in both maritime and air connections to overseas destinations. The Council will support the re-introduction of the cross-channel vehicular ferry service and Aer Rianta's promotion of the airport.

¹³ Cork Harbour Pollution Report, M.C. O'Sullivan, 1978.

CHAPTER 6A : HOUSING & SETTLEMENT

- 6.1 The Council's housing programme over the last six years, since L.U.T.S. was completed, has been directed principally towards the main urban centres as proposed by the strategic plan (Table 17, Chapter 9). Its emphasis on Ballincollig and Carrigaline, Passage West and Blarney has been influenced by earlier land acquisitions.
- 6.2 More recently, land acquisition in Glanmire/Riverstown and Midleton, together with Cork Corporation's moves to Lota and Ballyvolane outside the borough boundary are giving a belated thrust to development in these locations.
- 6.3 Private housing has tended to locate largely in the "WEST HARBOUR" towns of Ballincollig and Carrigaline, but more significantly in the Tramore Valley/Rochestown area where the Council has not built houses since 1976. In contrast, little interest is evident in the "EAST HARBOUR" towns of Cobh, Midleton and Glanmire/Riverstown.
- 6.4 The "success", if the parameter of population growth is its equivalent, of the new towns of Ballincollig and Carrigaline as well as the Tramore Valley/Rochestown has been largely due to their proximity to the City and early servicing. Although Blarney/Tower and Glanmire/Riverstown could be regarded as sufficiently close to the City to warrant the same attention, delays in servicing have inhibited their expansion.
- 6.5 A further factor that may have influenced the relatively slow growth of the towns north and east of the City is the social stratification of the City itself with its predominantly less mobile resident population in the large Corporation housing schemes north of the River Lee compared to the more mobile residents of the largely private sector housing south of the river.
- 6.6 Deficiencies in public transport services between Blarney/Tower, Glanmire/Riverstown and the City and the lack of a "captive" private sector market nearby may also have contributed to the poor performance of these towns. Furthermore, there is evidence of local private housing needs on the north side of the City being accommodated within the borough boundary at Ballyvolane.
- 6.7 All of these factors seem to be strengthening the pull of the "WEST HARBOUR", contributing to almost irresistible pressures for more development on the northern and southern environs of the City. Movement eastwards, even to Glanmire/Riverstown is not evident on any significant scale.
- 6.8 Reference has already been made¹⁵ to the recent trends in the spatial distribution of new industrial sites. If concentrated in the "WEST HARBOUR" and immediate environs of the City the L.U.T.S. strategy of building up the "EAST HARBOUR" towns has little chance of succeeding. This issue will be addressed later in Chapter 9, with a view to specifying integrated housing settlement and industrial location policies for both areas.
- 6.9 Outside of the main towns, the Council has built small schemes in a diverse range of villages and smaller towns according to need. Private development has on the other focussed on a number of smaller villages, particularly in the Blarney/Ballincollig area (e.g. Kerry Pike, Kilmoney, Ballygarvan), but also randomly over the whole L.U.T.S. area.

¹⁵ Chapter 3, "Employment & Industrial Location".



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MAP 4 : PRINCIPAL SETTLEMENTS AND RIBBON DEVELOPMENT (L.U.T.S. AREA)

- Urban District (with plan or policy for Environs)
- Priority Town (including relevant scheduled town)
- Other Development Area
- Seasonal (Holiday) Centre
- Priority Village
- Other Village
- Ribbon Development

- 6.10 The unforeseen and exceptional growth of population in the rural parts of the L.U.T.S. area can be attributed largely to urban generated demand. It is manifest over a wide area but especially closer to the main towns and between them and the City and its environs (See Map 4).
- 6.11 In view of the serious implications this could have for the Council's strategic policies for the main towns in the L.U.T.S. area and in an effort to provide a reasonable and economic alternative to isolated ribbon building the Council has identified a series of "priority villages"¹⁶ into which such demand will be directed (See Table 11 and Map 5). Implicit in this promotion of the villages, however, are more stringent controls on ribbon building.
- 6.12 For the villages, the Council will give active support and encouragement to the provision of an adequate standard of infrastructure¹⁷ and the maintenance of an attractive environment. Both are considered essential to the success of this policy.
- 6.13 Size limits¹⁸ in terms of population increase over the next five years, have been indicated where this is necessary. In most cases, however, due to existing infrastructural limitations it is anticipated that village expansion will be gradual and depend on investment by small building firms.

TABLE 11 : South Cork (L.U.T.S. Area) Priority Towns and Villages

Towns	Separate administrative authorities	Cobh (& environs), Midleton (& environs)
	Scheduled in 1963 Planning Act	Blarney & Passage West
	Other (including "Satellite" Towns).	Ballincollig, Carrigaline, Glanmire/Riverstown.

Villages:- Carrigrohilly, Glounthaune, Cloyne, Carrignavar, Watergrasshill, Kerry Pike, Minane Bridge, Crosshaven.

Note:- The Tramore Valley/Rochestown area (including Douglas village) is treated separately, as is the Lota area on the north-east side of the City.

¹⁶ Refer to "County-at-large policies".

¹⁷ Refer also to Chapter 5A, Infrastructure.

¹⁸ Refer to Chapter 8, Area/local plans.

SECTION B

NON-L.U.T.S. AREA

CHAPTER 1B : Population

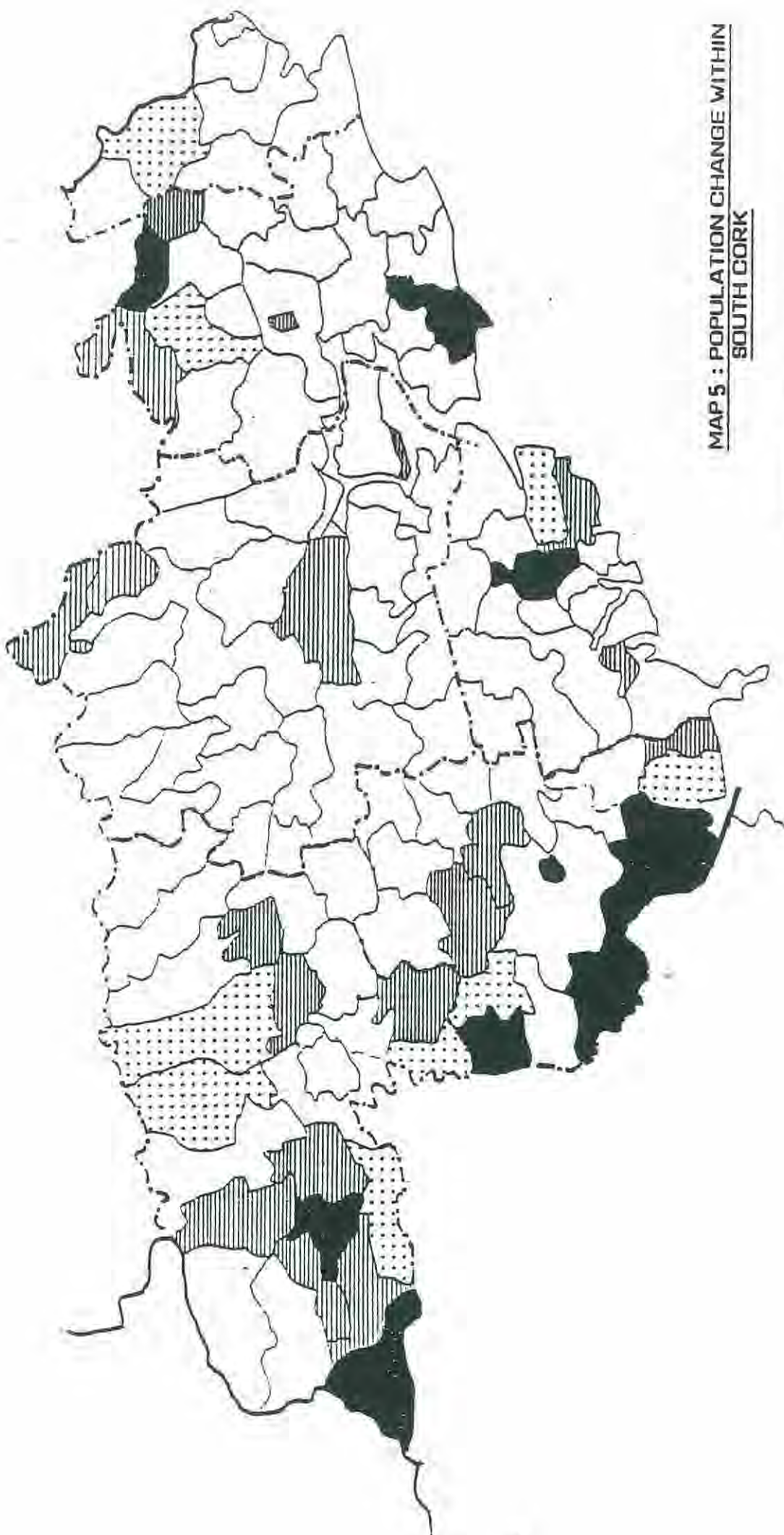
- 1.0 In comparison to the L.U.T.S. area, the remainder of South Cork has grown less dramatically from a population of 51,625 in 1971 to a current population of c. 59,000. The most remarkable feature is the extent to which the rural population, outside of the main towns, is growing. In the period 1971-1981 an increase of c. 4,200 was recorded. Geographically, population growth is spread fairly evenly over the whole rural area, with the exception of the western fringes extremities beyond Macroom and Bandon (see Map 5).
- 1.1 As in other parts of the County, population increase is significant outside of the main towns and their immediate environs and particularly in the case of Bandon (see Table 12). There are certain factors pertaining to Macroom (e.g. very extensive urban district boundary and decline in surrounding rural areas) which mask the actual pattern of development.

TABLE 12¹ - Population Change in Towns and adjacent D.E.D.'s





	1971	1981	% Change 1971-1981
Bandon	4,107	4,630	+12.7
Adjacent D.E.D.'s	798	1,713	+114.7
Kinsale	1,991	2,401	+20.6
Adjacent D.E.D.'s	996	1,164	+16.9
Macroom	2,250	2,495	+10.6
Adjacent D.E.D.'s	2,580	2,606	+1.0
Youghal	5,626	6,145	+9.2
Adjacent D.E.D.'s	1,008	1,161	+15.2

- 1.2 These trends clearly indicate the widespread nature of building in rural areas and particularly in the form of ribboning outside the main urban centres. The Council is concerned at the implication this will have for economic servicing and the impact on its existing urban policies. It will endeavour to accommodate these urban-generated demands by a new set of policies aimed at the concentration of population in selected towns and villages capable of accommodating such.

¹ 'Towns' have the same definition as that in the Census i.e. they include municipal/non-municipal urbans and their environs centre; adjacent D.E.D.'s refer to the balance of these units less environs.



**MAP 5 : POPULATION CHANGE WITHIN
SOUTH CORK**

-  Population increased 1971-'79 and 1979-'81
-  Population decreased 1971-'79 but increased 1979-'81
-  Population increased 1971-'79 but decreased 1979-'81
-  Population decreased 1971-'81

- 1.3 Population projections for the South Cork area indicate that the non-L.U.T.S. part will increase by an estimated 2,200 people by 1989 (See Table 13). The Council by its development policies will endeavour to create the right environment for retaining this population.

Table 13 - Population trends and projections for Non-L.U.T.S. Area

	1971	1981	Estimate 1984	Projection 1989
Bandon	4,107	4,630	4,730	5,300
Kinsale	1,991	2,401	2,575	2,800
Macroon	2,256	2,495	2,610	2,800
Youghal	5,626	6,145	6,305	6,600
Rural Area	37,645	41,795	42,380	42,130
Total	51,625	57,466	58,600	59,630

CHAPTER 2B : EMPLOYMENT

NON SPATIAL

- 2.0 The deteriorating economy of the L.U.T.S. area is likely to have had adverse consequences for the rest of South Cork as a net inflow of workers had been a fundamental assumption of the L.U.T.S. study. Nevertheless, the unemployment rate in the non-L.U.T.S. area is normally significantly lower viz. than that prevailing in L.U.T.S. area². It is estimated that a further new 1,600 jobs will be required over the next five years if the unemployment levels in the area are to be maintained at an acceptable level.
- 2.1 A declining agricultural workforce is also inhibiting opportunities for employment in rural areas. Consequently reliance will increasingly have to be placed on the manufacturing (including agri-processing) and service centres. One particular exception may be the development of mariculture activities involving shellfish cultivation and fish-farming. However, gains here may have to be offset by losses in the industry generally.
- 2.2 Local timber processing in the Macroom/Gaeltachta area will be encouraged provided it fits into a rational sub-regional framework and does not degrade the area's scenic environment.
- 2.3 Tourism if the competitive pricing of earlier years can be re-gained, still remains one of the most attractive employment options for the area with its scenic coastline and well-established centres.
- 2.4 In a period recession, reliance on public sector investment for the creation of jobs is likely to be justified principally where such investment provides a stimulus to further development. In this context, the Council will promote the need for up-grading selected infrastructure, which will benefit the local and regional economy³.
- 2.5 The Council will actively co-operate with statutory agencies and community groups in the improvement of job opportunities in the area, with particular emphasis being put on small industrial/business development and tourism potential.
- 2.6 Outside of the L.U.T.S. area, Youghal, Bandon and Kinsale, Macroom are the main centres of industrial and service employment. Kinsale and Youghal are two of the County's premier tourist resorts. It is intended that these centres should continue to function as the main foci of non-agricultural employment in the non-L.U.T.S. area. Their geographical positioning is such as to provide accessible job opportunities to the rural areas.
- 2.7 Other minor centres of employment e.g. Watergrasshill, Mogeely/Castlemartyr and Ballineen⁴/Enniskeane, which have a propensity to grow, will be given special consideration in the Council's development policies. In relation to other villages, the Council will co-operate in locally-sourced community initiatives.
- 2.8 In the context of Macroom's role as an employment and services centre, the Muscraí Gaeltacht will of necessity be dependent on its future performance. For this reason, the Council will endeavour to promote, in conjunction with an Udaras na Gaeltachta and Macroom U.D.C., a policy of economic interdependence between Macroom and the villages of Ballyvourney/Ballymakeera and Ballingeary.

² For example, the area had an est. 10% unemployment rate, compared with c.17% in the L.U.T.S. area at January, 1984.

³ See also Chapter 5B, Infrastructure.

⁴ Also included in West Cork Divisional Plan.

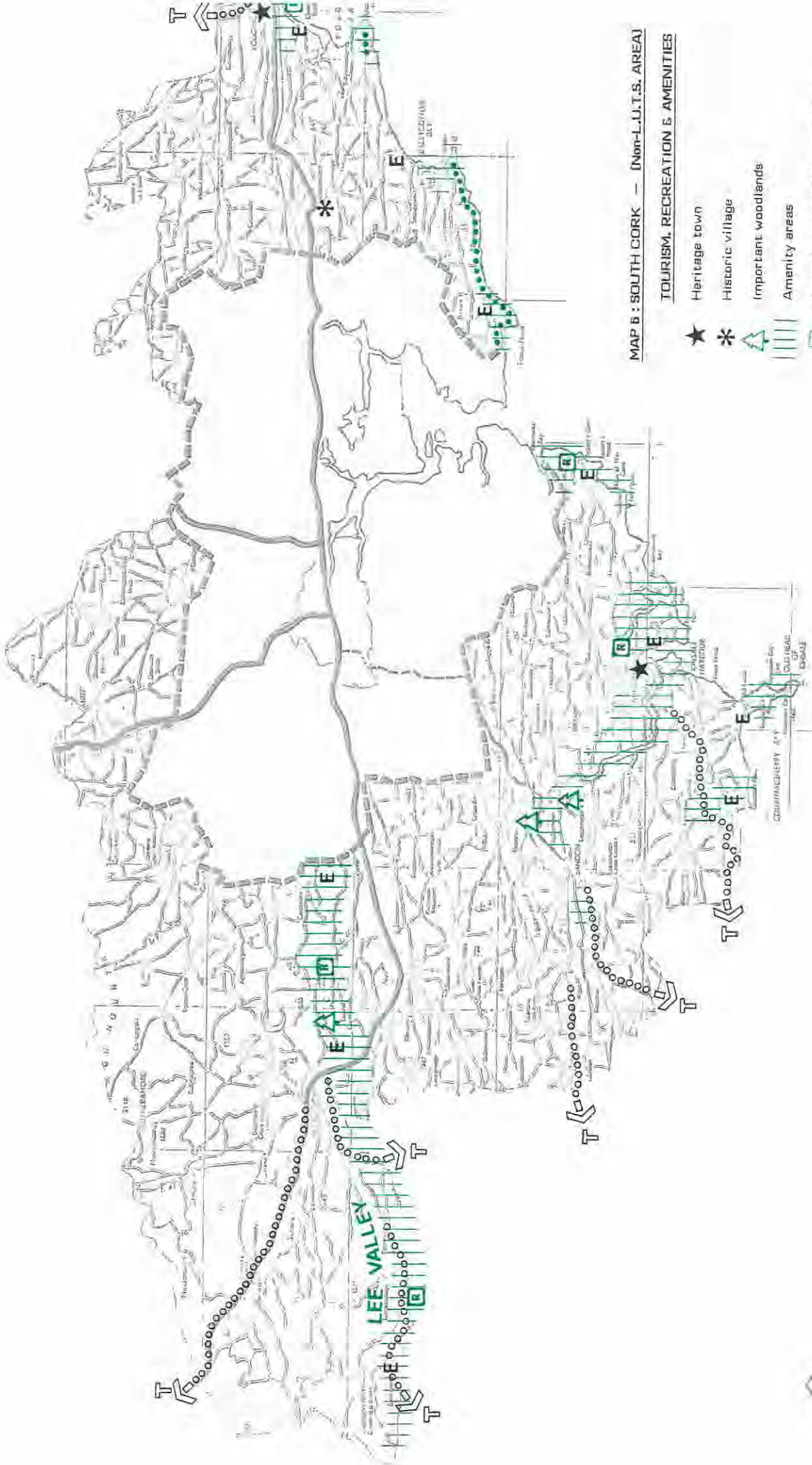
- 2.9 The Council, in conjunction with the I.D.A., will provide suitable sites and ensure their proper servicing for industrial development. Initially, it is intended to secure lands for the creation of a small industrial/business estate in Bandon.
- 2.10 Co-operation with the Urban District Councils in Youghal, Kinsale and Macroom in the promotion of these towns as employment and tourism centres is also proposed. In this latter context, exploitation of opportunities for private investment in tourism and recreation-related developments will be encouraged through the identification of suitable projects⁵.

⁵ Refer also to Chapter 3B, "Tourism, Recreation & Amenities".

CHAPTER 3B : TOURISM, RECREATION & AMENITIES

- 3.1 As referred to in the earlier section on the L.U.T.S. area, South Cork is an important entry point for tourists to this country. The adverse impact on the local tourism has also been commented on. Both coastal and inland towns west of Cork City have suffered as a consequence. Re-instatement of the ferry link is therefore seen as an urgent priority.
- 3.2 The main touring routes to Kerry (via Macroom) and West Cork (via Bandon) place these two towns in a strategic position to "capture" some of this tourist traffic. The role of both should reflect their advantageous location. Youghal also lies on a major touring route from the east coast ferryport of Rosslare and has an important function in this regard.
- 3.3 Due to the downstream re-location of the City's ferryport to Ringaskiddy a re-orientation of tourist traffic is likely to occur. This will tend to attract more movement to Kinsale and, through it, to West Cork via the existing coastal road system. Infrastructural investment should take cognisance of this.
- 3.4 Kinsale and Youghal are key centres of interest to the visitor. Their promotion and that of other selected centres will help to retain tourists.
- 3.5 The south and east Cork coastline has many attractions, not least the extensive beach capacity in east Cork and the scenic coastline in the Kinsale area. Overlapping demands for day recreation from the L.U.T.S. area, holiday based, and touring needs, will require an appropriate management response, particularly for the Youghal/Redbarn, Shanagarry/Garryvoe and Kinsale/Garrettstown areas. This will require the preparation of local plans for these areas and the co-operation of the community in their implementation.
- 3.6 Functional tourism and recreational roles will be assigned to these key centres and other coastal resorts with a view to achieving an integrated and rational use of their amenity resources. This will entail the promotion and development of some activities and the control of others.
- 3.7 Accessibility to coastal areas will require differing policies for the east and south (i.e. Kinsale/Crosshaven areas), Cork coastline. The indented nature of the coastline and limited capacity of beach areas in the western area contrasts with the potential for coastal road development and extensive beach capacity in the Youghal and Garryvoe areas.
- 3.8 Utilisation of the Lee Valley as a secondary recreational resource (to that of the coastline) is being promoted at present. The more extensive exploitation of the "Lakelands" comprised by the E.S.B. hydro-electric reservoirs, Lough Allua and Gougane Barra is considered to be necessary if the asset is to be used more fully for the benefit of the local economy.
- 3.9 As in the L.U.T.S. area an integrated set of development promotion and control measures is necessary. This will ensure the effective use of the area's resources compatible with the maintenance of a high quality physical environment. A range of proposals are outlined in the following paragraphs and in Map 7. Supplementary control policies are detailed in a later Chapter⁵.

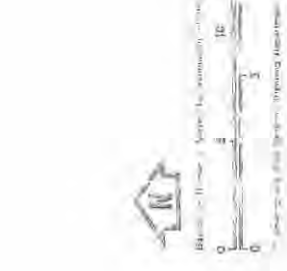
⁶ Refer to Chapter 10, Controls & Standards.



MAP 6 : SOUTH CORK — (Non-L.U.T.S. AREA)

TOURISM, RECREATION & AMENITIES

- ★ Heritage town
- * Historic village
- 🌲 Important woodlands
- ||| Amenity areas
- R Areas for recreational activities
- ➡ Walkways
- E Environmental schemes
- T Touring routes



Scale: 1:50,000
Map data: Ordnance Survey, 2010
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- 9.1.20 Population targets and related housing needs for the "WEST HARBOUR" area are given in the earlier Table 17. Controls, in the form of density restrictions, have been introduced in the Tramore Valley/Rochestown, Ballincollig and Blarney/Tower areas with a view to minimising the contra-L.U.T.S. tendencies. Curtailment of "one-of" rural housing is implicit in the targets and will be facilitated instead in the selected priority villages.
- 9.1.21 Again, however, as in the case of the "EAST HARBOUR", it is expected that these measures will take some time to make a significant impact. Therefore, in the next five years it is anticipated that divergencies from the L.U.T.S. targets will be quite marked in the case of Tramore Valley/Rochestown and Ballincollig.
- 9.1.22 Based on these revised targets, estimates have been made of employment need for the area over the plan period. Depending on a variety of factors, including the estimated future rate of unemployment, approximately 4,500 gross new jobs will be required if reasonable employment levels are to be maintained.
- 9.1.23 The spatial allocation of these jobs, if provided, will be determined largely by the present public ownership of lands and the programmes for infrastructural improvements. Ringaskiddy will continue to be the major port location for heavy industry with reservations made for such uses. It's designation as a "free port" will attract other commercial activities.
- 9.1.24 Public lands at Carrigaline, Ballincollig and Tramore Valley/Rochestown are being promoted as suitable locations for light industry and service uses by the Council. This will involve the construction of small industrial/business units as well as the disposal of serviced sites to larger firms.
- 9.1.25 Other service employment will be catered for in the main towns and at Douglas. The Council will positively promote the development of shopping and office facilities at Douglas to at least a regional level of service. Provision for the re-location (from the City) of distributive uses, such as warehousing, will continue to be made in the Tramore Valley/Rochestown area.
- 9.1.26 House-building by the Council will concentrate largely in the "satellite" towns and to a lesser extent in the Tramore Valley/Rochestown area. Joint venture housing will be an important element of the Council's programme. Localised needs will be catered for in other outlying villages.
- 9.1.27 Co-ordinated planning of recreational amenities on the City fringe at Douglas, Lee fields and Killeens will be undertaken in co-operation with Cork Corporation. The Mahon/Passage (railway) walking route is indicative of such. Protection of the ornithological status of the Douglas River estuary, and the development of walks in the Lee and Killeens valleys is planned.
- 9.1.28 The "WEST HARBOUR" area has a variety of coastal and inland recreational resources capable of further exploitation for both residents and visitors. Plans for the Lee Valley⁵ will emphasise the potential of Ballincollig's regional park, including the former gun-powder mills, and the E.S.B. reservoir at Inniscarra. Enhancement of amenities in the Crosshaven and bays area will also be undertaken⁶.

⁵ Refer also to Macroom & Mid Cork.

⁶ Refer to Crosshaven and Bays section.

9.1.19 As a corollary to the actions prescribed for the "EAST HARBOUR" area, and bearing in mind the difficulties now facing the Council of adhering to the original L.U.T.S. strategy, a set of inter-related proposals has been prepared for the next five years. The main features of this are as follows:-

(a) Tramore Valley/Rochestown

Provision for additional population expansion in excess of L.U.T.S. target to be minimised as far as possible. Increased employment and services as per local needs.

(b) Passage West

Limited residential and ancillary industrial development. Vehicular ferry to Cobh to stimulate it's (Cobh's) expansion and provide access to jobs at Ringaskiddy; access to Fota improved for WEST HARBOUR residents.

(c) Ringaskiddy

Establishment of "free-port" and development of major port-related industrial estate, primarily for bulk processing, and water consuming uses. Protect existing residential communities.

(d) Carrigaline

Provision for population expansion in line with L.U.T.S. target with additional employment and service facilities for local needs.

(e) Ballincollig

Provision for additional population growth in excess of L.U.T.S. target, to be minimised as far as possible. Increased employment and services for local needs. Development of regional park to serve wider catchment.

(f) Blarney Tower

Infrastructural improvements to remedy deficiencies and controlled residential expansion to conform to L.U.T.S. target - primarily a dormitory town. Promotion of tourism to be facilitated⁴.

(g) Kilbarry (North of City)

Restriction on the expansion of industrial/service employment outside I.D.A. estate to continue.

(h) Crosshaven, Kerry Pike and Carrignavar

Designation as priority villages to afford alternative accommodation to "one-off" housing likely to locate in rural environs of the City and main urban centres, stricter controls for rural areas.

(i) Lee Valley, Douglas estuary, Killeens valley (between City and Blarney)

Co-ordinated planning and development of recreational amenities for inhabitants of City and WEST HARBOUR area, tourism promotion of Lee Valley (including Ballincollig and Blarney).

⁴ See Lee Valley,

HARBOUR" will be protected and facilitated. Expansion of retailing is considered desirable in both Glanmire/Riverstown and Cobh. Elsewhere, and particularly along or adjacent to the N.25, strict controls will be exercised over retail uses.².

9.1.15 Completion of the Midleton by-pass, and the initiation of construction works on the re-aligned N.25 and N.8 will occur during the plan period³. Improved drainage at Glanmire/Riverstown, Carrigtohill, Cobh and Midleton together with water supply improvements at Glanmire/Riverstown and Little Island will provide capacity to accommodate anticipated development needs. Introduction of the Passage West/Cobh ferry and a rail-bus link to Midleton will be actively pursued. Supplementary funding will be sought for the regional route linking Midleton to Rathcormac and for the Cobh road.

9.1.16 Conservation of mineral resources requires controls on sporadic "one-off" developments, which can sterilise economic deposits of sand, gravel, limestone and silica (Cloyne beds). Where feasible the Council will endeavour to guide conflicting uses to suitable alternative locations.

9.1.17 Area and local plans for the following have been made and are detailed in the subsequent pages.

- (1) Lotamore
- (2) Glanmire/Riverstown
- (3) Little Island
- (4) Glounthaune
- (5) Carrigtohill
- (6) Midleton Environs
- (7) Cloyne
- (8) Whitegate/Aghada
- (9) Cobh Environs
- (10) Upper harbour including Fota Island
- (11) Watergrasshill

9.1.18 West Harbour

Principal among the reasons for the "WEST HARBOUR"'s continued high level of growth are the following:-

- Early provision of improved infrastructure in some towns (e.g. Ballincollig and Carrigaline).
- Failure to contain housing development in the Tramore Valley/Rochestown area and generally in the rural areas between the "satellite" towns and the City.
- Proximity and accessibility of development areas (e.g. Tramore Valley/Rochestown and Ballincollig) to the City.
- Perceived attractiveness of the area for private housing and other supportive uses (notably shopping).
- Concentration of third level education and regional facilities (e.g. R.T.C., ANCO., Regional Hospital, Wilton Shopping Centre) on western periphery of City.

To these could be added recent land acquisitions for employment uses, which will add to the attractiveness of the three main urban areas, namely Tramore Valley/Rochestown, Ballincollig and Carrigaline.

² Refer to Countyat-large policies

³Both the N25 and 8 are also designated Euro-roads.

- 9.1.7 Based on these revised targets, estimates have been made of employment need for the area over the plan period. Depending on a variety of factors¹, including the estimated future rate of unemployment, approximately 2,000 gross new jobs will be required if current employment levels are to be maintained.
- 9.1.8 The spatial allocation of these jobs, if provided, will be determined largely by availability of lands in public ownership and the programme for infrastructural improvement. Little Island and Carrigtohill are seen as the main employment centres for industrial jobs, with potential for a service-type science or business park at Carrigtohill. Lands at Whitegate/Aghada will be reserved specifically for petro-chemical and related industries. Measures will be taken, in the interim, to resolve potential long-term environmental conflicts.
- 9.1.9 Localised small industrial/commercial development opportunities will also be promoted in Glanmire/Riverstown, Midleton and Cobh. This will require direct action by the respective local authorities in co-operation with local business interests and the relevant statutory agencies.
- 9.1.10 Warehousing and distribution activities have tended to concentrate along the Cork-Midleton corridor, particularly at Carrigtohill and Little Island. Constraints north of Glanmire limit the extension of these uses. In view of the high level of accessibility to national/regional routes in this part of the L.U.T.S. area, and the plans to further improve it, the Council has decided to encourage the location of these uses in selected locations on Little Island, at Carrigtohill and Glanmire/Riverstown.
- 9.1.11 The Council will concentrate its house building operations in Glanmire - Riverstown, Cobh, Midleton and, to a lesser extent, Carrigtohill. Co-operation with both Midleton and Cobh U.D.C.'s will be required in this context and in relation to necessary infrastructural improvements. Joint marketing of both "urbans" as locations for private residential development will depend on these and other improvements (e.g. access, employment) being undertaken. Efforts will be made to rid Cloyne of its comparatively large stock of derelict buildings and enhance its attractiveness as a residential location.
- 9.1.12 Tourism and recreational activities will be centred on the Fota Island/Upper Harbour estuary, embracing Glounthaune, Fota, Belvelly, Carrigtohill, the North Channel, Carrigtohill and East Ferry. This area has extensive recreational resources which can be exploited for a variety of user needs commensurate with conservation policies. Fota and Cobh are seen as the major attraction points which can provide the stimulus for other developments. Cobh has been designed as a heritage town and Cloyne will, subject to effective renewal measures, be designated as a historic village. The promotion of both as tourism destinations will be undertaken.
- 9.1.13 Special attention will be given to the N.25, Cork to Youghal route as a touring corridor, linking Cork with the ferryport at Rosslare. Sign-posting, provision of amenities and the encouragement of related development (e.g. Ballyannan Wood, Barryscourt Castle restoration, Midleton Crafts Centre), will be undertaken in conjunction with Cork/Kerry Tourism.

¹ Refer to County-at-large policies and Chapter 2 in this section.

9.1.6 The population targets and related housing needs for the entire L.U.T.S. area are given in Table 17. Curtailment of "one-off" rural housing is implicit in the targets, if the main centres i.e. Cobh, Midleton and Glanmire/Riverstown are to attract new development and justify the proposed investment in support infrastructure. Even with the most optimistic out-turn, however, and allowing for a "lead-time" for stimulative policies to take effect, it is anticipated that the main towns with the exception of Glanmire/Riverstown will fall far short of their original L.U.T.S. targets. Lota, on the City periphery, is expected to reach its original population quota.

Table 17 - L.U.T.S. Area Population Targets & Housing Needs, 1984-1989

	1984 Population	1989 Population	1989 L.U.T.S. Targets	1984-1989 Housing Need
Tramore Valley	15,000	20,500	14,090	1,960 houses
Cobh	8,820	9,500	11,910	400 houses
Midleton	6,600	7,500	11,180	420 houses
Ballincollig	9,755	13,500	8,100	1,340 houses
Carrigaline	5,815	7,800	7,790	720 houses
Passage West	4,100	4,700	5,780	270 houses
Glanmire/ Riverstown	2,920	4,100	4,640	410 houses
Blarney	3,210	4,000	3,630	300 houses
Rural Area	37,720	36,970	36,800	640 houses
Total	94,000	108,570	103,920	6,460 houses

9.1.5 In response to these deficiencies, a comprehensive set of proposals will now be adopted of which the principle elements are as follows:-

(a) Lota (N.E. City Environs)

Limited residential expansion up to L.U.T.S. target.

(b) Glannaire/Riverstown

Dormitory town for employment in the City and Eastern Corridor.

(c) Little Island

- Major industrial area.
- More emphasis on service-type light industry (business park).
- Protect existing residential development.

(d) Clounthaune and Carrigtohill

Provide for limited residential growth in both villages.

(e) Carrigtohill

- Full development of the existing I.D.A. estate.
- More industrial development on land north of Euro road which may be acquired by the Council.
- A prestigious business/science park (overlooking the estuary) south of Euro road on lands to be acquired by the Council.

(f) Midleton

- Food and compatible industry.
- Housing development away from the industrial area and close to public transport.

(g) Whitegate

- Continue reservation for large-scale petro-chemical and related industry.
- Protect existing villages.

(h) Cloyne

- Promote as alternative residential location for Whitegate area.
- Stimulate renewal and promote tourism.

(i) Cobh

- Dormitory town for employment in Ringaskiddy and the Eastern Corridor.
- Tourism/recreation centre allied to Fota.

(j) Fota Island, Upper Harbour

- Development as major tourism/recreation area.
- Conservation policies.

9.1.0 Context

From the earlier analysis it is evident that there have been significant departures from the strategic targets set for the L.U.T.S. area in 1978 which affect both urban and rural areas. Employment planning has suffered major set-backs due to the prolonged recession and its particular impact on Cork's industrial base. Realisation of the expectations for places like Ringaskiddy has been delayed. Technological and structural changes in new industry formation has given rise to location-flexible firms uninhibited by major infrastructural requirements. This has posed problems as well as creating opportunities for corporate physical planning. To date, much of this later generation industry has tended to concentrate in fringe areas of the City, on its north and west.

9.1.1 Population increases in the main urban centres have favoured the area west and south of the City at the expense of the north and east sides of the harbour. The recommended thrust towards building up Midleton and Cobh in particular has not materialised. Rapid growth in the Tramore Valley/Rochestown area and Ballincollig has already surpassed its 1991 target levels. Accompanying this has been widespread rural housing consisting largely of "one-off" and ribbon building in the rural fringes of the City and outside the main satellite towns.

9.1.2 Infrastructural investment has tended to favour the contra-L.U.T.S. trends either through early start-up's or failure to realise fundamental improvements (e.g. Midleton drainage, cross-harbour vehicular ferry)proposed in the L.U.T.S. strategy. These delayed improvements will hinder an adherence to the earlier targets at least until the EAST HARBOUR has acquired an up-graded infrastructure.

9.1.3 Consequently, two separate but complementary packages of proposals have been outlined for both the EAST and the WEST HARBOUR areas, they are explained in the sections that follow.

9.1.4 East Harbour

To re-iterate, the reasons for the "EAST HARBOUR'S" poor performance are as follows:-

- Low attractiveness for housing (scattered industrial development in Midleton, remote location of Cobh).
- Infrastructural problems (drainage in Midleton).
- Lack of industrial development as a result of a structural change in industrial promotion favouring other locations and other types of industry.
- Competing attractiveness of other areas both for industry and housing (services provided ahead of schedule in other parts of the L.U.T.S. area).
- Lack of implementation of L.U.T.S. policies (ferry and rail-link).

L.U.T.S. AREA (EAST & WEST HARBOUR SECTORS)

CHAPTER 9 : TOWN, VILLAGE & DEVELOPMENT AREA PLANS

9.0 Introduction

- 9.1 It is difficult to treat the South Cork administrative area in a coherent manner for a number of reasons viz. the geographical extent - Mallow and Fermoy are closer to Cork City than Youghal, the contrasting rate of development in the L.U.T.S./non-L.U.T.S. areas, the extensive recreational catchments for residents of the L.U.T.S. area and the sub-regional influence of the L.U.T.S. area on employment and movement. Consequently, six separate sub-areas have been defined for consideration.
- 9.2 The basic L.U.T.S./non-L.U.T.S. split forms the first unit i.e. the L.U.T.S. area. For purposes of comparison and programme monitoring vis-a-vis the 1978 Strategic Study, this area is still sufficiently integrated in land use and transportation terms to remaining as a strategic planning unit for the most rapidly developing part of Cork County. However, the disparities between the areas west and south of the City and those to the east justify separate policy packages for both within the context of an up-dated strategy for the overall L.U.T.S. area - this relationship has been referred to earlier.
- 9.3 Youghal and the east Cork coastline, from Roches Point at the mouth of Cork harbour to the Blackwater estuary, will consist of the second planning unit. Coastal recreation and tourism potential will constitute important components for consideration here, as will the definition of roles for the various coastal and hinterland villages and the application of controls in sensitive amenity areas. Youghal's function as a service and employment centre for the eastern part of this area and for West Waterford will be considered as will its functions as a tourism base for the adjacent coastline and lower Blackwater Valley.
- 9.4 The Crosshaven and Bays catchments, constituting the remainder of the South Cork coastline west of Cork Harbour, will be dealt with in a similar manner. Crosshaven now functions primarily as a day trip centre with Kinsale, fulfilling a role akin to that of Youghal's in relation to coastal and estuarine amenities.
- 9.5 Bandon, as the principal service and employment centre of the town group, which also includes Innishannon and Ballineen/Enniskean, is seen as the focal point of commercial activity and urban development in this inland catchment.
- 9.6 Finally, Macroom and the mid-Cork area encompassing the extensive "lakelands" of the Lee Valley will be dealt with on an integrated basis. Like Bandon and Youghal, Macroom is a key commercial and industrial centre for the area. It's potential as a touring and holiday base for the Lee Valley remains to be exploited. In a manner similar to that being adopted for the coastline, the Lee Valley will be treated as a major recreational and tourism resource meriting detailed policies for it's component settlements and for the sensitive exploitation of its amenities.
- 9.7 Other towns and villages within these strategic planning units are dealt with by separate local studies where this was deemed necessary e.g. An Gaeltacht Muscraí including the villages of Baile Atha Mhuirne, Beal an Ghaorthaigh and Cul Aodha.

SOUTH CORK
Town, Village and
Development Area Plans

8.6 Town Core

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

- 8.7 Within the core, residential needs will be maintained where indicated and buildings of aesthetic value will be preserved. Other objectives such as traffic management schemes, environmental improvement/parking proposals are indicated as appropriate on the town core zoning maps.

8.8 Residential

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

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

8.10 Existing Built-up Area

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

8.11 Development Limits

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

8.12 Miscellaneous

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

* Refer to the "Council's Guidelines for Residential Estates".

CHAPTER 8 : TOWN AND ENVIRONS ZONING POLICY

- 8.0 The following zoning definitions and limitations apply to the plans for the towns of Ballincollig, Carrigaline, Glanmire/Riverstown, Blarney/Tower, Passage West and Carrigtohill, the Tramore Valley/Rochestown and Lota development areas; the environs of Cobh and Midleton and the harbourside industrial areas at Little Island, Ringaskiddy and Whitegate/Aghada. In the case of the smaller priority towns and villages, the zoning ordnances do not represent objectives as defined in the 1963 Planning Act. Instead the plans outline constraints and identify opportunities for development. The plans also highlight opportunities for environmentally improving the settlements. In the event of planning applications being made for land so designated, the Council will have regard to the provisions of the plans in making decisions.
- 8.1 Because of the dramatically different pace of development in the L.U.T.S. area compared to the rest of the County, it has been decided to distinguish the essentially short-term (5 year) needs from longer-term requirements by introducing "reservations" or protective zoning in plans where resource potential could be threatened. The idea is to 'hold' these areas for long-term, post-plan development. Emphasis will continue to be placed, however, on the short-term development of lands zoned for such for the duration of the plan. This should facilitate orderly, economic development over the next five years while retaining flexibility to adjust the plan - as it will (inevitably) be required - to evolving future demands.
- 8.2 For most towns and villages in the non-L.U.T.S. part of South Cork, and for all North and West Cork settlements this requirement does not arise as land requirements are largely incremental over the plan period. Extensive commitments to residential uses in some of the L.U.T.S. centres has also necessitated the introduction of density controls in order to adhere to the overall strategic policy (and avoid compensation claims).
- 8.3 For the reasons quoted earlier in the Plan, a fresh approach has been made to the definition of zoned areas and the specification of objectives, bearing in mind the probable efficacy of both during the plan period.
- 8.4 The principal change here, compared to early plans, is the reduction on zoning. It is hoped that this will more realistically reflect the development needs of the towns over the plan period, while allowing for a judicious element of flexibility.
- 8.5 The reduction is partially demand-related, partially control-related. Many of the towns in South Cork have modest development land requirements over the next five years, hence the need for limited zoning. Built-up areas are usually composed of a heterogeneous mixture of land uses and which do not readily "fit" a single land use designation. It is felt that a verbal policy statement, which specifies controls or incompatible uses, will result in a more flexible approach to the built-up areas and will therefore be more appropriate.

7.10 Tourism, Recreation & Amenities

Promotion of tourism is shown diagrammatically on Maps 8 and 10 in the designation of touring routes, heritage towns, historic villages, and the role definition for coastal resorts. Locations of scientific, natural or amenity value have been given a general designation of "amenity areas" where development should be limited. Implications of this designation will be mainly found in the development control policy, where more attention will be given to scale and design of development proposals. This section will also include lists of sites and buildings of heritage importance whose protection is considered essential. Sites where recreational activities will be encouraged are indicated also.

- 7.6 For the larger urban areas, including those previously detailed in the L.U.T.S. area, a review of their role within the context of the strategic plan for South Cork has been made. In the case of the L.U.T.S. centres, revised target allocations have had to be made for population.

7.7 Infrastructure

The infrastructure for South Cork focusses on the L.U.T.S. area and the City with the national and regional road network and mainline rail network radiating from there. Similarly with energy systems, both the national electricity grid and natural gas network are highly concentrated in the L.U.T.S. area. A ground satellite station at Midleton forms part of the areas fully automated telecommunications system. Road reservations for re-alignment, relief road and new road construction are shown on Maps 9 and 10. Not all the proposals will be implemented during the plan period. Other regional and intra-County links are included for special consideration.

Maintenance of the Cobh branch line and re-opening of the Midleton branch are seen as important elements of the L.U.T.S. strategy as is the provision of a vehicular ferry link between Passage West and Cobh.

Important water supply and drainage improvements are also shown diagrammatically.

Cork harbour and airport provide international access to Ireland and have the capacity to facilitate regional development. Support for these services is indicated.

7.8 Residential development

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

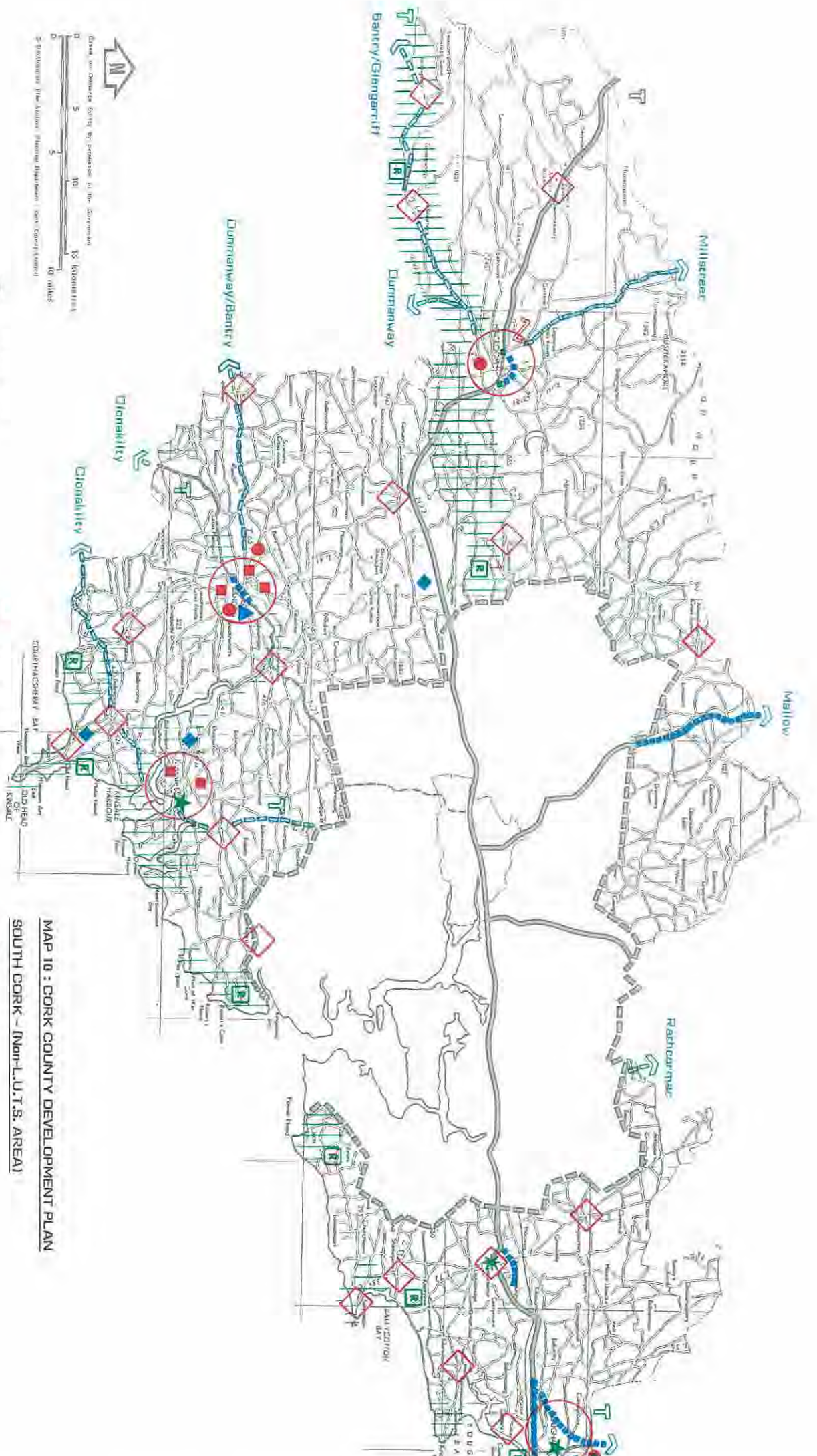
Proposals for cluster-type housing development for priority villages are shown in the individual plans for these villages.

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

7.9 Industrial

In an approach similar to that for residential development, areas for industrial or commercial activities have been marked on the maps. This includes industrial estates owned by either the I.D.A. or the County Council, and areas in general where industrial development is considered to be suitable and desirable. Most of the areas earmarked for industrial development are close to the main population centres, with the exception of those (e.g. harbourside) sites which have certain locational attributes. In the L.U.T.S. area, this has necessitated co-ordinated planning by County and City authorities in conjunction with the I.D.A. In this context, the attraction of service jobs - either in the form of de-centralisation from the Dublin region or internationally mobile services - to the highly developed urban core of the L.U.T.S. area is also proposed.

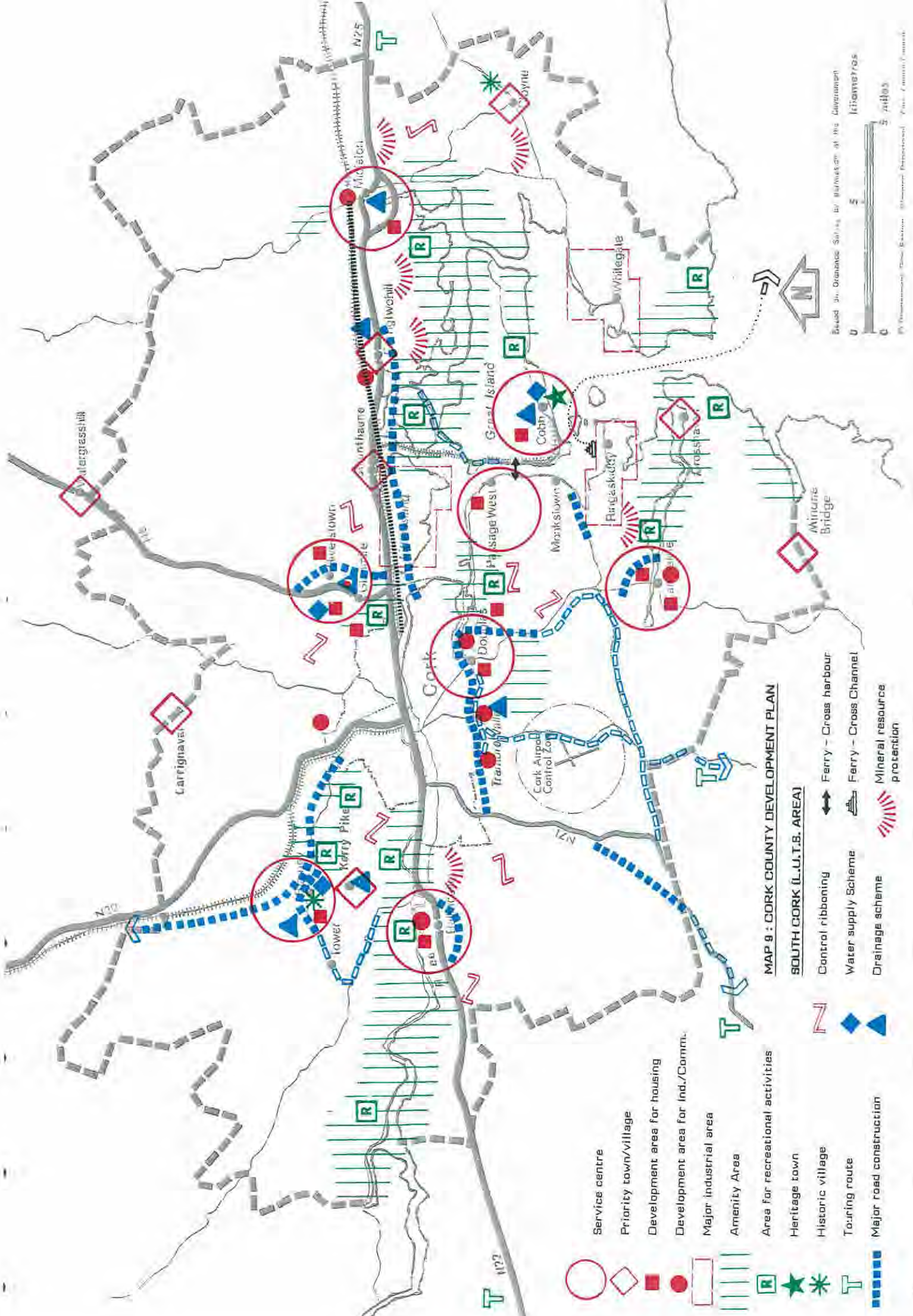
Initiatives for small industrial development will be mostly situated in priority villages. Specific proposals can be found in the individual plans for these villages.



Based on Ordnance Survey 63 projection at the Government
 0 5 10 15 Kilometres
 0 5 10 Miles

- Service centre
- Priority town/village
- Development area for housing
- Development area for Ind./Comm.
- Area for recreational activities
- Heritage town
- Historic village
- Touring route

- MAP 10 : CORK COUNTY DEVELOPMENT PLAN**
SOUTH CORK - (Non-L.U.T.S. AREA)
- Control ribboning
 - Intra-County/Regional route
 - Water Supply Scheme
 - Drainage Scheme



MAP 9 : CORK COUNTY DEVELOPMENT PLAN

SOUTH CORK (L.U.T.S. AREA)

- Service centre
- Priority town/village
- Development area for housing
- Development area for Ind./Comm.
- Major industrial area
- Amenity Area
- Area for recreational activities
- Heritage town
- Historic village
- Touring route
- Major road construction
- Control ribboning
- Water supply Scheme
- Drainage scheme
- Ferry - Cross harbour
- Ferry - Cross Channel
- Mineral resource protection

Based on Ordnance Survey 1:50,000 at the time of preparation

0 5 10 Kilometres

0 5 10 Miles

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- (10) designation of selected towns and villages for special attention because of their heritage or historic character;
 - (11) promotion of the Lee Valley and Foaty Island area as major recreational resources;
 - (12) control of development in scenic/heritage areas and the promotion of recreational activities;
 - (13) protection and enhancement of the cultural traditions of the Muskerry Gaeltacht;
 - (14) consolidation of the retail service functions of the main towns and promotion of the regional retailing role of Cork City and its environs;
 - (15) improvement of the main transportation system, involving, in the E.U.T.S. area, the construction of new roads linking the City, satellite towns and major employment centres, the re-vitalisation of the Midleton rail link and the introduction of a cross-harbour vehicle ferry;
 - (16) designation of other selected regional and intra-County roads for special investment because of their importance as stimulative infrastructure in developing industry, commerce and tourism;
 - (17) water supply and drainage improvements;
 - (18) maintenance and expansion of international air and maritime links through Cork;
 - (19) controls on discharges to the Lee and Bandon River catchments in accordance with proposed Water Quality plans.
- 7.3 For the first time in the Council's statutory County Development Plan, an integrated approach is being used in the treatment of both urban and rural areas in each administrative division of the County. This has been necessitated by the geographically widespread impact of what could best be termed "urban-generated housing", or more commonly "ribboning", increasing personal mobility, and the service influence of the main towns.
- 7.4 For example, in making plans for the environs of Kinsale Urban District and for Ballincollig, there is little point in ignoring either development within the urban district itself and in the outlying villages, or, in Ballincollig's case, the widespread scatter of housing in the rural hinterland. The impact of ribboning in the rural areas between settlements must be considered as a matter of direct relevance to the future growth of both urban centre and villages. Similarly, the influence of major urban shopping facilities on their rural catchments also needs to be considered as does the provision of new employment opportunities in the main centres.
- 7.5 Villages and towns can also act as stabilising forces in areas of population decline as well as providing a lifestyle conducive to community action, which may not be possible on an integrated scale in larger towns. Essential to such action, however, is the consolidation of the villages. This will enhance their prospects of retaining an adequate level of local services and of stimulating the development of local resources.

CHAPTER 7 : THE PLAN. AN INTEGRATED POLICY

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

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

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

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

- 7.2 The main policy elements of the strategic plan (See Maps 9 and 10) are:-

- (1) designation of priority towns and villages, including settlements not previously considered for residential growth, as alternative locations for one-off housing and their servicing;
- (2) curtailment of urban-generated housing outside the main towns and, in the L.U.T.S. area, between the main towns and the City;
- (3) designation of land for industrial/commercial activities in selected towns and urban areas and in certain cases its acquisition and development by the Council.
- (4) designation in the L.U.T.S. area, of three major port-related industrial estates and the reservation of lands for both short and long-term needs compatible with the protection of existing residential communities;
- (5) regionalisation of service employment to the L.U.T.S. area based on infrastructural capacity and communications links and the establishment of an integrated regional centre for new firm creation (as envisaged by the special E.E.C. Study on Cork).
- (6) protection of mineral resource deposits in certain areas with a view to their eventual exploitation.
- (7) promotion of mariculture in suitable locations;
- (8) definition of functional tourism and recreational roles for the coastal settlements and resort areas;
- (9) adoption of a touring route policy aimed at enhancing the main intra-County and regional movement corridors for tourists;

- 6.6 Conservation will have a particular role to play in the future evolution of a number of these villages. Castlemartyr, which is being designated a "village of historic interest", Ballycotton, Ballymacoda, Inchigeela, Innishannon and Kilbrittain are included²⁰.
- 6.7 Estimates of future housing needs, based on available data, indicate a need for c. 1,635 new dwellings over the plan period, in this part of South Cork.
- 6.8 Depending on the success of the measures referred to earlier, in inducing people to reside in the area's main towns and villages, estimates have been made of future housing needs (See Table 16).

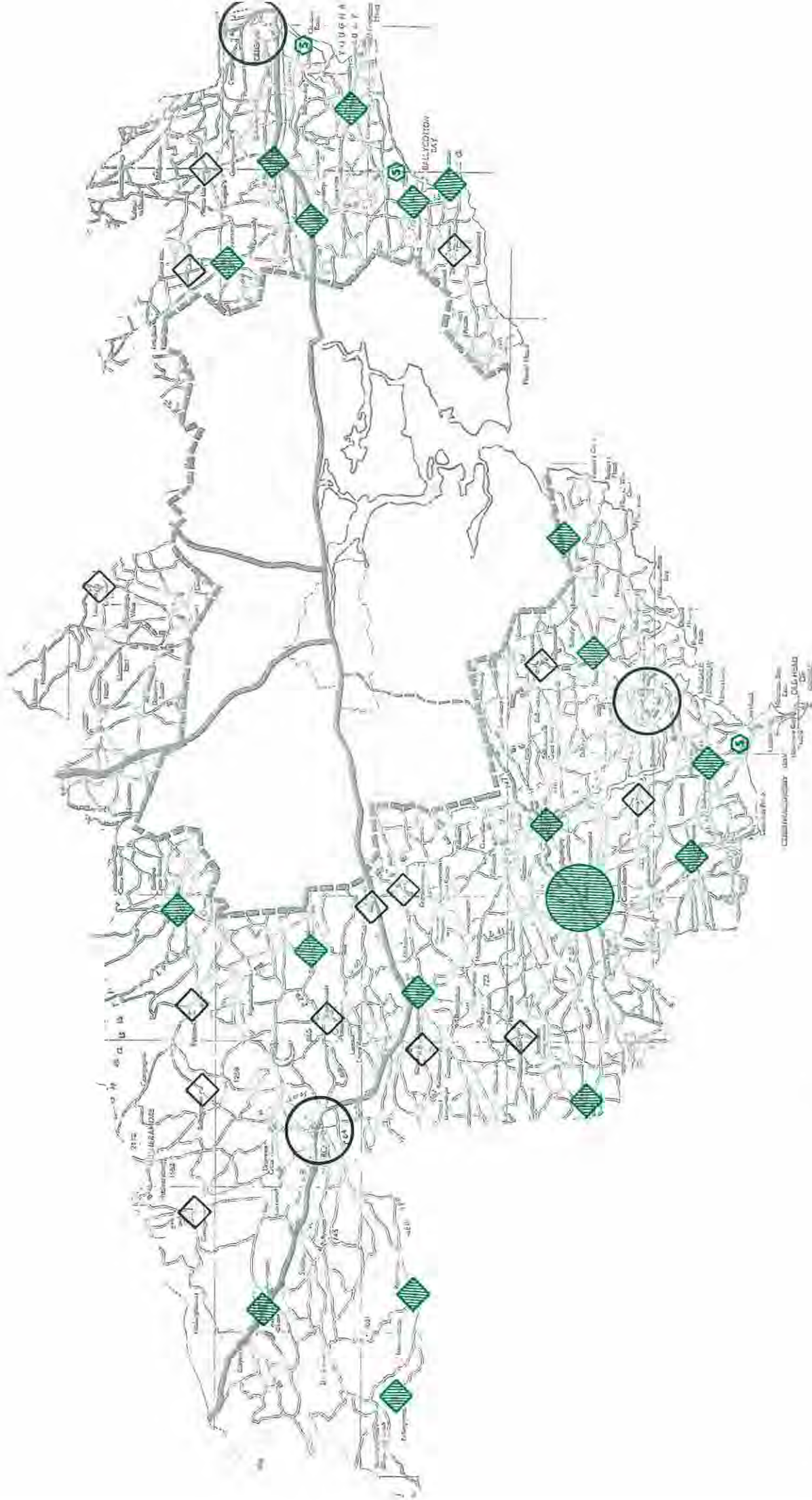
Table 16 : House Construction Requirements in South Cork (Non-L.U.T.S. Area)

Location	Total Requirements
Youghal	230
Macroom	120
Kinsale and environs	125
Bandon	280
Rest of Non-L.U.T.S. Area	880







- 6.9 Employment provision in or adjacent to the selected towns and villages will be encouraged in a number of ways²¹. This is essential to the longer term stability and growth of the settlements.

²⁰ Refer to Chapter 10, "Development Controls and Standards".

²¹ Refer to Chapter 2B, "Employment".



MAP 8 : PRINCIPAL SETTLEMENTS AND RIBBON DEVELOPMENT (NON-L.U.T.S. AREA)

-  Urban District (with plan or policy for Environs)
-  Priority Town (also scheduled town)
-  Priority Village
-  Seasonal (Holiday) Centre
-  Other Village
-  Ribbon Development



Map prepared by the Planning Department, Loughborough City Council

CHAPTER 6B : HOUSING & SETTLEMENT

- 6.0 The Council's planning policies over the last 15 years have been directed towards building up the towns and villages in the County.
- 6.1 However, the population trends¹⁶ particularly those of the period 1971-1981 clearly point to a growing rural population, which has increased further in the last intercensal period 1979-1981. This has manifested itself in a well defined pattern of ribbon building and rural scatter outside the main towns.
- 6.2 While recent population trends indicate a modest increase in population in the area over the next five years, it will be the Council's policy to use this as a firm base for future growth to the end of the century.
- 6.3 To this effect, the Council intends to control ribboning in the areas shown on Map 8 and direct growth into the "priority towns and villages"¹⁷ shown and listed in Table 15. Unless this is done, the area will continue to have a weak settlement structure, both in terms of towns and villages, and be incapable of economic servicing. This in turn will affect the ability of the area to attract and sustain new job opportunities and support facilities.

Table 15 : South Cork (Non-L.U.T.S. Area) Priority Towns and Villages

Towns	Separate administrative authorities	Youghal, Macroom, Kinsale & Environs
	Scheduled in 1963 Planning Act	Bandon

Villages:- Ballycotton, Shanagarry, Castlemartyr / Ladysbridge, Killeagh, Ballymacoda, Dungourney, Donoughmore/Stuake, Coachford/Dripsey, Beal Atha Mhuirne/Baile Mhic Ire, Beal Atha an Ghaorthaidh, Inchigeela, Crookstown, Ballineen/Enniskeane¹⁸, Innishannon, Belgooly, Ballinspittle, Kilbrittain.

- 6.4 Selection of priority towns and villages should be seen as a first stage approach in building a sound infrastructure in both physical and social terms in the area. The improvement of such key centres initially will be aimed at rationalising the many and diverse demands throughout the area for public funds.
- 6.5 Holiday housing and caravan/mobile home developments have also had a significant impact on the South Cork coastline. The issues raised by such have necessitated the draughting of a policy aimed at reconciling these demands with recreational provision and the protection of scenic and heritage resources¹⁹. Within the context of County-at-large policies, it has been considered appropriate to prepare local plans for the Garrettstown, Garryvoe/Shanagarry areas where these pressures are particularly acute.

¹⁶ Refer to Chapter 1B Population.
¹⁷ Refer to County-at-large Policies.
¹⁸ Local plan for Ballineen included.
¹⁹ Refer to "Coastal Policies", Chapter 9.

5.16 Provision of off-street parking and the introduction of on-street regulation and traffic management will be necessary in Bandon. It is proposed to undertake these improvements in conjunction with new road construction. The Council will also co-operate with the Gardai in the introduction and enforcement of traffic bye-laws.

5.17 Other car parking proposals associated with coastal amenity development are referred to in the relevant coastal policy sections¹⁵. Their implementation will depend largely on the availability of monies from the government.

Public Transport

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

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

5.20 Youghal is a terminus for the discontinued rail service in East Cork. Mindful of the government's recent announcement concerning the restriction of investment in the railway system, the Council will co-operate with C.I.E. and other interests in attracting bulk traffic users who would find it profitable to finance the re-opening of this branch line.

Waste Disposal & Water Quality

5.21 Because of the present economic constraints, the Council will encourage community action in the collection and disposal of domestic waste. Environmental campaigns will be conducted to educate and stimulate a responsible public attitude to the problem of littering in the area. This is particularly desirable in the main coastal resorts, where littering is detracting from the amenity resource and becoming a noticeable source of complaint for resident and visitor alike.

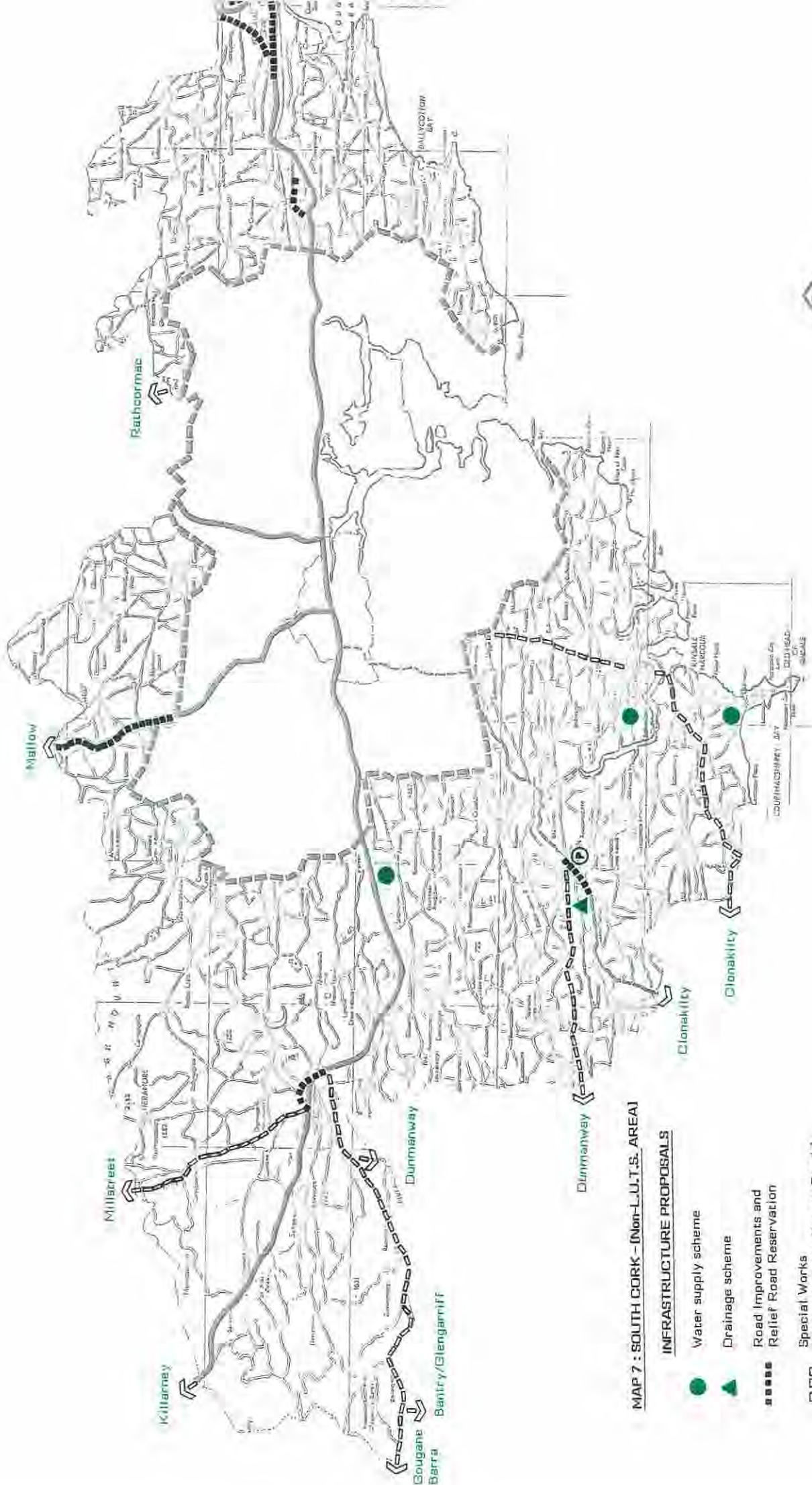
5.22 Under the Local Government (Water Pollution) Act, 1977, the disposal of trade effluents to watercourses or public sewers will require licensing by the Council. The Council will strictly enforce the application of this enactment so as to preserve the water quality standards of receiving waters.

5.23 The Council is preparing water quality plans for the Lee and Bandon river catchments and will use these in controlling and monitoring future developments, which could affect the rivers.

Energy & Telecommunications

5.24 The area is well served by electrical and telecommunications networks.

¹⁵ Refer to Chapter 9, Coastal Policies.



MAP 7 : SOUTH CORK - (Non-L.U.T.S. AREA)

INFRASTRUCTURE PROPOSALS

- Water supply scheme
- ▲ Drainage scheme
- Road Improvements and Relief Road Reservation
- Special Works (Regional, Intra-County Roads)
- Ⓟ Parking Proposals



Based on Ordnance Survey data (© Crown Copyright) and other sources.
 0 5 10 15 Kilometres
 0 5 10 15 Miles
 Prepared by the Cork County Council Planning Department, 2011/12/13

Table 14: South Cork (Non-L.U.T.S. Area) Road Programme

	Expenditure
(i) National Primary Routes:-	
N.20 Mallow road (re-alignment)	£3.08m.
N.22 Macroon road (re-alignment and Macroon relief road)	£3.0m.
N.25 Youghal road (re-alignment) Youghal Inner Relief Road	£1.4m.
(ii) National Secondary Routes:-	
N.71 Bandon road (new alignment) Bandon relief road	£5.5
(iii) Intra-County and regional routes	
R.582 Macroon to Millstreet)	
R.584 Macroon to Bantry/Glengarriff via Ballingeary)	
R.587 Macroon to Dunmanway)	
R.586 Bandon-Dunmanway and)	
R.600 Kinsale to Clonakilty primarily for) surfacing and re-alignment	
R.585 Crookstown-Kealkil)	£2.5m.

- 5.10 Bandon is the principal town in need of an improved drainage system for both foul and storm/flood flows. While gradual improvements will be made to the latter in conjunction with other works as and when the need arises, a major up-grading of the sewage treatment works and segregation of the foul and storm carriage systems is anticipated.

Table 13 : South Cork (Non-L.U.T.S. Area) Water Supply & Drainage Programme, 1984-1989

Scheme	Status	Time Scale to Completion	Cost (1984 Figures)	Remarks
Bride Valley Regional Water Supply Scheme	Contract Documents with D.O.E.	Duration 2 years.	£3.0m.	New supply to serve Farran, Aherla and Kilcrea areas.
Dunderrow/Kinsale/Garrettstown Water Supply Scheme	Being designed.	2 years.	£3.5m.	Supply improvements to meet demands in these areas.
Bandon -upgrading of sewage treatment works.	Preliminary report being prepared.	9 months.	N.A.	Extension to treatment capacity to cater for demand.
Bandon - stormwater and flooding.	To be investigated.	-	N.A.	Proposed to alleviate flooding and pollution of Bandon River.

Roads, parking and Traffic Management

- 5.11 Over the next five years, the Council intends to continue improving the national network in the area namely the N.25 to Youghal, N.20 to Mallow, N.22 to Macroom and N.71 to Bandon.
- 5.12 The construction of a relief road for Macroom and the initiation of road construction and traffic management for Bandon are a component part of these improvements¹⁴.
- 5.13 Selected regional and other routes, whose improvements is considered necessary to the realisation of the area's economic potential, are also earmarked for investment (See Table 14). It is hoped that the government will consider such proposals reasonable in the context of it's current National Plan.
- 5.14 It will continue to be necessary to reserve relief routes for a number of towns and villages, principally Bandon, Castlemartyr, Killeagh, Youghal and Watergrasshill.
- 5.15 Strengthening, re-surfacing and re-alignment of sections of the principal roads is also being undertaken on a phased basis. Regarding the County Roads system, however, the Council is seriously concerned at the continuing deterioration of the network and the lack of adequate finance to undertake essential remedial works. It will continue to press the Government for the necessary subventions.

¹⁴ Refer also to local plans.

CHAPTER 5B : INFRASTRUCTURE

- 5.0 The term "infrastructure" is taken in this context to denote water supply, drainage and roads primarily. Reference will also be made to other essential services, such as waste disposal, public transport and telecommunications.
- 5.1 The Council has, in the last five years, spent c. £2.1 m. on capital works for the principal services in the non L.U.T.S. area. A significant proportion of this has been due to major road works on the national road network to Youghal, Bandon and Macroom. As a result, improved transportation linkages between these towns and the L.U.T.S. area have been effected, and intra-regional movements catered for.
- 5.2 Additionally, Youghal and Kinsale urban districts have benefitted from recent improvements in their sanitary infrastructure.
- 5.3 Deficiencies which act as a barrier to development continue to exist however. Traffic congestion in both Bandon and Macroom and the deficiencies in the former town's drainage system need to be remedied if these areas are to function efficiently and accommodate growth.
- 5.4 The Council will press for essential improvements in areas, where such investment would facilitate industrial location and urban housing demands. Conversely and mindful of the present economic constraints, the Council will endeavour to ensure that development pressures are directed to areas where such services are available, or can be made available at an economic cost.
- 5.5 Reference has already been made to the importance of transportation investment as an element of development stimulation, for both industrial and tourism needs. In this context, the Council consider that a limited number of regional routes would justify further investment. These are shown on Map 7.
- 5.6 In regard to development areas, the Council's policy on priority towns and villages¹³ suggests that improvements be made to essential services in these settlements to accommodate future demand directed into them.
- 5.7 Over the next five years, subject to the necessary funds being made available by the Government, the Council plans to spend c. £16.3 m. on infrastructure in the area.

Water Supply and Drainage

- 5.8 The Council's programme for the next five years is shown on Table 13 and Map 7. An investigation will also be made of the feasibility of linking the Innishannon (Bandon River) supply to the Kinsale area, primarily to facilitate industrial development.
- 5.9 Some of the proposed works are unlikely to be completed before the end of the plan period. However, their initiation within the plan's time span will be necessary and preferably in the time scale proposed.

See Chapter 6B on "Housing & Settlement".

CHAPTER 4B : RETAILING

- 4.0 The influence of Cork as a service centre for retailing is less significant for convenience goods, particularly in those towns remote from the L.U.T.S. area, than for comparison shopping. Youghal, Bandon, and Macroom exhibit strong service centre characteristics while Kinsale has a relatively weak influence. Catchment size is probably a determining factor in Kinsale's case.
- 4.1 Smaller towns and villages which cater mainly for convenience goods, perform an important role in providing for essential local needs, and thereby ensuring the maintenance of an integral element of community infrastructure.
- 4.2 Because of the wide area of influence of shopping facilities in Youghal, Macroom, and to a lesser extent Kinsale, new retailing facilities in these towns are considered to be of relevance to their respective County hinterland areas, thus necessitating a co-ordinated approach by both planning authorities¹⁰. Likewise, the impact of new retail development in Youghal or its catchment in neighbouring County Waterford will be taken into account¹¹.
- 4.3 In relation to East Cork, the influence of Midleton on the NON - L.U.T.S. area will also be taken into account. The Council considers the towns of Youghal, Kinsale, Bandon and Macroom to be the primary service or district retailing centres for the NON-L.U.T.S. part of South Cork and will view new developments in the light of the foregoing and its County-at-large policies¹².
- 4.4 Locational considerations and the potential impact of new shopping developments on the centres of town are dealt with in some detail in the individual towns plans, as is the necessity for essential convenience shopping in residential areas outside the core areas.

¹⁰ Urban Development Plans for the 1980's, D.O.E., 1983 and Local Government (Planning & Development) General Policy Directive, 1982 S.1 No. 264 of 1982.

¹¹ See Chapter 4A, Section, L.U.T.S. Area.

¹² Refer to County-at-large policies.

- 3.10 As referred to in the L.U.T.S. area policies, emphasis will be put on a touring route strategy based on the Youghal-Cork, Cork-Macroon and Cork-Bandon routes. Similarly, the Cork-Kinsale road and its extension, via the R.600 from Kinsale to Clonakilty, will receive special attention.
- 3.11 With the co-operation of Cork/Kerry Tourism and the respective Urban Councils, Youghal and Kinsale will be promoted as "heritage towns". Castlemartyr will be designated a "village of historic interest" and efforts made to enhance its attractiveness to tourists.
- 3.12 The Council will encourage coastal recreational developments where they harmonise with the capacity of localities to accommodate them and are compatible with other recreational uses.
- 3.13 Amenity works are planned for a number of coastal sites. These will be subject to the availability of finance and the support of local interests.
- 3.14 Provision for long-distance walks and the protection and improvement of existing public rights-of-way will be pursued, particularly for the main coastal centres and for the Knockadoon, Ballycotton and Kinsale Head areas and the Lee Valley.
- 3.15 Unauthorized caravan parking in the Youghal/Pilmore and Kinsale/Garrettstown area will be terminated and a concerted effort made to improve their environment.
- 3.16 Promotion and development of the Lee Valley as a major inland recreational resource will be undertaken in co-operation with the E.S.B., Cork/Kerry Tourism, Macroon U.D.C., Macroon Tourism, S.W. Regional Fisheries Board and the Forest and Wildlife Service. The co-operation of local community groups and the involvement of commercial interests will be sought.
- 3.17 The Council will assist Udaras na Gaeltachta to develop those cultural and linguistic characteristics of th Muskerry Gaeltacht which identify the area, and in co-operation with Bord Failte, endeavour to promote them as an attraction to the visitor.
- 3.18 The principal amenity and recreational areas are shown on Map 6. These include scenic landscapes, where development will be stringently controlled, and areas where suitable leisure activities will be encouraged commensurate with the protection of amenities. As stated earlier, further controls e.g. heritage sites/buildings, areas of scientific interest and scenic routes, are detailed in a later chapter.

7

⁷ Refer to Chapter 10- Controls & Standards.

⁸ Refer to Chapter 5 - Infrastructure and Chapter 9, "Youghal & East Cork Coastline" and "Kinsale Catchment".

⁹ Refer to "Macroon and Mid-Cork", local/area plans.

WHITEGATE/AGHADA

10. It is desirable that Cloyne should eventually be designated as a "village of historic interest". However, the problem of dereliction must be solved first. It's development potential for tourism can be realised by renovating/re-using several buildings, namely the renovation of the Court House (Historic Society), the removal of the Riverstreet Terrace cottages (and an investigation into the renewal potential of the area) and the renovation of the old "stores" in Church Street possibly for use as a restaurant or for craft-units.
11. In general, derelict buildings should be removed where renovation is not feasible. The worst cases should be tackled first. When new buildings are required, existing building lines should be maintained. The possibility of using a "revolving fund" for this purpose should be investigated.
12. To the northwest of the village, the existing septic tank should be replaced by a package sewage treatment plan.

FIG. 1 : Cloyne

-  Development Site
-  Access Point
-  Development limit
-  Feature Building

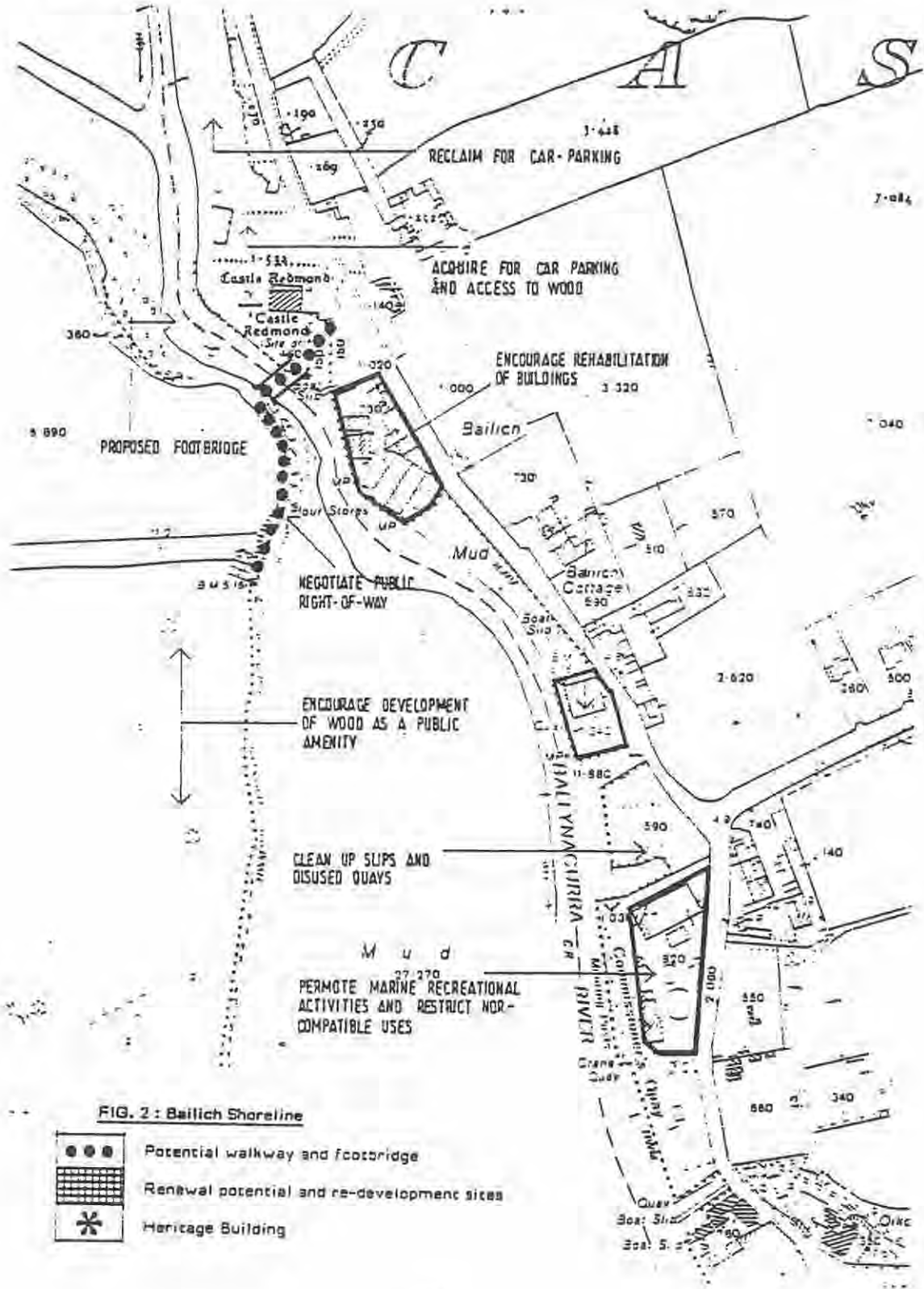


1. Cloyne is situated approx. 7 km. southeast of Midleton. It has been designated as a priority village to halt the trend of population decline, stimulate renewal in the village as well as to attract development to the village which would otherwise take place as ribbon development. It is suitably situated to accommodate residential demand from the Whitegate/Aghada area.
2. Ribboning has mainly taken place along the Whitegate Road. There are also serious problems along the other roads leading out of the village. The village is severely affected by dereliction. This is most serious in River Street where an old school and most of the cottages that line the street on both sides, are vacant or derelict.
3. The population of Cloyne declined between 1971 and 1979 as well as between 1979 and 1981. Overall, the population fell from 654 inhabitants in 1971 to 602 in 1981. In order to halt this trend, it is imperative that residential development is stimulated in or near the village. Over the 1973-1982 period, the Council built 15 dwellings as an extension to an existing scheme in the village (See Map).
4. Although employment facilities are poor in the town, Cloyne is suitably situated for people commuting to Midleton and/or Whitegate/Aghada. The availability of mineral resources in the area (Cloyne Silica Beds¹) may provide more jobs in the future.
5. Cloyne has two restaurants, a new Primary School and a good level of local shopping facilities.
6. The historic features of Cloyne as well as its location, between Fota and Trabolgan, and near scenic routes and beaches, make it attractive for tourism development. The Round Tower and the Malthouse (Stores) form (potential) features for tourists.
7. Water supply is adequate. However, the public sewerage system based on a communal septic tank, is unsatisfactory due to poor soakage. Improvement in the form of a package treatment unit - on the site of the present septic tank - has been proposed. Implementation is essential before further connections can be considered.
8. The Cloyne Literary and Historical Society is in support of a policy of environmental protection and enhancement for Cloyne. The Society can play a major role in the implementation of certain development proposals (see below).
9. There are several sites suitable for (private) housing. However, the most desirable location would be in the southwestern quadrant. Access can be provided at the old school opposite the Cathedral. Initially houses should be built south of the sportsfield but in later stages development east and west of the sportsfield could be considered. For this purpose, access points along the Hospital Lane/Chapel Street should be reserved.

¹ Refer to Strategy Map (Map 11) Source, The Geological Environment of Cork City & Harbour, U.C.C., 1984.

CLOYNE

- 3.24 Opportunities for infill residential development in the village will be encouraged, as will additional roadside development on the Cloyne road up to the specified development boundary. Within the main part of the village, residential uses will be retained on street frontages, so zoned. Commercial development will be considered on the other village streets subject to the Council's Retailing Policies.
- 3.25 An environmental improvement scheme will be drawn up for the village, in co-operation with local residents. Objectives of this will be the segregation of industrial/residential uses, traffic, and the up-grading of the village's environment.



3.13 The Castleredmond Sector

This sector is bounded by the U.D.C. boundary and the by-pass to the north, the river to the west and Ballynacorra Village to the south. The area contains a number of potentially attractive residential sites (acceptable access points are shown on the zoning map). In general, any proposal for a non-residential use in the sector will normally be prohibited.

- 3.14 Residential development at Charleston House should include retention of the stone boundary walls and mature trees on site. Access should be via the minor road leading to Bailick.
- 3.15 Roadside development between Charleston and Ballynacorra will be discouraged in order to maintain the separate identity of Ballynacorra Village from Midleton.
- 3.16 Consolidation of roadside development on Coppingerstown road will be allowed up to the proposed development boundary limits.
- 3.17 Long-term proposals for amenity/recreational uses along the quayside at Bailick can be seen on Fig. 2. In the interim, planning applications in the area will be considered in the light of these sketch proposals and with amenity objectives in mind.
- 3.18 The area north of the by-pass and adjacent to the school playing pitches will be landscaped to soften the impact of the by-pass.

3.19 The Oatencake/Ballyannan Sector

This sector is bounded by the existing main Cork-Midleton road to the north, the U.D.C. boundary and the river to the east. The construction of the by-pass and the link roads provide both development opportunities and constrain development in the area. The sector is seen as primarily residential with the exception of two sites near the proposed intersection which will be used for small industrial/business uses. Expansion of commercial activities elsewhere in the sector will be discouraged in line with this policy.

- 3.20 There are a restricted number of access points to residentially zoned land, some of which are fairly narrow. The main access point will be at the western end of the residential zone, off the new link road between the existing Cork road and the new relief road.
- 3.21 The Council is working closely with the Department of Fisheries and Forestry in the development of Ballyannan Wood as a public amenity area, although access problems have yet to be resolved.
- 3.22 The Council will landscape an area to the north of the by-pass by the Ballyannan road flyover.

3.23 The Ballynacorra Sector

An objective of the Plan is to retain Ballynacorra as a separate entity from Midleton. With the exception of a small area zoned residential adjacent to Ballynacorra House, all new development should occur on the eastern side of the national primary route.

3.4 In this context, a route for a new road linking the existing Cork road to the Council's industrial site and the existing industrial development at Knockgriffin and Avoncore will be reserved. Ultimately, this road should segregate off heavy commercial and industrial traffic from the main town and in particular residential areas.

3.5 Housing development along the Kenneis road will be curtailed, and the extension of industrial uses on the western side of the Fermoy Road at Avoncore prohibited so as to maintain existing residential amenities.

3.6 The Broomfield Sector

This area bounded by the Fermoy road to the west, and the Dungourney road to the south west is seen as one of the main housing development areas. Proximity to the railway station, given the re-introduction of the passenger train service to Cork and the eventual construction of the new road linking Avoncore Mills to the by-pass, will make this sector one of the most accessible in the town.

3.7 Partial development of a 28 ha. site, owned by the Council, for industrial uses is also proposed. Suitable measures will be taken to segregate the site from the adjacent housing areas.

3.8 Two main residential areas are proposed. Firstly, a large site to the east of the Fermoy road and secondly, sites on either side of the road leading up to the Reservoir. Areas zoned have been restricted to the lower hill slopes in order to ensure adequate head of water and minimal visual obtrusion on the skyline.

3.9 The road leading up the Reservoir will be upgraded to cater for continued residential development. Contributions will be levied on all new development served by this road to finance the road improvement.

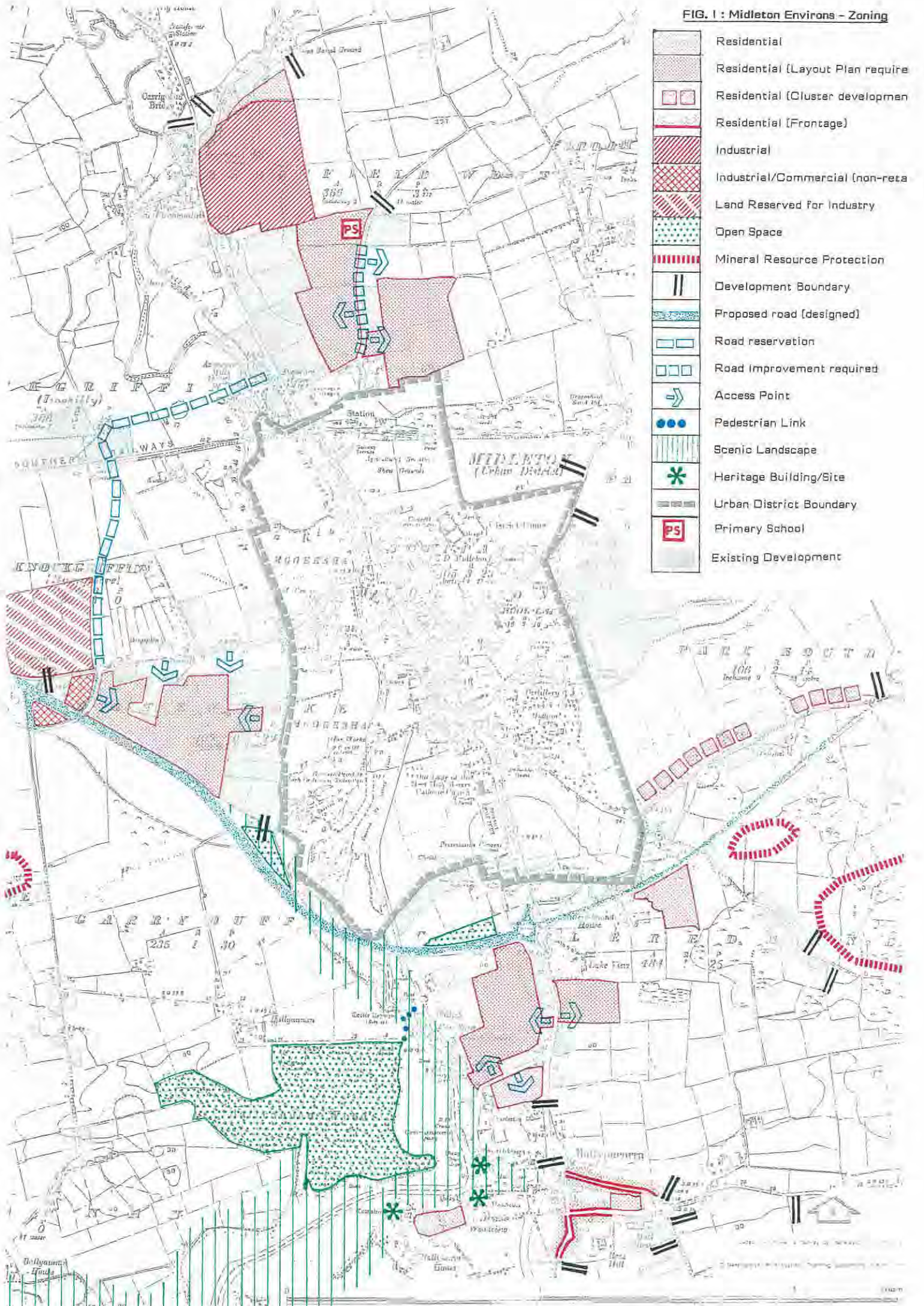
3.10 A primary school site should be negotiated in this area. In this context, it is important that allowance be made for pedestrian links between adjoining residential sites.

3.11 Eastern Sector

This area is bounded by the Dungourney road to the north west and the new line of the by-pass to the south. The area has limited development potential because of access difficulties, the proximity of large industrial development, low lying land between the river and the existing Main Youghal road, and access and terrain difficulties between the Youghal road and the new by-pass.

3.12 Limited housing development will be considered to the north of the existing main road to Youghal between the U.D.C. boundary and the new junction with the by-pass upon completion of the by-pass. Only low density cluster housing developments will be permitted. Provision for the retention and preservation of the trees along the roadside boundary should be included in any development proposal.

FIG. 1 : Middleton Environs - Zoning



-  Residential
-  Residential (Layout Plan require)
-  Residential (Cluster developmen)
-  Residential (Frontage)
-  Industrial
-  Industrial/Commercial (non-reta)
-  Land Reserved for Industry
-  Open Space
-  Mineral Resource Protection
-  Development Boundary
-  Proposed road (designed)
-  Road reservation
-  Road Improvement required
-  Access Point
-  Pedestrian Link
-  Scenic Landscape
-  Heritage Building/Site
-  Urban District Boundary
-  Primary School
-  Existing Development

- 2.5 The existing sewerage system has a design capacity of approx. 5,000 people. At present untreated sewage is discharged by a number of outfalls directly into the Owenacurra River. This has resulted in gross pollution despite the best efforts of the local authorities.
- 2.6 The town has no spare water capacity at present primarily due to leakages in the system i.e. approximately a quarter of a million gallons per day (m.g.d.) are lost. Efforts are being made to systematically eliminate this problem.
- 2.7 Congestion in Midleton has inhibited through traffic movement and makes circulation around the town and environs difficult. Measures to relieve this are in hand. Rail access to the town will depend on local development needs and the availability of finance from C.I.E.
- 2.8 Improvements to infrastructure will include the completion of the relief road by the end of 1985, the implementation of the new sewerage scheme with a capacity of 10,000 people (costing approximately £1.3 million in 1980 prices) and the link up of Cobh to the N.E.T. water supply, thereby relieving the loading of 1 m.g.d. from the Owenacurra source and increasing the potential supply to Midleton. Both of these projects should be completed by the end of the Plan period. Revitalisation of the town's rail link with the City will continue to be pressed with C.I.E.

3. Policies and Proposals

- 3.1 The Council's basic policy for Midleton is the consolidation of the town through an orderly development of serviced lands. In this regard, the following objectives are crucial, namely:-
 - (a) to concentrate and geographically separate further housing areas from new commercial/industrial developments;
 - (b) to reduce the amount of ribbon and rural development around the town;
 - (c) to restrict access to the new relief road to those junctions proposed (refer to map 1);
 - (d) to promote the re-introduction of a rail, or rail-bus, service to Midleton.
- 3.2 Midleton's role as a Service or District Centre, capable of providing for both convenience and comparison retailing will be promoted by the Council in co-operation with the U.D.C., reference being had to both the Ministerial Directive, the Department of the Environment's 'Blue Book' and the Council's own Shopping Survey.

3.3 The Knockgriffin Sector

This area bounded to the south by the main Cork-Midleton road and the Fermoy road to the east includes a concentration of industrial uses based on food processing. Further lands nearby are suitable for an extension of such uses. However, development of these lands will have to await drainage and access improvements.

1. Introduction

- 1.1 Midleton functions as an important service centre between Cork City and Youghal, and commands a large catchment area, the majority of these services are located within the U.D.C. area of the town.
- 1.2 Growth in the Environs area of Midleton has constituted the major proportion of the town's total population growth during the 1970's. Some development land is still available in the U.D.C. area¹, but increasingly, the continuous growth of Midleton will depend upon developing the Environs area.

Table I - Population Change 1971-1984

	1971	1979	1981	1984 Estimate
Midleton	3,075	3,297	3,215	-
Midleton Environs	1,640	2,918	3,028	-
Total	4,715	6,215	6,243	6,600

2. Problems and capacity for development

- 2.1 The population of Midleton and its environs has grown at a far slower rate than was targeted in the L.U.T.S. report i.e. the current population estimate is 6,600 as compared with the L.U.T.S. (1984) target of 9,945. Lack of infrastructure and the juxtaposition of residential and industrial uses throughout the Environs are obvious causes as is the proliferation of ribbon and rural house building especially south of Midleton. Also the period 1978-1984 has seen a reduction in the manufacturing industry workforce of one third i.e. from 876 employees to 582.
- 2.2 Dependent on the success of measures adopted in this plan to encourage more development in the town, the population of Midleton and its environs could increase to 7,500 by 1989. Such an increase would lead to a demand of approximately 420 housing units during the Plan period (1984-1989), at least 75% of which would have to be located in the Environs area.
- 2.3 The labour force for Midleton U.D. and R.D. will increase by about 1,000 people over the plan period. Allowing for current levels of unemployment, redundancies etc., a total labour pool of around 2,500 will be available during the Plan period.
- 2.4 The present manufacturing base in the town is heavily weighted towards food processing. There are, therefore, obvious advantages in further industrial expansion in this sector including a trained workforce, existing technology and other economic spinoffs. Proximity to the B.G.E. gas pipeline, running south of the town, is of potential benefit. The Council's recent land acquisition at Broomfield is also pertinent in this context.

¹ See the plan for Midleton U.D.C.

MIDLETON ENVIRONS

SCHEMATIC LAYOUT PLAN
 for
BUSINESS / SCIENCE PARK
 at
TULLAGREEN, CARRINGTONHILL
 CORK COUNTY COUNCIL

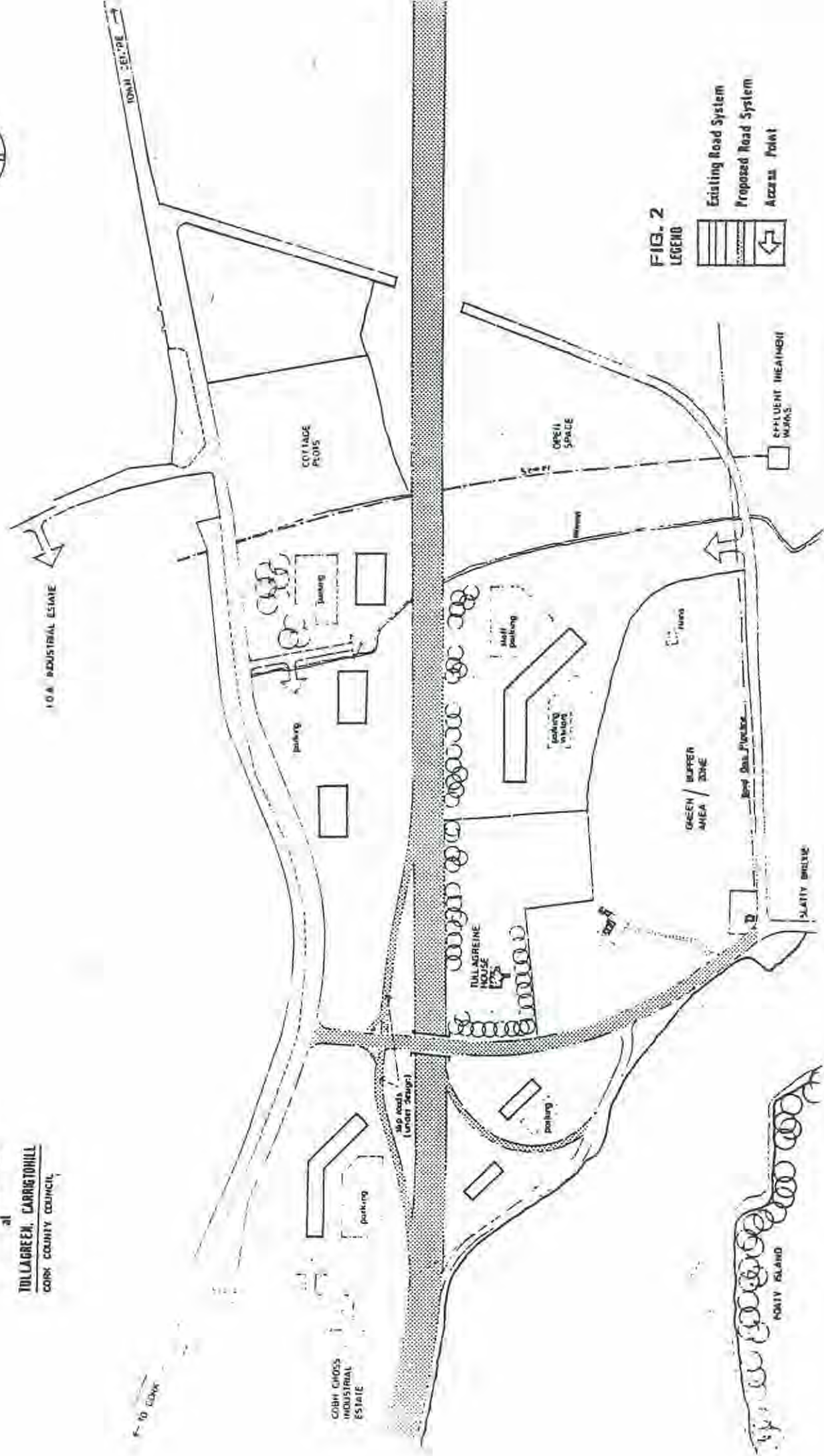
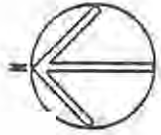
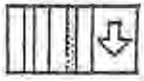


FIG. 2
LEGEND



Existing Road System
 Proposed Road System
 Access Point

- 2.9 The sewerage system has been greatly improved by connecting it into the I.D.A. treatment works south of the town. These treatment works have been taken over by the Council, and a rising main and pump have been provided. However, large areas around the town (west and north) remain outside the catchment area as a result of unsuitable levels.
- 2.10 The B.G.E. gas trunk main runs south of Carrigtohill and enhances its industrial potential.
- 2.11 Carrigtohill has a good level of commercial and social facilities. There are adequate shopping outlets and a girl's secondary school. Muintir na Tire have set up a small timber products factory in their premises at Main Street which also houses a local resource centre.
- 2.12 Barry's Court Castle, situated south of Carrigtohill, will be renovated by the Office of Public Works. The local Community Council has proposed to acquire the outbuildings, and restore and convert them into a craft shop cum tearooms, with provision for further expansion. The Council will assist the local community and the O.P.W. in its efforts to restore the Castle and provide ancillary facilities. If so developed, the Castle will form an important feature for tourists. Opportunities to provide an amenity walk between the Castle and Slatty Pond will be investigated.
- 2.13 The main road to Barry's Court Castle will be realigned and raised in order to cross over the proposed bye-pass.

3. Policies and Proposals

3.1 Western Sector

The area between the main road and the railway line in total has been zoned industrial. Most of this land forms part of the I.D.A. estate. As stated earlier, provision has been made for an access directly onto the existing main road, on completion of the bye-pass.

- 3.2 The lands around Tullagreen House will be severed into four parts as a result of the proposed road works. The back of the lands are considered ideally suited to a business/science park development (see Fig. 2) and have been zoned for such. Protection of views of Fota Island and Barry's Court Castle from the new relief road will be an important consideration in the siting and design of new buildings south of the proposed road.

3.3 Eastern Sector

An area, south of the road to Ballyadam Bridge, has been zoned for housing development. Before development can be allowed to connect into the sewerage system, the second stage of the scheme will have to be completed. This is likely to happen during the plan period.

3.4 Central Sector

Infill housing development can take place at various locations north and south of the main road (see zoning map). Some of these lands are situated on the border of the sewerage catchment area.

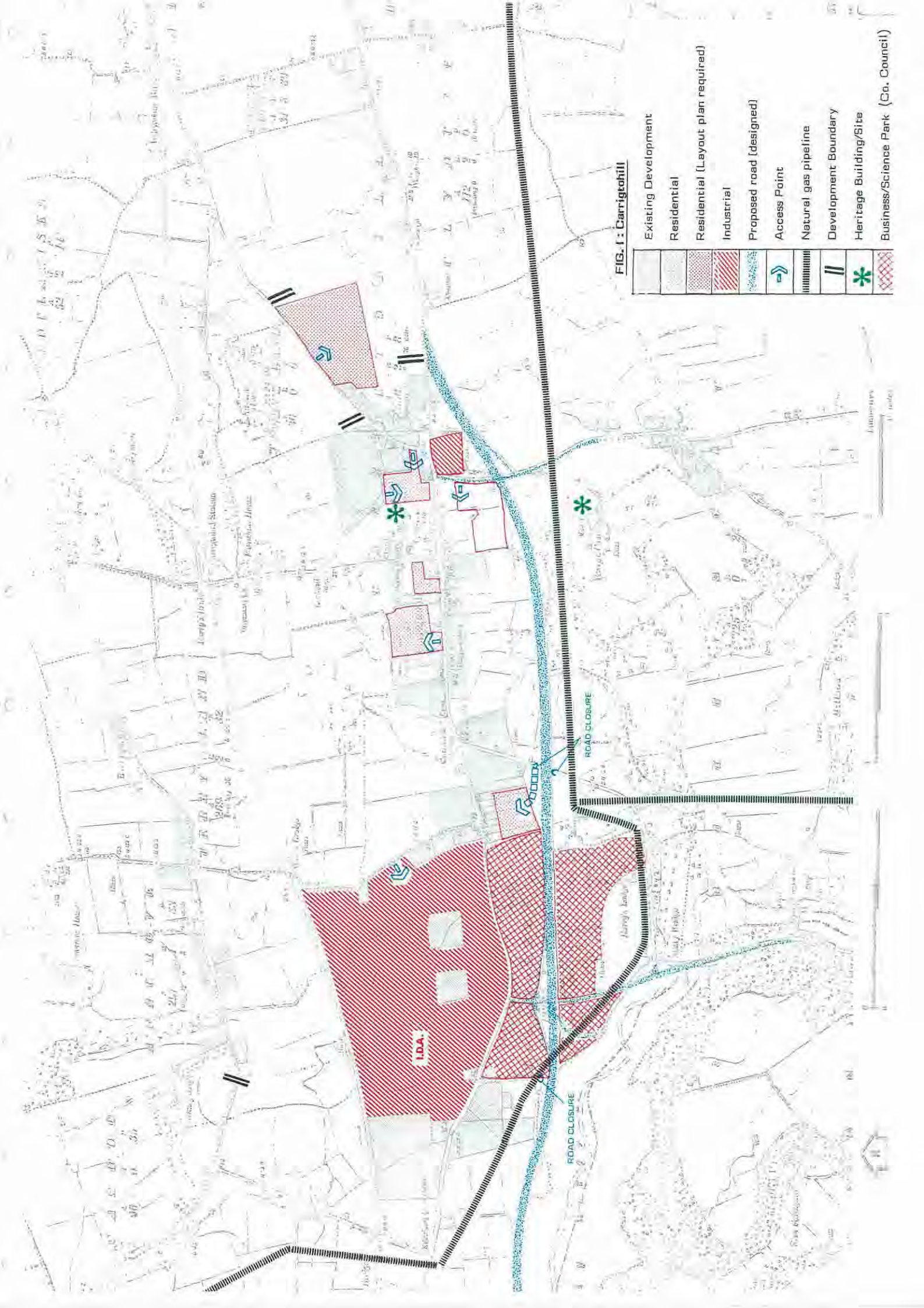


FIG. 1 : Carrigtohill

	Existing Development
	Residential
	Residential (Layout plan required)
	Industrial
	Proposed road (designed)
	Access Point
	Natural gas pipeline
	Development Boundary
	Heritage Building/Site
	Business/Science Park (Co. Council)

ROAD CLOSURE

ROAD CLOSURE

IDA

1:1000

1. Introduction

- 1.1 Carrigtohill is situated approx. 12 km. east of Cork in an urban area that stretches from Cork to Midleton and is readily accessible from the National Primary Route N25 (Cork-Waterford). It also has potential rail access if the Cork-Youghal line were to be re-opened. Carrigtohill was designated in the L.U.T.S. document as an "employment centre".

2. Problems and capacity for development

- 2.1 Although Carrigtohill has grown rapidly over the 1971-1979 period, a high annual growth rate during the plan period is both unlikely and largely undesirable in the context of the Eastern Harbour Area policies, as the main population growth centres in the area are Glanmire/Riverstown, Cobh and Midleton.
- 2.2 Consequently, a modest population growth rate is projected for the period 1984-1989, resulting in an estimated population of 1,320 by 1989.
- 2.3 Most of the (private) housing has taken place in the form of ribbon development, in particular along the Annesgrove road leading to Glounthaune, but also on minor roads south of the town. Over the period 1971-1981, 40 Local Authority dwellings were completed.
- 2.4 For the period 1984-1989 a need has been estimated for 50 extra housing units. Outstanding planning permissions account for approx. 30 dwellings.
- 2.5 The good accessibility and central location of Carrigtohill in the East Harbour Area make it an attractive location for employment. Already the Youghal Carpets factory, Cobh Cross Industrial Estate and the I.D.A. Estate have resulted in a concentration of employment facilities west of the town. There has also been a tendency for individual industrial enterprises to locate on the Annesgrove Road.
- 2.6 Opportunities for additional employment will occur as the bye-pass is completed, and residential land acquired by the Council will be used for industrial purposes.
- 2.7 The existing N25 runs in a west-east direction through the centre of the town. A proposed bye-pass will run south of the town and link into the existing road immediately east of the town (See Fig. 1). The main intersection will be at Tullagreen House with a roundabout north of the existing road. The existing road to Cobh will be cut off and used as an access road for Cobh Cross Industrial Estate only. Upon completion of the roadworks, a new access to the I.D.A. industrial estate will be permitted, off the existing main road, as shown on Fig. 1.
- 2.8 Water facilities provide ample capacity at present. Further improvements, however, will depend on a re-structuring of the Cobh regional system¹.

¹ Refer to Section on Infrastructure.

CARRIGTOHILL

1. Glounthaune is situated on the Cork - Middleton National Primary road, approx. 8 km. east of Cork City. Glounthaune's role is primarily seen as one of limited residential growth.
2. The original village is situated on either side of the National Primary Road. Housing estates have been built on the slopes which rise in a northerly direction. Most of these houses offer views over Little Island.
3. Although a considerable amount of ribbon development has taken place along both the upper and lower roads (Factory Hill) to Glanmire, there is still a section of approx. 800 m. which is free from development. This offers the opportunity to retain an open area between Glanmire and Glounthaune. More ribboning has taken place north-east of the village.
4. As a result of the main road running through the village combined with circumstances of topography it is difficult to provide an attractive village centre. At the moment a few shops are scattered between various locations.
5. The population grew from 526 to 783 between 1971 and 1979 but fell to 766 inhabitants in 1981. This growth was entirely a result of private housing development as no Council houses were built in the area since 1972.
6. Apart from some light industrial development west of the village, there are no employment facilities of any scale. However, Glounthaune is situated in proximity to Little Island and Cork City which are important employment centres.
7. Water supply is limited because of the demands from Cobh. When Cobh obtains an independent water supply, problems will be eliminated while in the long term a new reservoir at Caherlag will provide water from Glashaboy for the village.
8. All existing development is drained by individual and communal septic tanks. However, with the completion of the Glounthaune/Little Island sewerage scheme (stage 1) some land suitable for future development will be drained. This is unlikely to be achieved, however, before the end of the plan period.
9. With the construction of the "Euro-road", Glounthaune will be by-passed by through traffic. This should relieve the village of adverse affects from through traffic, and the "old village" - situated south of the main road - can return to its central role.
10. The hilly slopes north of the main road afford attractive views of the Upper harbour in addition to providing a prominent back-drop to users of the main road. A number of listed buildings¹ in wooded settings, enhance the area and will be protected. South of the road, the estuarine location of the old village has potential for recreational uses once the new road is built.
11. It is proposed to allow housing development as shown on Fig. 1, subject to the density control. It will be an objective to retain an open area on the Ballyhennick road between Glanmire and Glounthaune, and to restrict housing development on the lower Factory Hill road.
12. Any development in the old village will be subject to planning controls which will seek to maintain the attractive urban character of the area.
13. The Council intends to carry out an amenity scheme west of the village and to investigate the feasibility of creating a limited artificial boating lake².

¹ Refer to Appendix, South Cork, See also zoning map.

² Refer also to Fota and Upper Harbour.

GLOUNTHAUNE

- 3.11 Future uses on the Courtstown site will generally be restricted to the same uses specified for the Sitecast Estate. Other light industrial uses with more significant effluent may be allowed subject to each industrial unit having its own effluent treatment works, and that the effluent quality, place and depth of discharge is to be agreed on with the Planning Authority.
- 3.12 Lands at Carrigrenan will be reserved for a large scale port dependent industrial use, which requires direct access to the main navigation channel. Small scale developments or non-port dependent industrial uses will not be permitted.
- 3.13 The amenity provisions referred to in paragraph 3.2. (c) above will be strictly adhered to in the case of both these sites due the nature of the topography and proximity to Fota.

3.14 Castleview/Ballytrasna Sector

Land has been reserved for general industrial development on lands adjoining the I.D.A. holding, at Wallingstown in an effort to concentrate "heavy" industry on the west side of the island.

- 3.15 Land has been zoned for light industrial/commercial uses on both sides of the Station Road. The only exception to the non-retailing clause will be in the case of D.I.Y., home improvement, self-assembly furniture and garden centres, all of which deal in bulk items and generate heavy traffic volumes. The main access points to these lands should be via the new access roads north of the main village centre.
- 3.16 Planning conditions requiring adequate screening around the houses and school at St. Lappans (as per paragraph 3.9) will be applied in respect of site development works or construction of buildings in proximity to St. Lappans.

3.17 Residential Zones

Land has been zoned residential between the proposed industrial access roads to the north of the village and the existing east/west link road. Further development will be allowed on the Clashavodig road to the point where the Cobh watermain crosses it. A site between Ballytrasna Park and the Sitecast estate has been rezoned residential.

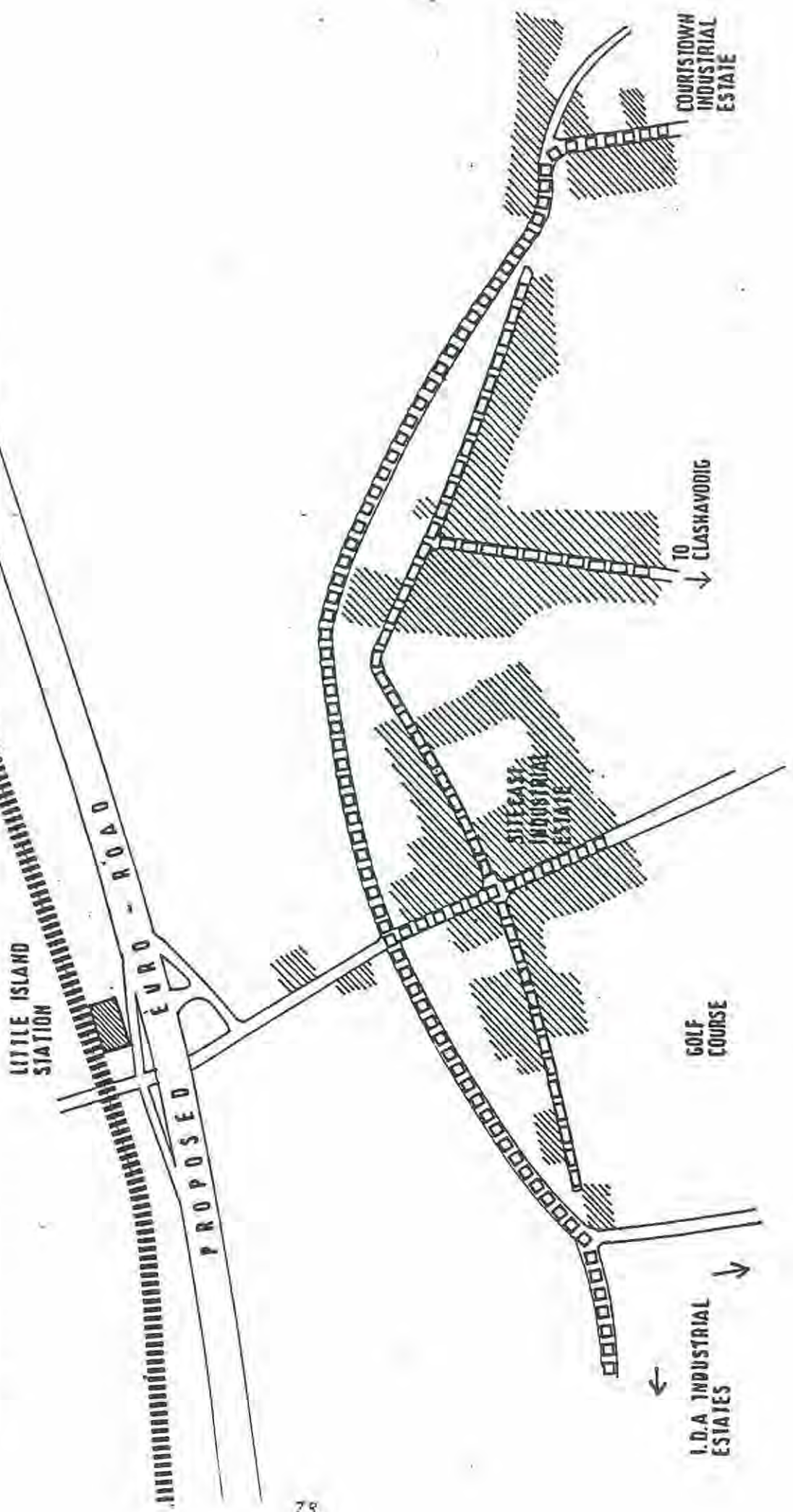
- 3.18 With the provision of the industrial access roads, the road at St. Lappans and at Courtstown will be cul-de-sacked, as will the road at Carrigrenan when these lands are developed. Access will then be restricted at Island Cross roads for industrial traffic. Some realignment of the Sitecast entrance road will be needed. These measures will effectively separate industrial and residential traffic (See Fig. 2).
- 3.19 Shopping, offices and restaurants/cafes will be permitted in the main part of the village (zoned shopping frontage) subject to those developments providing for local needs only.
- 3.20 Public open space will be provided at St. Lappans, and an environmental improvement scheme will be carried out at Clashavodig to provide limited parking and improved access to the beach and the geological Area of Scientific Interest. This is subject to the availability of monies, and in the case of the former, agreement with the I.D.A. Open space zoning will be maintained on the golf course.

FIG. 2 : Road and Traffic Proposals at Little Island

Residential Roads

Designed road Improvements

Existing Development



3.3 Industrial/Commercial Zones

Within broad categories, the Council have designated the type of industrial or commercial development which would be appropriate in each zone (see zoning map). This has been done to reflect the existing/proposed infrastructural situation on Little Island and to exploit the development potential of each industrial zone.

3.4 There is a high pressure gas main from Inch - Caherlag, which traverses a large part of Little Island. The wayleave is 18 m. either side of the pipe. No development will be allowed within this area.

3.5 The amenity provisions given above (see paragraph 3.2.(c)), particularly pertain to industrial/commercial development. Additionally, where new development abuts an existing residential area, the Council will require screen planting of a depth not less than 15 m. in the areas shown on the zoning map.

3.6 The Council will also require the provision of on site of passive recreational areas- for employees for any new industrial/commercial developments. This is of particular importance, given existing and proposed large scale developments on the island.

3.7 Inchera/Wallingstown Sector (I.D.A.)

These lands are designated for general industrial developments, capable of maximising the use of the infrastructural services provided by the I.D.A. Proximity to the Euro road and the future downstream crossing of the river Lee, will enhance the development potential of these lands. Parts of the I.D.A. holding have not been zoned as such, but have been "reserved" for industry. This is due to the fact that large portions of the land require extensive land fill and are not suitable for development in their present state.

3.8 Ballytrasna Sector (Sitecast Industrial Estate)

The present occupiers of the Sitecast estate are involved in a number of activities in the warehousing/wholesale and sales/service type industries. Land will be reserved to the south for future development, two access points have been reserved for this purpose. Light industrial or commercial activities of a non-retailing nature will be acceptable in this area subject to the development producing domestic type effluent only.

3.9 Dense screening will have to be provided on zoned land adjoining residential land at Clashavodig Road. Generally, tree planting screens of a 40-50 ft. width will be applied.

3.10 Courtstown/Carrigrenan Sector (Sisk Industrial Estate)

Land has been zoned for additional development to the south of the Courtstown Estate. The main estate road will function as the major access road to land reserved at Carrigrenan. In general access to both sites will be improved by the provision of the new link road connecting the Industrial Estate with Station Road.

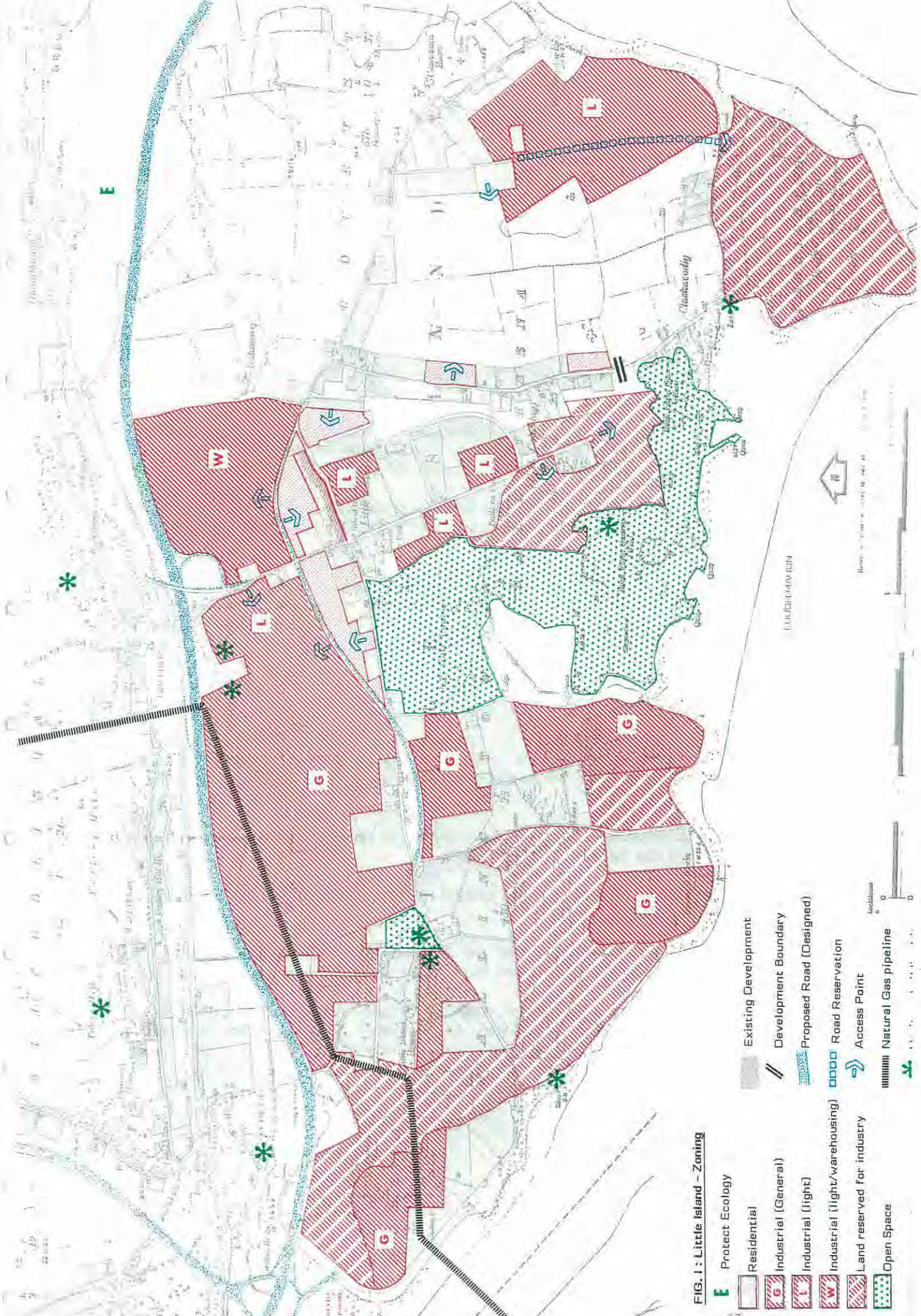


FIG. 1 : Little Island - Zoning

- | | | | |
|--|--------------------------------|--|--------------------------|
| | Protect Ecology | | Existing Development |
| | Residential | | Development Boundary |
| | Industrial (General) | | Proposed Road (Designed) |
| | Industrial (light) | | Road Reservation |
| | Industrial (light/warehousing) | | Access Point |
| | Land reserved for industry | | Natural Gas pipeline |
| | Open Space | | |



DATE: 11-11-2014

Scale: 1:1000 (As per site plan)

- 2.6 The development of a major industrial centre in proximity to residential areas involves an inevitable conflict between protecting and enhancing the residential environment and the generation of industrial traffic, noise and associated effluents. There is a need to protect existing residential amenities whilst at the same time exploiting the industrial potential of Little Island.
- 2.7 Little Island has two significant areas of scientific interest, namely Rock Farm Quay (of geological interest) and estuarine areas and marshes (of ornithological interest). Whilst the island itself is not exceptionally attractive scenically, it is highly visible from Fota, the main CorkMidleton road, theRochestown-Passage West walk, and the Passage area. As such the design of structures, and provision of landscaping assume a far greater importance than would otherwise be the case in the majority of industrial areas.
- 2.8 There are large land banks available, (both I.D.A. and privately owned), to afford opportunities to develop a whole range of industrial/commercial activities from warehousing to heavy processing.
- 2.9 By virtue of the link up with the Council's Harbour and City Water Supply Scheme, an almost unlimited supply of water is available for industrial development.
- 2.10 The proposed Euro-road with intersections at North Esk and Little Island station, coupled with the planned downstream crossing of the River Lee between Inchera and Mahon, will radically improve vehicular access to and from the Island and allow easy access to Ringaskiddy.

3. Policies and Proposals

- 3.1 The Council's main aim is to promote and facilitate the co-ordinated industrial development of Little Island. Other aims include the provision and limited expansion of residential uses and the protection of visually vulnerable areas.
- 3.2 In order to achieve these aims, the Council's policies and zoning provisions are based on the following objectives:-
- (a) to segregate where possible industrial uses and traffic from residential uses and traffic.
 - (b) to provide buffer zones of no development between residential and industrial lands, and to screen the fringes of residential areas.
 - (c) at the planning application stage to require good design standards, (as in the I.D.A. industrial estate), and to apply comprehensive landscaping provisions including screen planting, to reduce the adverse visual impact of industrial development on views of Little Island, from the Euro road, Fota and the Rochestown/Passage area.

1. Introduction

- 1.1 Little Island was formerly an agricultural area with residential development focussed on the twin villages of St. Lappans and Ballytrasna. It is now developing into a major industrial and commercial area. Provision of new industrial jobs at Little Island, in the early phases of L.U.T.S. was given an important emphasis.
- 1.2 Contrary to previous reviews, Little Island has been treated as a separate entity from Glounthaune. Policies for Glounthaune and the hillside between Glounthaune and Glanmire are found in the Glounthane and Glanmire/Riverstown Plans.

2. Problems and Capacity for development

- 2.1 The population of Little Island grew substantially in the mid 1970's primarily due to the construction of Council houses at Ballytrasna. The population since then has stabilised, see Table 1.

Table 1 - Population Change 1971-1984

	1971	1979	1981	1984 (Estimate)
Little Island	668	1,045	1,023	1,000

- 2.2 The early success of industrial promotion can be seen from the fact that the number of people employed on the Island increased from less than 100 in 1972 to nearly 1,500 by 1980. More recent figures are unavailable, but the numbers now employed are unlikely to have exceeded the 1980 figure.
- 2.3 There is at present no reserve capacity in the public sewerage system, although the I.D.A. land has an independent system of sewers and stormwater pipes to service developments. The Courtstown Industrial Estate is also independently drained, with each industrial unit having its own effluent treatment works.
- 2.4 Road access is currently poor and will continue to be so in the short term. Access at North Esk is via a manually operated level crossing or a narrow winding access road, whilst access to Courtstown is via a narrow, badly aligned residential road.
- 2.5 Due to the current recession and changing trends in the types of "mobile" industry which can easily be attracted to the County (e.g. microtechnology and software rather than heavy industry), there is a reduced demand for industrial premises¹. Accordingly, despite extensive industrial land commitments on Little Island, the take-up rate of zoned land is likely to be slow.

¹ At present there are nearly a dozen empty industrial premises on Little Island.

LITTLE ISLAND

3.6 Glanmire

West of Glanmire village an area has been zoned for residential development. Access must be where indicated on the zoning map. Further ribboning development must be curtailed to keep an open area between Glanmire and Cork City.

- 3.7 The hills south of Glanmire along the Glashaboy river provide a feature of scenic beauty, especially as seen from the road west of the river. The trees on this hill are to be protected.
- 3.8 East of Glanmire, extensive ribboning along the intervening roads to Glounthaune will be restricted (refer to the Glounthaune village plan).

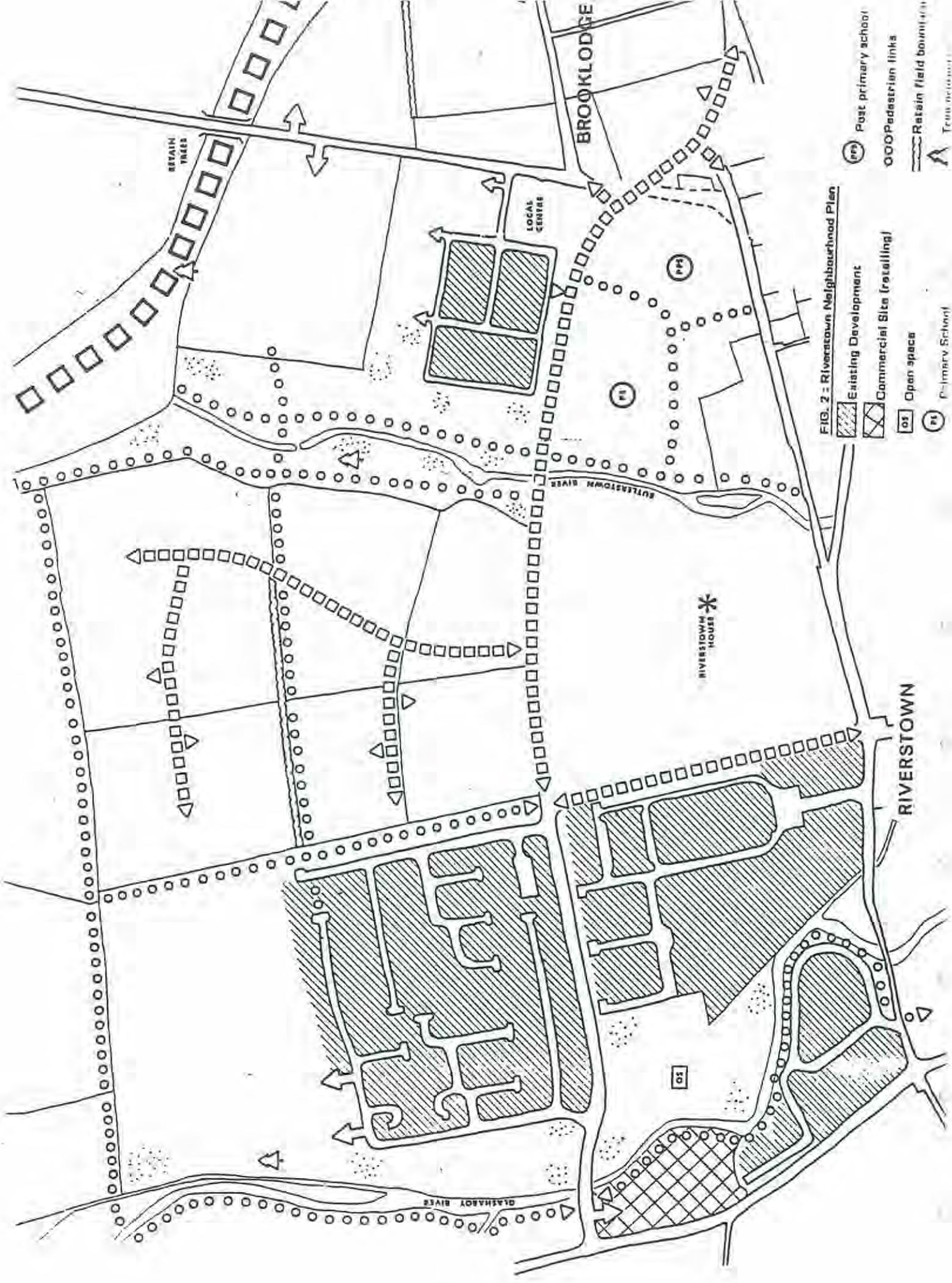


FIG. 2 : Riverstown Neighbourhood Plan

-  Existing Development
-  Commercial Site (retailing)
-  Open space
-  Primary School
-  Post primary school
-  Pedestrian links
-  Retain field boundary
-  Retain field boundary

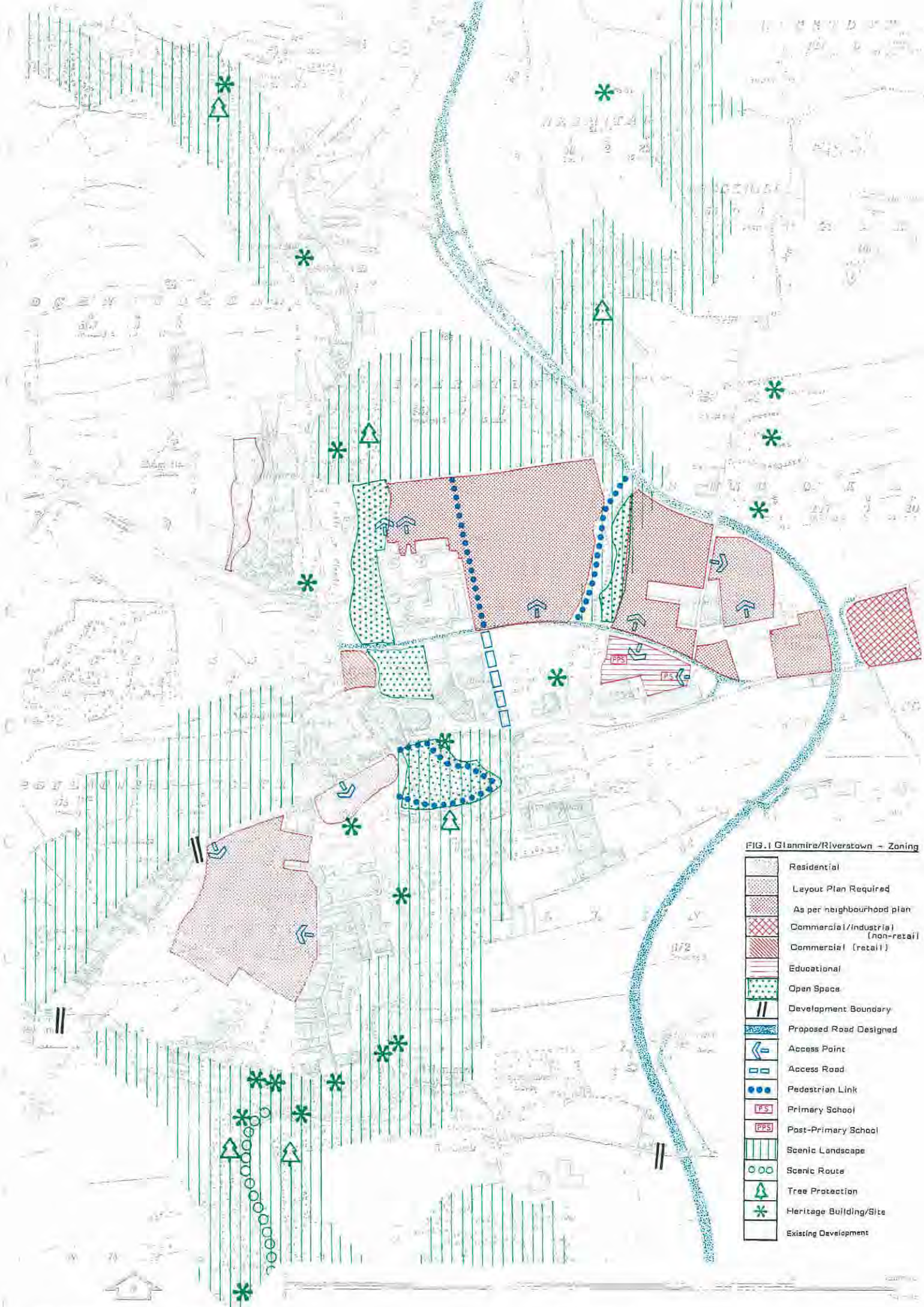


FIG.1 Glanmire/Riverstown - Zoning

	Residential
	Layout Plan Required
	As per neighbourhood plan
	Commercial/Industrial (non-retail)
	Commercial (retail)
	Educational
	Open Space
	Development Boundary
	Proposed Road Designed
	Access Point
	Access Road
	Pedestrian Link
	Primary School
	Post-Primary School
	Scenic Landscape
	Scenic Route
	Tree Protection
	Heritage Building/Site
	Existing Development

- 2.9 A new sewerage scheme for the Glanmire/Riverstown area is presently under construction. This scheme is to end problems in the present system, in both terms of capacity and disposal. Under the new system a final outfall will be provided south of Little Island.
- 2.10 There is some danger that pressures will arise for development east of the relief road, especially in Brooklodge. Further residential development here would be undesirable.
- 2.11 As a result of the dispersed pattern of development incorporating several villages, there is no town core area as such and shopping facilities occur in several clusters, mainly situated along the main road. In view of the considerable growth that has been envisaged for the area, there is scope for further retail floorspace in the form of a new district or service centre¹.
- 2.12 The area has a very attractive landscape, including many fine houses in wooded settings. Its riverside lands have the potential for recreational uses and the creation of a linear park system as the area grows. Protection of both houses and woodland is desirable as is the retention and extension of existing amenity walks.

3. Policies and Proposals

- 3.1 It is envisaged that most residential development during the plan period is to take place north of Riverstown. An Action Area Plan has been prepared for this area. See Fig. 2.
- 3.2 Access to the area will be provided by a distributor road that runs south of the new development. At present the western section of this road has been completed, giving access to the Hazelwood development. The area in between Hazelwood and Riverstown Wood is to accommodate 300-400 dwellings, while east of Riverstown Wood a further 250 dwellings are to be built, including a Local Authority housing scheme. Finally, some land at Brooklodge West has also been zoned. This land will be acquired by the Council as a result of the relief road construction.
- 3.3 Riverstown Wood will provide an important amenity facility in the area and it is the Council's policy to protect the trees and provide an amenity walk. Measures will be taken to compensate for the impact of the proposed road.
- 3.4 A town park will be developed south of Riverstown Bridge in co-operation with the local community.
- 3.5 A small local centre of social and commercial facilities is proposed at Brooklodge. While some shopping outlets could be allowed here, a site at the corner of the new distributor road and the main road has been zoned for further commercial development. This site - being in a central position - would be suitable for a district centre facility.

¹ Refer to County-at-large Retailing Policies.

1. Context

- 1.1 The Plan area situated adjacent to Cork City comprises two villages, Glanmire and Riverstown. It forms part of the East Harbour Area and its main role in that context is of a residential nature.

2. Problems and Capacity for development

- 2.1 Although Glanmire/Riverstown grew from 1,141 inhabitants in 1971 to 2,458 in 1981 its growth rate during that period was well below those of Ballincollig and Carrigaline. This reflects the general lagging behind of the East Harbour Area in terms of the population growth that was envisaged in the L.U.T.S. plan.
- 2.2 A population target of 4,100 for 1989 has been adopted. Although below the original L.U.T.S. target (4,640) it will mean a considerable relative growth during the plan period.
- 2.3 A number of housing estates have been developed. Only a small number of Local Authority houses were built between 1973 and 1982 (16). Ribboning has occurred at several locations but it is most serious in the area between Glanmire and Glounthaune.
- 2.4 On the basis of the population target, a number of 420 dwellings will be needed between 1984 and 1989. Outstanding planning permissions account for approx. 900 dwellings. Most of these commitments are on land zoned for residential development and it can therefore be concluded that extra zoning will not be necessary.
- 2.5 The National Primary Route N8 (Cork-Dublin) runs through Glanmire and Riverstown. This heavily trafficked road forms a barrier between residential zones on either side of the road. A line for a relief road east of the town (which will ultimately link in with the tunnel road and the Carrigtwohill bye-pass) has been established. A considerable relief of through traffic through the town can be expected when this road is opened. Although work will start in the coming years, it is unlikely that the road will be completed during the plan period.
- 2.6 In conjunction with the relief road, road works will be carried out at Brooklodge. An east-west link road north of Riverstown House (partially completed) will act as a local distributor road for this area where most of the housing development is to take place. A new road link and closure of part of the existing road system will be necessitated.
- 2.7 The role of Glanmire as an employment centre is limited. The main sources of employment for people living in Glanmire will be found in Cork and the Carrigtwohill and Little Island areas. However, some opportunities for light commercial and industrial uses have been included in the plan proposals.
- 2.8 At present water supply facilities are unsatisfactory. It is proposed to provide a new reservoir, fed from the Glashaboy source and treatment works. Further proposals such as the provision of a reservoir at Rathcooney may be dropped as they will stimulate peripheral expansion between Cork and Glanmire where this is undesirable.

GLANMIRE/RIVERSTOWN

1. An area immediately outside the City boundary has been zoned for residential development to cater for needs from Cork City. This area has been chosen as the only area on the north side of the City where residential development is to take place outside the City boundary and as such the proposal is in accordance with the L.U.T.S. plan. While the area is close to Glanmire the open area between the City and the "satellite town" will be maintained. The planning commitment to a Golf Course immediately east of the zoned area constitutes a suitable use of the lands while no further residential development is likely to take place. The provision of the Golf Course will be encouraged. The additional amenity land, acquired by the Corporation, is zoned for open space.
2. A total of 600-700 dwellings could be built in the area. Cork Corporation have prepared a development brief for the area with a programme for 400 local authority houses. The L.U.T.S. population target for this area (3,000 in 1991) should be maintained through proper phasing.
3. The area will have access from the Old Youghal Road. Water supply will be provided through improvements in the City's water supply system. The area falls within the catchment of the City sewerage system and is not affected by the Glanmire sewerage scheme. While there is ample capacity for foul drainage, disposal of stormwater may cause problems. These will have to be solved in the context of specific development proposals within the City.
4. Lauriston house, it's wooded and walled demesne and attractive Gate Lodge, will be listed for protection.
5. Control of development accessing directly onto the north side of the dual carriageway or onto Burkes Hill/Grey's Lane will be restricted in keeping with road capacity and traffic safety requirements.

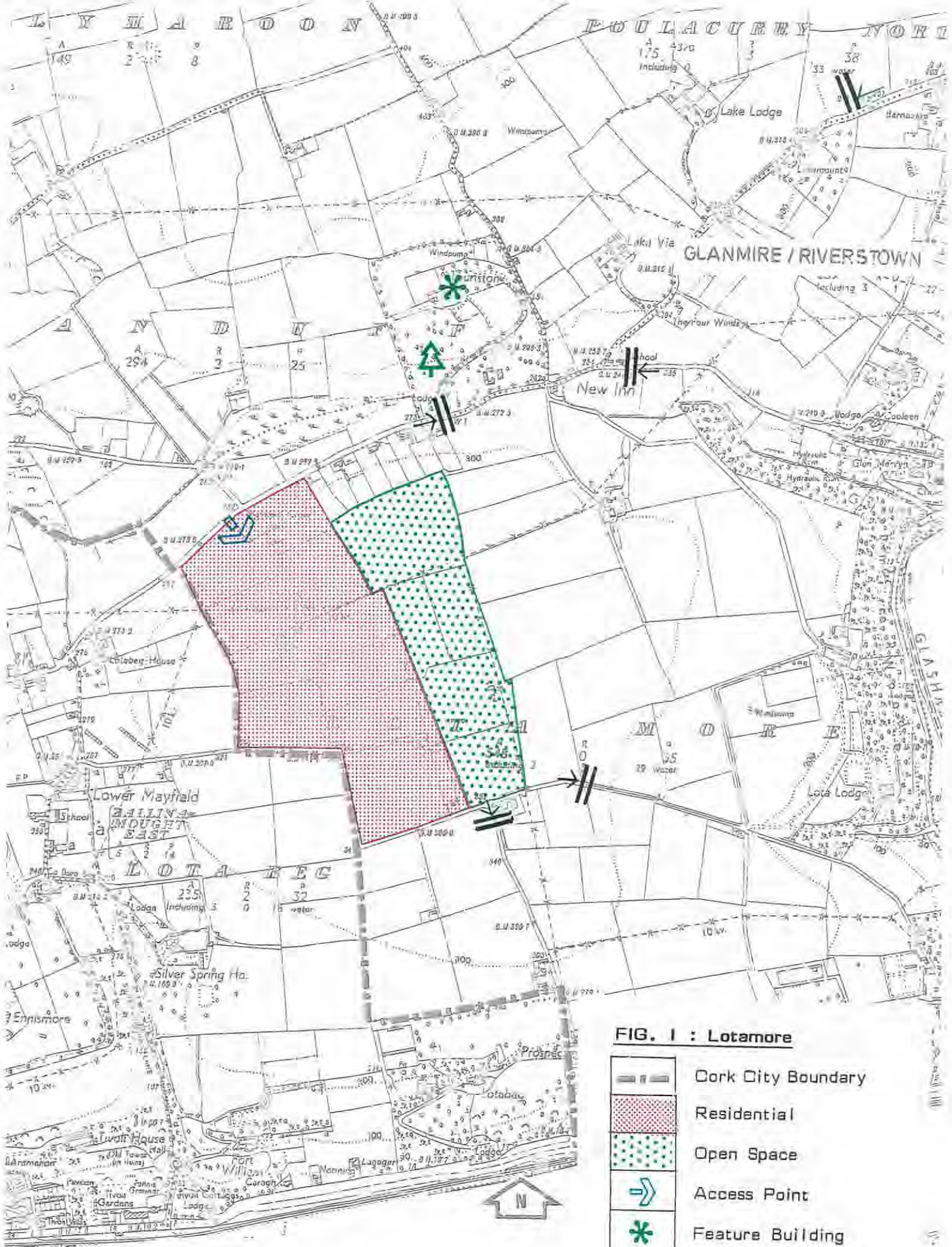









FIG. 1 : Lotamore

-  Cork City Boundary
-  Residential
-  Open Space
-  Access Point
-  Feature Building
-  Tree Preservation
-  Development Boundary

Based on Ordnance Survey by permission of the Government

2010/08/25

Scale

Development Plan Section Planning Department Cork County Council

LOTAMORE

AREA & LOCAL PLANS (L.U.T.S. AREA)

The sequence is as follows:-

East Harbour:-

1. Lotamore
2. Glanmire/Riverstown
3. Little Island
4. Glounthaune
5. Carrigtohill
6. Midleton (Environs)
7. Cloyne
8. Whitegate/Aghada
9. Cobh (Environs)
10. Fota Island and Upper Harbour Shoreline
11. Watergrasshill

West Harbour:-

12. Tramore Valley/Rochestown
13. Passage West
14. Ringaskiddy
15. Carrigaline
16. Ballincollig
17. Blarney/Tower
18. Kerry Pike
19. Carrignavar

The strategic plan for the next five years will be orientated towards the following:-

- (1) promotion of residential and employment development in the EAST HARBOUR area,
- (2) controls on the rate of residential growth in the WEST HARBOUR area,
- (3) restricting peripheral expansion on the fringes of the City subject to the target allocations for the Tramore Valley/Rochestown and Lota areas and concerted County/City policies in respect of housing and employment in such areas,
- (4) curtailment of rural sprawl into selected "priority" villages,
- (5) promotion of the L.U.T.S. area as a centre for internationally - mobile industrial and service employment,
- (6) designation of special controls and incentives, (including reservations for specific uses and integrated energy servicing), and the phased development of the major industrial sites at Ringaskiddy, Little Island and Whitegate,
- (7) promotion of employment creation through direct (i.e. land acquisition and cluster unit development) and co-operative actions (e.g. in conjunction with other statutory authorities, community agencies) in selected locations,
- (8) conservation and exploitation of selected amenity areas for extensive recreational activities (i.e. Fota and Upper Harbour area, Crosshaven and bays and Lee Valley),
- (9) selective tourism promotion based on the main touring corridors, major recreational resources and heritage towns and villages,
- (10) promotion of retailing facilities as appropriate to the 'district' status of the main service towns and the 'regional' status of Douglas.
- (11) provision of essential infrastructure (e.g. Midleton sewerage scheme) to promote development of the EAST HARBOUR,
- (12) upgrading of inter-regional road linkages where volume/capacity deficiencies are greatest e.g. Cork - Midleton route,
- (13) improvement of national/regional road linkages including routes other than those designated for special grant-aid e.g. link roads to ferries, Cork - Kinsale, Midleton - Rathcormac routes and selected urban routes e.g. the Grange road and the Ballincollig inner relief road,
- (14) improvement of public transport links (including vehicular ferry between Passage West and Cobh to the EAST HARBOUR as a stimulus to development in that area.
- (15) protection of mineral resources through planning controls and promotion of their development.

- 9.1.29 Designation of Blarney as a "village of historic interest" and the treatment of the N.22, N.71 and R.600 (to Kinsale) as touring routes is proposed. Marketing of the Lee Valley as a major recreational and tourism resource will also be undertaken in co-operation with other interests.
- 9.1.30 Encouragement will be given to the expansion of retailing and other ancillary services in line with the County-at-large and divisional retailing policies.
- 9.1.31 Completion of the Carrigaline relief road, the construction of a relief road in Ballincollig and the provision of off-street parking in both towns will be accompanied by on-street controls. Similar works will be undertaken at Douglas. These should achieve a significant improvement in traffic circulation, parking and pedestrian safety.
- 9.1.32 Major road construction on the new Mallow - Cork road at Blarney and the Ringaskiddy/Douglas route, including the by-passing of Douglas will be undertaken during the plan period. A new drainage system for Blarney/Tower, and drainage improvements in the Tramore Valley are also planned. Supplementary funding will also be sought from the Government for the Cork-Kinsale (R.600), and the Ballinhassig-Shannon Park (R.613) routes as important intra-County links and the Grange road, at Douglas, as an urban distributor road.
- 9.1.33 As in the "EAST HARBOUR" area, conservation of mineral resources will require stringent controls for significant limestone, sand and gravel deposits.
- 9.1.34 Protection of the scenic amenities of the green wedges will be ensured between Blarney, Ballincollig and the City, and Rochestown and Passage West. Also the Owenboy River estuary as well as the rural hill slopes just south of the Tramore Valley will be protected.
- 9.1.35 Area and local plans for the following have been made and are detailed in the subsequent pages⁷:-
- (12) Tramore Valley/Rochestown.
 - (13) Passage West.
 - (14) Ringaskiddy.
 - (15) Carrigaline
 - (16) Ballincollig
 - (17) Blarney/Tower
 - (18) Kerry Pike
 - (19) Carrignavar.

⁷ Crosshaven and Bays area is included in a subsequent section.

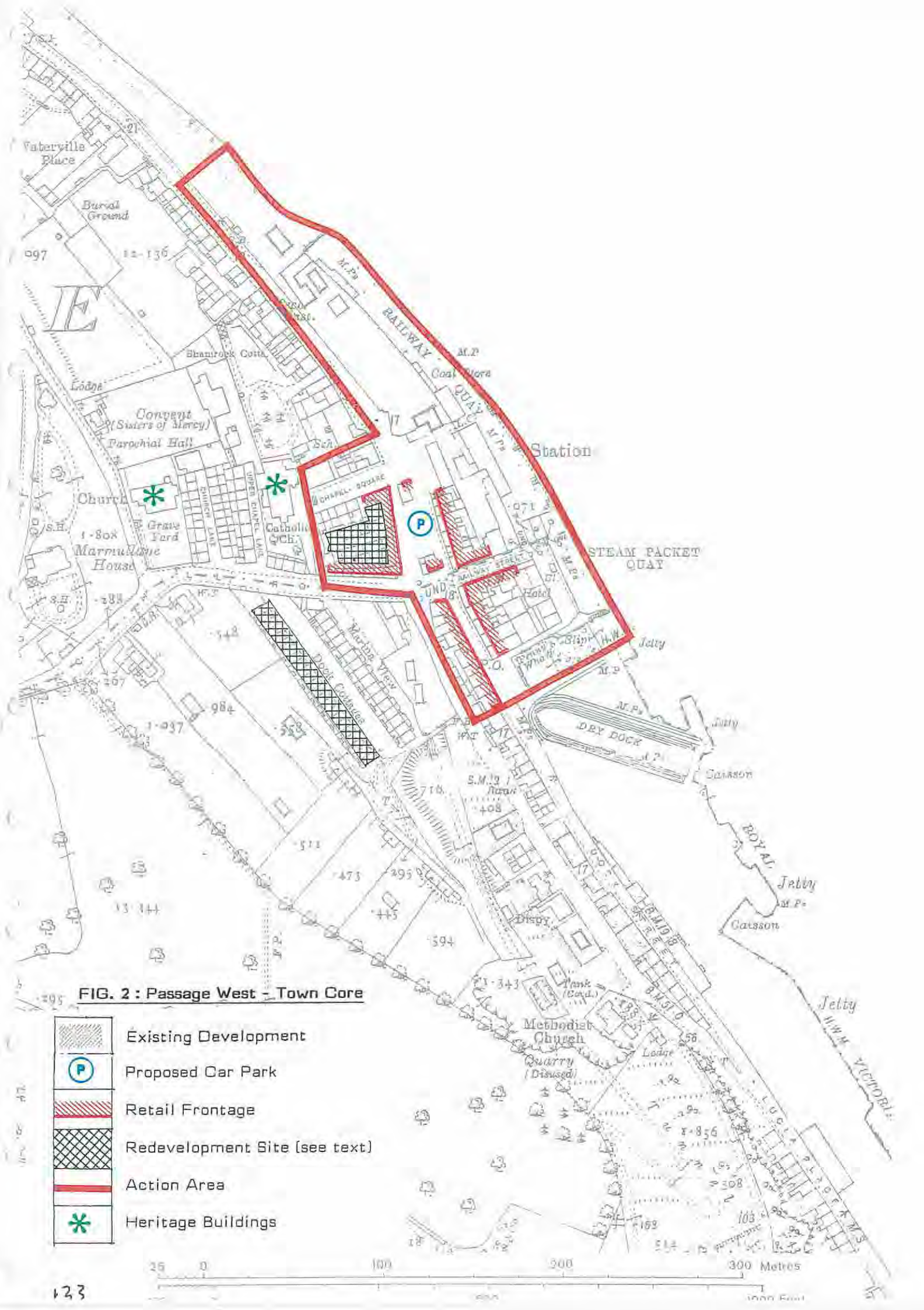


FIG. 2 : Passage West - Town Core

-  Existing Development
-  Proposed Car Park
-  Retail Frontage
-  Redevelopment Site (see text)
-  Action Area
-  Heritage Buildings

0 100 200 300 Metres

1. Introduction

- 1.1 Passage West comprises three centres (Passage West, Glenbrook and Monkstown), attractively situated along the upper harbour. It's close proximity to Cork City makes it an attractive residential centre, but this has not been borne out by development in recent years. However, it's role in the context of the West Harbour Area will continue to be for residential development.

2. Problems and capacity for development

- 2.1 Passage West is the only town in the West Harbour Area that has considerably lagged behind L.U.T.S. targets although in recent years some extra growth took place mainly as a result of Council housing development. Reasons for the relatively slow growth include the inadequate sewerage system (see below) and topography and accessibility constraints and to a certain extent the poor "image" of the town as a result of dereliction.
- 2.2 A "blanket-zoning" for residential development was adopted in the 1979 plan for the high-level lands west of Passage. Due to the differences in levels, access to the area is restricted and only a small amount of land has been developed so far. There is pressure for ribbon development along various roads near the town.
- 2.3 A population target of 4,700 has been set for 1989. This is well below the original L.U.T.S.-target (5,780). On the basis of the population target approximately 270 extra dwellings will be needed during the plan period.
- 2.4 The proposed car ferry link between the town and Great Island will improve the accessibility to the East Harbour area for residents in Passage West. It will also play an important role in opening-up Ringaskiddy as an area of major employment for Cobh residents. Funds were provided for the ferry termini by the Government recently but because of difficulties encountered locally, the money has been used elsewhere. To accommodate future traffic between the ferry terminal and Ringaskiddy, a section of the road south of Monkstown will have to be upgraded. Proposals have been prepared (estimated cost £0.4m.). Further (ribbon) development along this road should be curtailed.
- 2.5 In view of its proximity to the Ringaskiddy industrial development area, no major growth in employment is envisaged for the town.
- 2.6 Water supply is adequate even in the high level areas and a good supply is guaranteed as a result of connection to the Cork City and Harbour Scheme.
- 2.7 The present sewerage system is inadequate for a number of reasons viz., undesirable outfalls, poor structural condition of pipes as well as overloading problems. Proposals to remedy the situation have been prepared and work is likely to start in the second half of the plan period.
- 2.8 Passage West despite the evident dereliction at the north end of the town, is notable for it's wide range of fine buildings representing diverse architectural styles. The Monkstown area in particular is considered to be of regional importance thereby making the town worthy of further study. The deteriorating condition of Monkstown Castle is a cause of considerable concern. Development of harbourside amenities has progressed satisfactorily in the town but much remains to be done if the full potential of it's attractive location is to be realised. In this respect, the derelict condition of the Railway Quay justifies remedial actions.

PASSAGE WEST

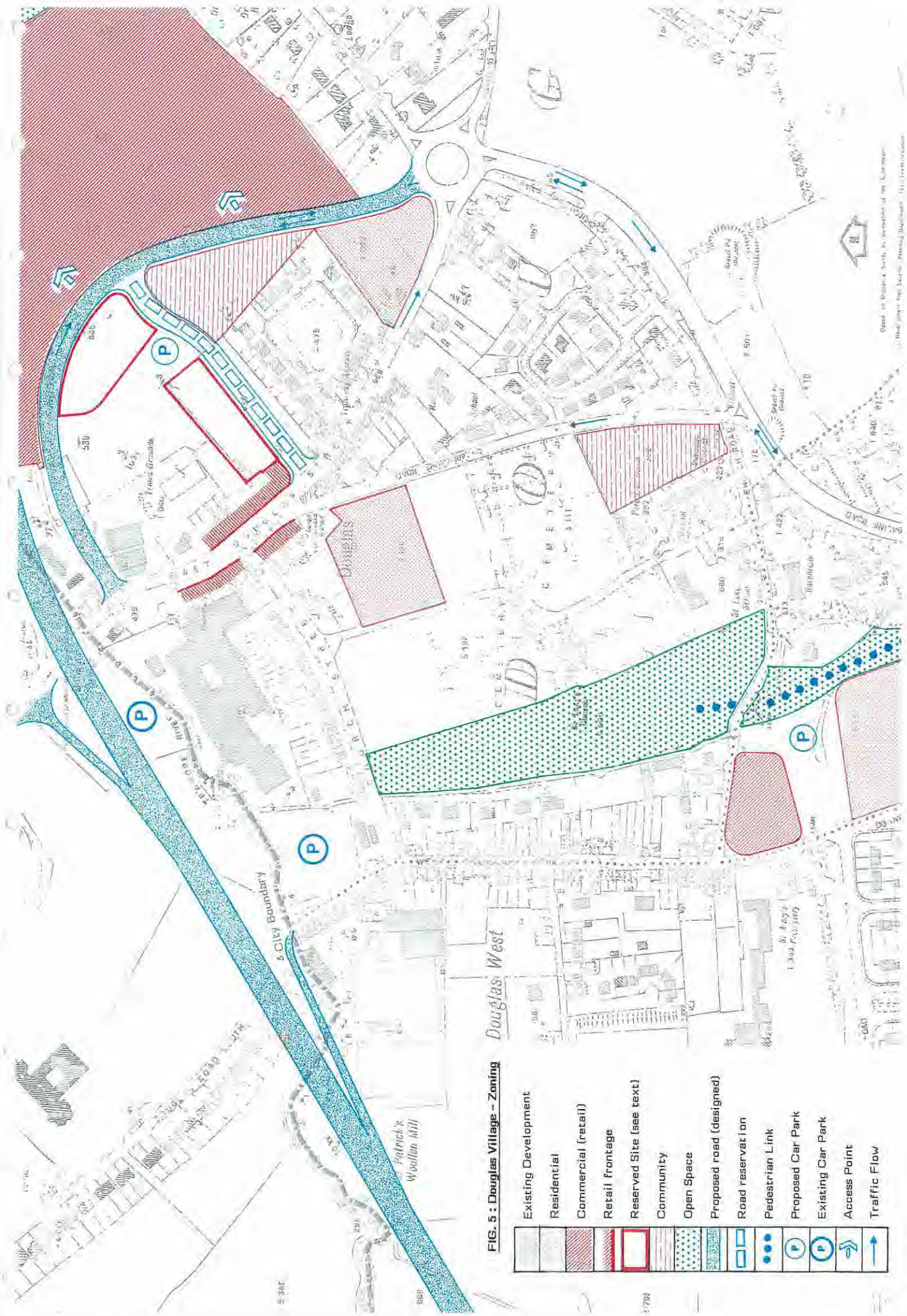


FIG. 5 : Douglas Village - Zoning

	Existing Development
	Residential
	Commercial (retail)
	Retail frontage
	Reserved Site (see text)
	Community
	Open Space
	Proposed road (designed)
	Road reservation
	Pedestrian Link
	Proposed Car Park
	Existing Car Park
	Access Point
	Traffic Flow

Open to Douglas West to direction of the Curvature
 Road from the North, Planning Department, 11/1/2018

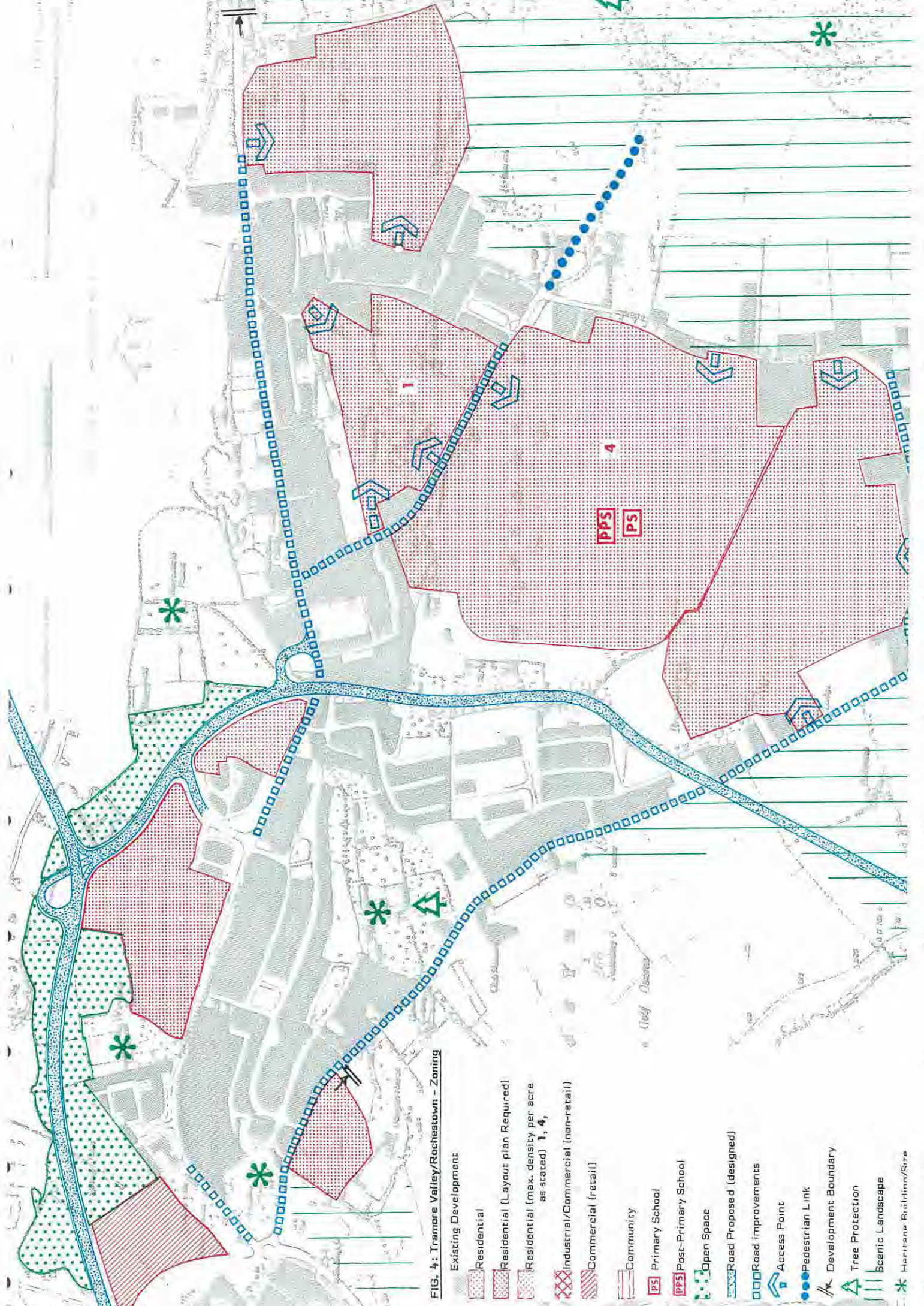


FIG. 4: Tramore Valley/Rochestown - Zoning

- Existing Development
- Residential
 - Residential (Layout plan Required)
 - Residential (max. density per acre as stated) 1, 4,
 - Industrial/Commercial (non-retail)
 - Commercial (retail)
 - Community
 - Primary School
 - Post-Primary School
 - Open Space
 - Road Proposed (designed)
 - Road Improvements
 - Access Point
 - Pedestrian Link
 - Development Boundary
 - Tree Protection
 - Scenic Landscape
 - Heritage Building/Site

Maryborough/Rochestown (see Map 4)

- 3.9 Similar to the Grange area, this part of the plan provides for residential development only. As a result of improved drainage facilities, a large area of land will be serviced at Mounthoval. As this allows for a large number of dwellings eventually to be built, sites for a post-primary school as well as a primary school must be included in any development proposals. Maximum densities have been set for parts of the lands.
- 3.10 It is of vital importance to improve the road system - in particular Maryborough Hill - in view of the development that is to take place. The Council will endeavour to secure the necessary funding for these works.

Douglas Village (see Map 5)

- 3.11 Proposals for infill development and parking provision should strengthen the environmental quality of the village as well as maintaining the predominantly residential element in West Village and parts of East Village. It is proposed to undertake an Action Area Study of West Village with a view to defining specific measures necessary to achieve these aims.
- 3.12 A number of 'reserved' commercial sites have been identified in Douglas village. These have potential for accommodating central area uses i.e. shopping, offices in the longer term.

Lehenagh Ridge

- 3.13 The scenic rural backdrop of hills to the south of Tramore Valley/Rochestown and the exposed escarpment separating it from Passage West are designated scenic landscape. Measures will be taken to curtail further development pressures in these areas so as to maintain their amenity value.

3. Policies and Proposals

3.1 The Plan proposals are presented on four area-maps:-

- Western Sector: from the Bandon-road to the Airport road.
- Grange/Douglas/Donnybrook
- Rochestown/Maryborough.
- Douglas Village

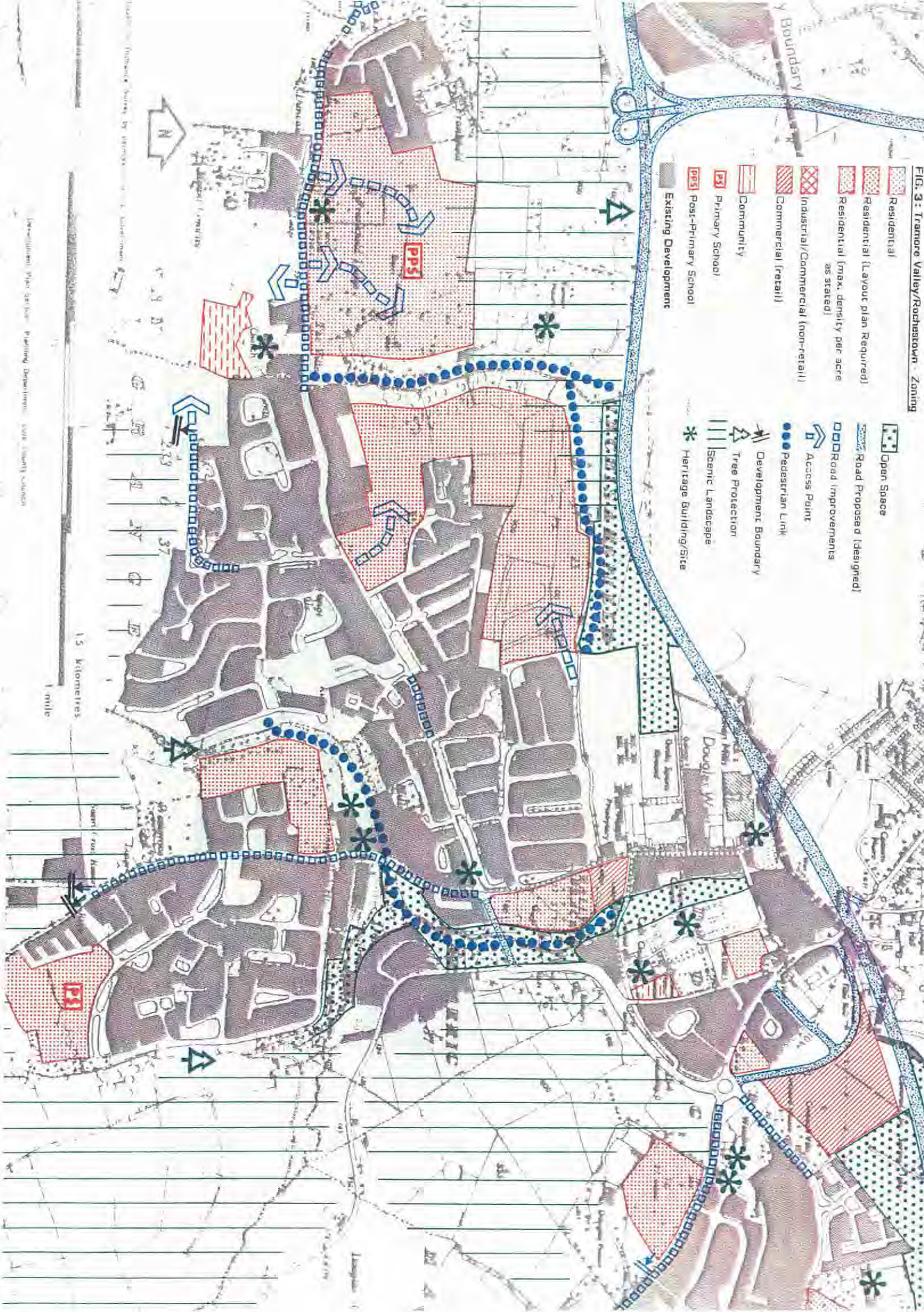
Western Sector (See Map 2)

- 3.2 The proposals are basically the same as in the 1983 draft. Limited commercial development (non-retail) will be allowed along the Bandon road immediately outside the City boundary. However, a development boundary applies south of this so that no further ribboning should occur on this busy road.
- 3.3 More land for commercial/light industrial use is available in the Togher area. The Council owns part of these lands, which qualify for extra grants. Pending the extension to the Tramore Valley Drainage Scheme, drainage will take place into the Corporation's system.
- 3.4 In order to obtain a clearly defined boundary between the urban and rural area, a development boundary at the old railway bridge applies. Some housing land is still available in this area.

Grange-Donnybrook-Douglas (see Map 3)

- 3.5 A large amount of land (more than in the 1983 draft) has been zoned for residential development. The provision of a site for a post-primary school must be included in proposals for development. Re-alignment of the western section of the Grange Road is required. It will then act as the major distributor road for residential areas, north and south.
- 3.6 The provision of a primary school behind the Catholic Church will take place in conjunction with a new link road (see Map). A reservation will be made for a pedestrian route in the valley at Vernon Mount.
- 3.7 A commercial site becomes available with the provision of a relief road (under construction) at Douglas East. This site and that south of West Village may be used for retail and office uses within the framework of the Council's policies already referred to.
- 3.8 The ornithological status of Douglas estuary will be preserved and Cork Corporation's co-operation sought in providing suitable protection measures. In view of this, a foreshore walk will not be provided but, instead, limited points of access with provision of amenity facilities. Further improvement of amenity facilities will take place with the completion of Donnybrook Park.

FIG. 3: Tamar Valley/Rochestown Zoning



- Residential
- Residential (Layout plan Required)
- Residential (max. density per acre as stated)
- Industrial/Commercial (non-retail)
- Commercial (retail)
- Community
- Primary School
- Post-Primary School
- Existing Development
- Open Space
- Road Proposed (Designed)
- Road Improvements
- Access Point
- Pedestrian Link
- Development Boundary
- Tree Protection
- Scenic Landscape
- Heritage Building/Size



1.5 kilometers
1 mile

Levellinon Plan Services Planning Department 2004 County Council

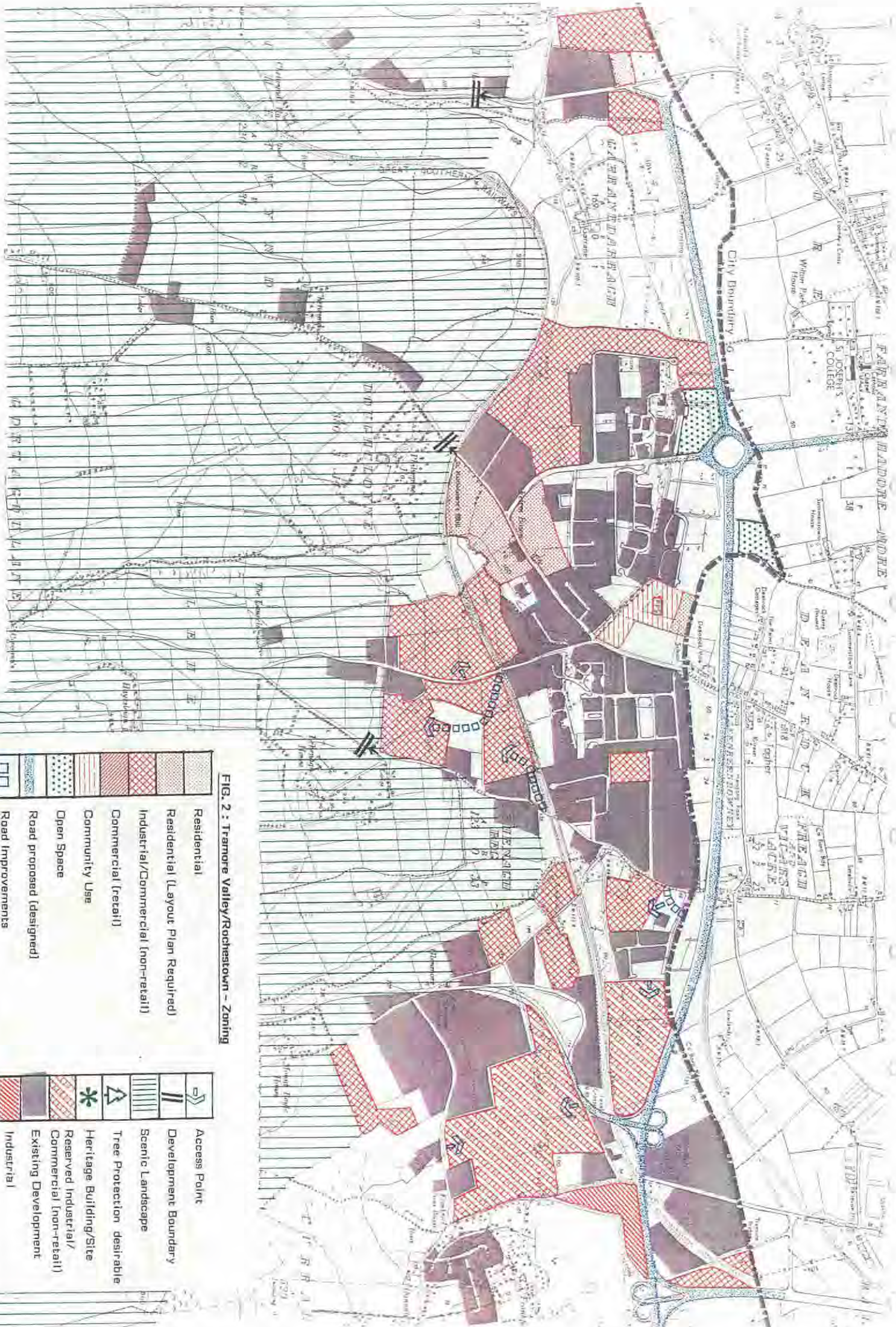


FIG. 2 : Tramore Valley/Rochestown – Zoning

	Residential		Access Point
	Residential (Layout Plan Required)		Development Boundary
	Industrial/Commercial (non-retail)		Scenic Landscape
	Commercial (retail)		Tree Protection desirable
	Community Use		Heritage Building/Site
	Open Space		Reserved Industrial/Commercial (non-retail)
	Road proposed (designed)		Existing Development
	Road Improvements		Industrial

- 2.13 With the growth in population other facilities will also be required. Where possible these facilities (such as surgeries, libraries etc.) shall be located over (neighbourhood) shopping centres.
- 2.14 Most open space facilities are in private ownership, with the exception of Douglas Village park. There is a need to provide further public open space, including playing fields to cater for the projected population needs. Facilities to be provided by the Corporation will be taken into account.
- 2.15 The area has an adequate supply of water to meet it's future needs. However, some localised deficiencies exist in the distribution system and these will be remedied during the plan period.
- 2.16 The first stage of the sewerage scheme for the Grange - Douglas - Donnybrook and Rochestown sectors is now completed land work is progressing on the treatment works which should be completed in 1986. These works will facilitate substantial new residential development as well as providing for existing needs.
- 2.17 Furthermore a sewer extension will be laid to Togher during the plan period. The extension will further alleviate present deficiencies where drainage depends on an inadequate Corporation drainage system. While these works will serve the industrial lands there, a considerable amount of other land could be drained into this sewer. As a result, pressures are likely to occur, mainly for residential development.
- 2.18 Where group sewerage schemes could serve existing development and where connection to the (extended) public drainage system is possible, the Council will assist in the design and supervision of these schemes.
- 2.19 A flooding problem occurs in Douglas. By increasing the capacity of the Tramore River as well as reducing the tidal effect on the estuary, this problem will be solved. A total closure of the estuary is not desirable because of it's ecological value as a wildfowl area.
- 2.20 The present road system (including footpaths and public lighting) is inadequate, in particular where inter-district (east/west) movements are concerned. Funding of road improvements for the developing urban road network of the area will be sought by way of special allocation from the Government⁴. In particular, upgrading of the Grange/Frankfield/Lehenagh road is urgently required and will be pursued by the Council.
- 2.21 Pending construction of the Southern Ring Road, essential alleviatory measures are planned (and under construction) for Douglas Village. These include a one-way system (see Map 3). In addition road-widening and re-alignment is required at various road sections in the area.
- 2.22 In conjunction with Cork Corporation, construction of the Southern Ring Road is planned for completion over a period of some five to seven years.
- 2.23 C.I.E. will be asked to inaugurate, on an experimental basis, an orbital bus service linking Mahon, Douglas, Togher, Wilton and Bishopstown. Such a service was envisaged in the L.U.T.S. proposals.

⁴ Refer to Chapter 5A, Infrastructure, L.U.T.S. Area

- 2.6 Mindful of job losses throughout the L.U.T.S. area, and particularly in the City and its immediate hinterland, the Council considers it essential to provide employment in Tramore Valley/Rochestown. Although there is a considerable amount of commercial development in the area, most of this consists of warehousing and distributive uses. More labour-intensive types of employment will be encouraged, initially, by providing Council land for industrial and business uses at Togher². Towards the end of the plan period, the provision of a "business park" will be considered. However, development of the land reserved for this purpose depends on provision of drainage facilities.
- 2.7 The policy framework for the provision of additional retail floorspace in Tramore Valley/Rochestown is given in the earlier sectoral analysis of the L.U.T.S. area and in the County-at-large document³. More specifically, a distinction has to be made between the western and eastern parts of the area, as the former is served by the Wilton and Bishopstown centres and the latter by Douglas.
- 2.8 Future needs in the Douglas area should be seen in the context of further convenience (food) shopping provision for both Carrigaline and Passage West and for the south eastern (Douglas/Mahon) sector of the City in particular. For comparison (durable) goods, a catchment inclusive of the City and its immediate environs will be used in the assessment of retailing requirements of a regional nature.
- 2.9 The Council will endeavour to direct additional shopping to sites reserved for this purpose, where adequate parking and vehicular access can be provided. In this regard, the conversion of residential units to either retail or small business uses will be strictly controlled in the West Douglas and South Douglas Street areas of "Douglas Village". Support will instead be given to the maintenance of residential uses, and the Council will intervene in the market to support this policy if necessary. The use of the 'revolving fund' could be considered appropriate in such cases. In addition, local shops will be allowed in the larger residential neighbourhoods primarily to cater for local needs.
- 2.10 Office or service-type floorspace will be permitted on the lands at "East Village", subject to restrictions on storey height and site coverage and the provision of adequate on-site car parking facilities. As a general rule the existing (2-storey) building profile will be maintained on the East Douglas Street frontage with a three-storey (or 2-storey plus dormer) limitation applying on lands behind "East Village" and south of "West Village" (see Map 2).
- 2.11 Due to proximity of the City, the catchments of primary and post-primary schools located in both areas, extend to serve residents of either. Planning of further facilities, therefore, must take the supply and demand in each area into account.
- 2.12 The scale and rate of population growth would seem to be sufficient to allow for the provision of at least one, and possibly two, further post-primary schools before the end of the decade. Although sites must be reserved where the main residential development is going to take place, these reservations are tentative pending a study of the actual need.

² For manufacturing industry, approved by I.D.A., up to 60% grant for fixed assets available from 1984 to October, 1987.

³ Refer to Chapter 4A, Retailing and County-at-large Policies.

1. Introduction

- 1.1 An earlier draft plan for the Tramore Valley/Rochestown area was made by the Council in July, 1983 and put on public display. In order to bring the plan in line with the current review of the County Plan and the divisional policies for the South Cork area, the opportunity has been taken to update and review the earlier document. Any submissions received in respect of the 1983 draft plan have been taken into account.
- 1.2 The area covered by this plan is very extensive, in an east-west direction, stretching from the Bandon road, N.71, to Rochestown and in a southerly direction from the City boundary up the Lehenagh ridge, which visually contains the City (See Map 1).

2. Problems and capacity for development

- 2.1 Tramore Valley/Rochestown which does not conform to the boundaries of any statutory or statistical unit, has a current population of c. 15,000. This represents an annual average growth of 4% since 1981, when the population stood at 13,446 and follows almost a doubling of the population in the preceding ten years.
- 2.2 While it is a matter of policy to slow down the growth in the West Harbour area in favour of the East Harbour area, it is considered unrealistic to deny existing planning commitments as well as further permissions which may (have to) be granted as drainage facilities become available (see paragraphs 2.16 & 2.17). However, density restrictions are being introduced for newly serviced lands at Rochestown. Accordingly, a population target has been set for 1989 at 20,500. This is well above the L.U.T.S. target for that year (c. 14,000). By the year 2,000 the area is likely to have a population in the 25,000-30,000 range.
- 2.3 It is obvious that the rapid growth in population over the last decade is the result of extensive residential development that took place throughout the area. As well as housing estate development, a large number of single houses were built resulting in ribbon development. While some of these ribbons may be incorporated in future residential zones (e.g. Mounthoval, Rochestown) others - such as near the Bandon and airport roads - detract from the open agricultural zone surrounding the City.
- 2.4 Only 73 Council dwellings were built between 1971 and 1981 and only approx. 10% of the total housing stock is formed by local Authority housing¹. Apart from the sociological implications of housing a predominantly private housing stock in the area, car ownership will be much higher than anticipated and this result in further overloading of an already congested and deficient road network.
- 2.5 Convenience to the City and the availability of City bus services in the area would suggest that a large section of the population in the Tramore Valley/Rochestown find their employment outside the area. In view of this, it is considered of limited relevance to quantify local job needs.
- ¹ Cork Corporation's proposal to construct approx. 300 houses on the City side of Douglas (off the South Douglas Road) is relevant in this context.

TRAMORE VALLEY/ROCHESTOWN

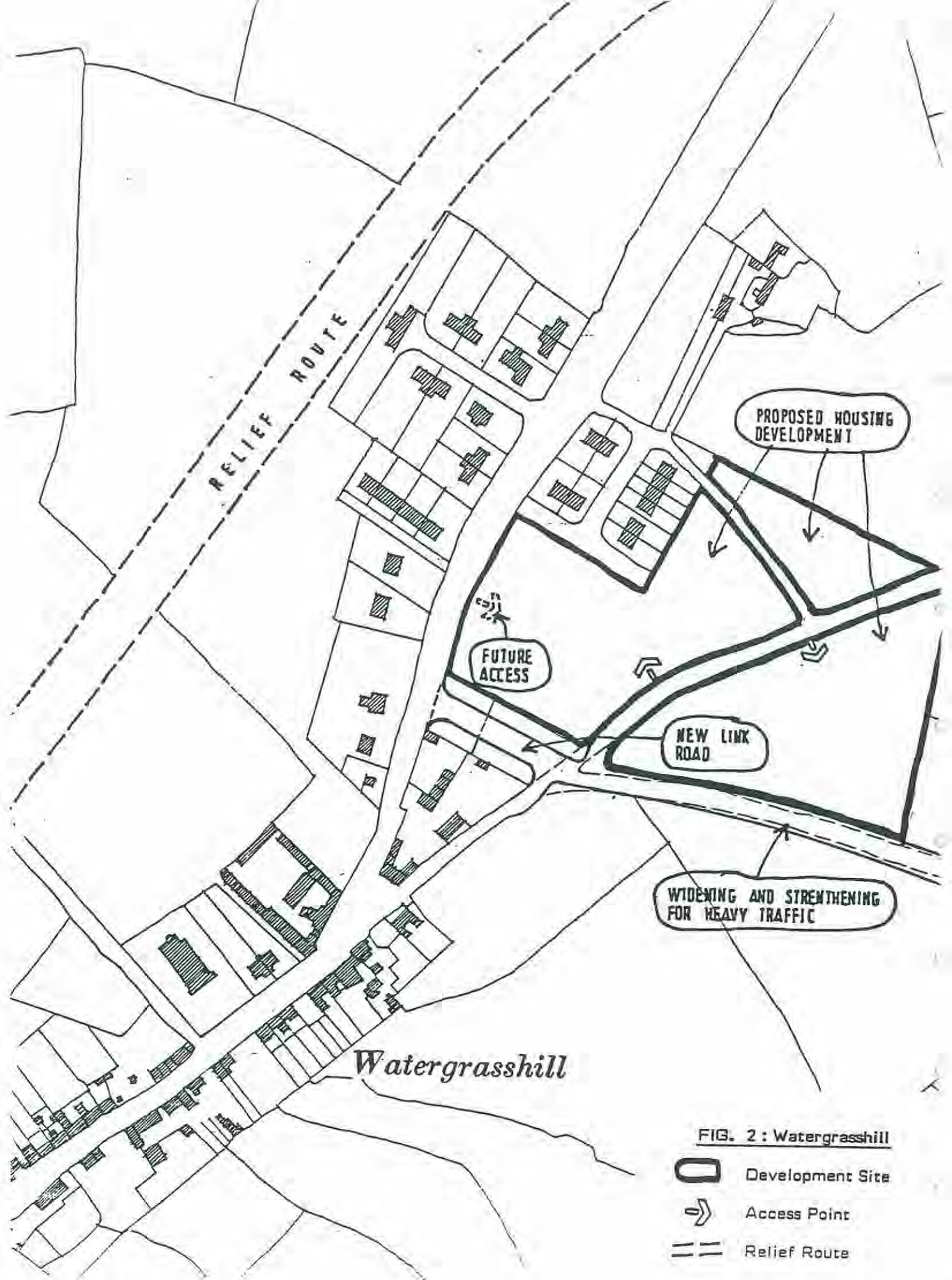





FIG. 2 : Watergrasshill

-  Development Site
-  Access Point
-  Relief Route

1. Watergrasshill is situated on the National Primary Route Cork - Dublin, halfway between Cork and Fermoy. The village is seriously affected by heavy through traffic. As a result of good accessibility and the availability of level sites, it forms an attractive location for warehouse development.
2. Watergrasshill is located on the boundary between South Cork and North Cork and consequently the village proposals will be included in both area plans.
3. The population has been virtually static over the 1971-1979 period and grew at a marginal rate between 1979 and 1981 to a size of 202 persons in 1981. Council housing development has been marginal over the past decade.
4. The water supply would allow for a modest increase in demand which seems just adequate for the plan period. A new sewerage scheme has been proposed for Watergrasshill and this may be provided during the plan period.
5. A relief road has been proposed on the western side of the village, but the route may have to be adjusted as a result of development on the reserved line. There is also a problem of access for heavy traffic to industries east of Watergrasshill. This road should be upgraded and a new link to the main road is desirable. Implementation of these improvements will be dependent on the availability of the necessary finance.
6. It is proposed to encourage housing development north-east of the village, with access from the County road. When the relief road has been completed a further access point from the Dublin road can be considered. Frontage and cluster development will be permitted to the south-east of the village as far as the stop limits.

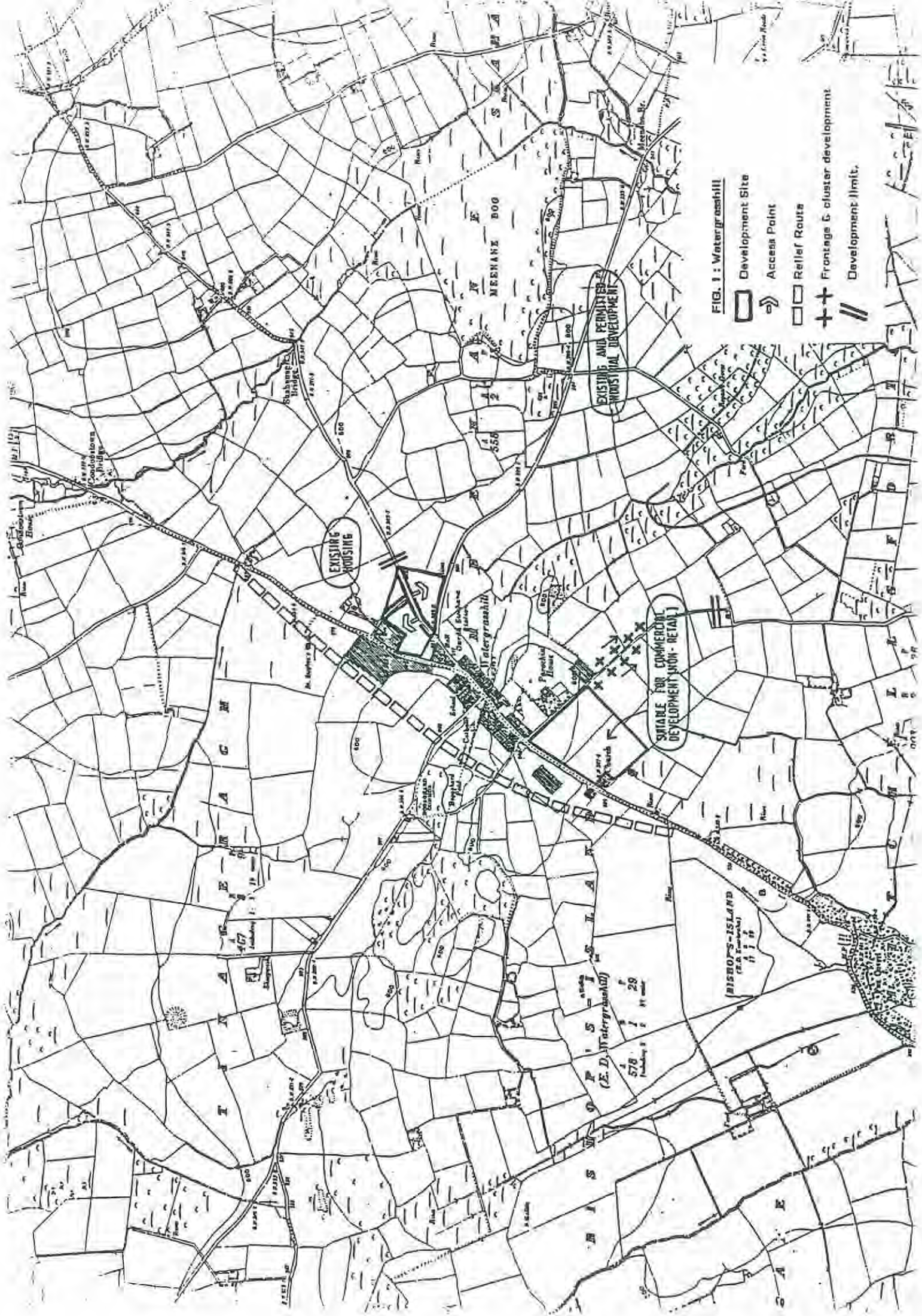


FIG. 1 : Watergrasshill

- Development Site
- Access Point
- Reller Routes
- Frontage & cluster development
- Development limit.

EXISTING HOUSING

EXISTING AND PERMITTED INDUSTRIAL DEVELOPMENT

SPACE FOR COMMERCIAL DEVELOPMENT (NON-RETAIL)

BISHOP'S-ISLAND (E.A. TOWN)

(E. D. Watergrasshill)

578 1 29

Planning 2 2 21

WATERGRASSHILL

- 3.7 The castle, bridge and martello tower combine with the wooded fringe of Foaty Island to produce a place of much charm in this estuarine setting. Opening of the castle to the public, retention of the bridge and the long-term construction of a re-aligned road and new bridge to avoid severance of the area, and the provision of some basic commercial facilities (e.g. pub/shop) are proposed. Efforts will be directed towards a conversion of the martello tower for some ancillary amenity use (e.g. interpretive centre for wild birds of the area).
- 3.8 An investigation, in conjunction with U.C.C., will be made of the area between the existing and proposed road as a site for touring caravans.
- 3.9 Some limited opportunities for infill residential development exist. However, these would be possible only following new road construction and the restructuring of the local road system.
- 3.10 The old brickclay will be preserved as a freshwater marsh showing the successional nature of its reversion to a natural state.

Ballynacorra

- 3.11 Acquisition of Ballyannon Wood by the state has important implications for the Ballynacorra area. If pedestrian access to the wood can be gained from the opposite shore as suggested (See Midleton Environs Plan) the potential of the adjacent quayside for recreational uses might be given a necessary stimulus.
- 3.12 The largely disused Commissioner's Quay and other boatslips are unsuited to contemporary marine traffic of a commercial nature. Even in the event of a re-opening of the Cloyne silica beds, it is unlikely that use of the quay would be feasible. The Council will endeavour to attract marine recreational activities to the area and will co-operate with the Cork Harbour Commissioners and other interested parties in this regard.
- 3.13 Rehabilitation of Ballyannon Wood and the improvement of its amenities by the Department of Fisheries and Forestry will be encouraged and assistance given in resolving the difficult access situation.
- 3.14 Renovation of the commercial properties on the quay and at Bailich will be encouraged in the interests of the general amenities of the area.

Foaty Island

- 3.15 The Council is impressed by the efforts of U.C.C. in opening up public access to the island, house and arboretum, and the creation - in co-operation with the Royal Zoological Society of Ireland - of the country's first wildlife park. The Council's continuing support of the venture will be based on its perception that this is an important regional facility of benefit to both residents of the City and County and holidaymakers.
- 3.16 Access to the island from the WEST HARBOUR area is seen as crucial to its fuller exploitation. In the context of improved access from Passage West to Cobh via the proposed cross-harbour ferry, the Council is aware of the significance of such a service for Fota's future and will proceed with its early construction.
- 3.17 In view of the recreational significance of Foaty Island and its ecological importance, the enclosing shorelines of the surrounding area will be subject to stringent controls to ensure that new development does not have an adverse impact on the scenic estuarine landscape (See Map 1).

- 2.7 Surveys have established the international ecological importance of Cork harbour as a habitat for birdlife. With gradual encroachment on many of these areas for port industrial and other development, the protection of the Upper Harbour as a secure reserve to which dislocated flocks can move is worthy of serious consideration.
- 2.8 Accessibility to the amenities along the channel's shoreline is presently restricted. This has indirectly ensured their protection. Maintenance of such limitations coupled with the development of selected attraction points may be preferable to striving for universal access. Glounthaune village, Carrigtohill, Foaty Island, Belvelly and Ballynacorra have potential for intensified recreational uses, whereas conservation and protection of much of the remainder may be appropriate at least in the short term.

3. Policies and Proposals

- 3.1 The primary conservation policy for the area will entail controls over development which could prove detrimental to the area. In this context, both large scale industrial and residential developments will be stringently controlled along the scenic shorelines (See Map 1). Controls will also be exercised in respect of temporary extractive operations along the north shoreline to ensure that both structures and discharges do not adversely impact on the channel.
- 3.2 Having regard to the over-riding industrial role of Cork harbour for port-related uses, mariculture will be encouraged in this area. The ornithological status of the area will also be protected as will certain ecological habitats.
- 3.3 Active recreational and tourism developments will be concentrated on Foaty Island - which the Council supports - and at Glounthaune², Carrigtohill², Belvelly and Ballynacorra². Other potential amenity areas will be protected with a view to their eventual exploitation - these are at Rossleague and Ahanesk.
- 3.4 Opportunities to enhance the user enjoyment of the proposed "Euro-Road" will be sought and taken as the occasion demands.

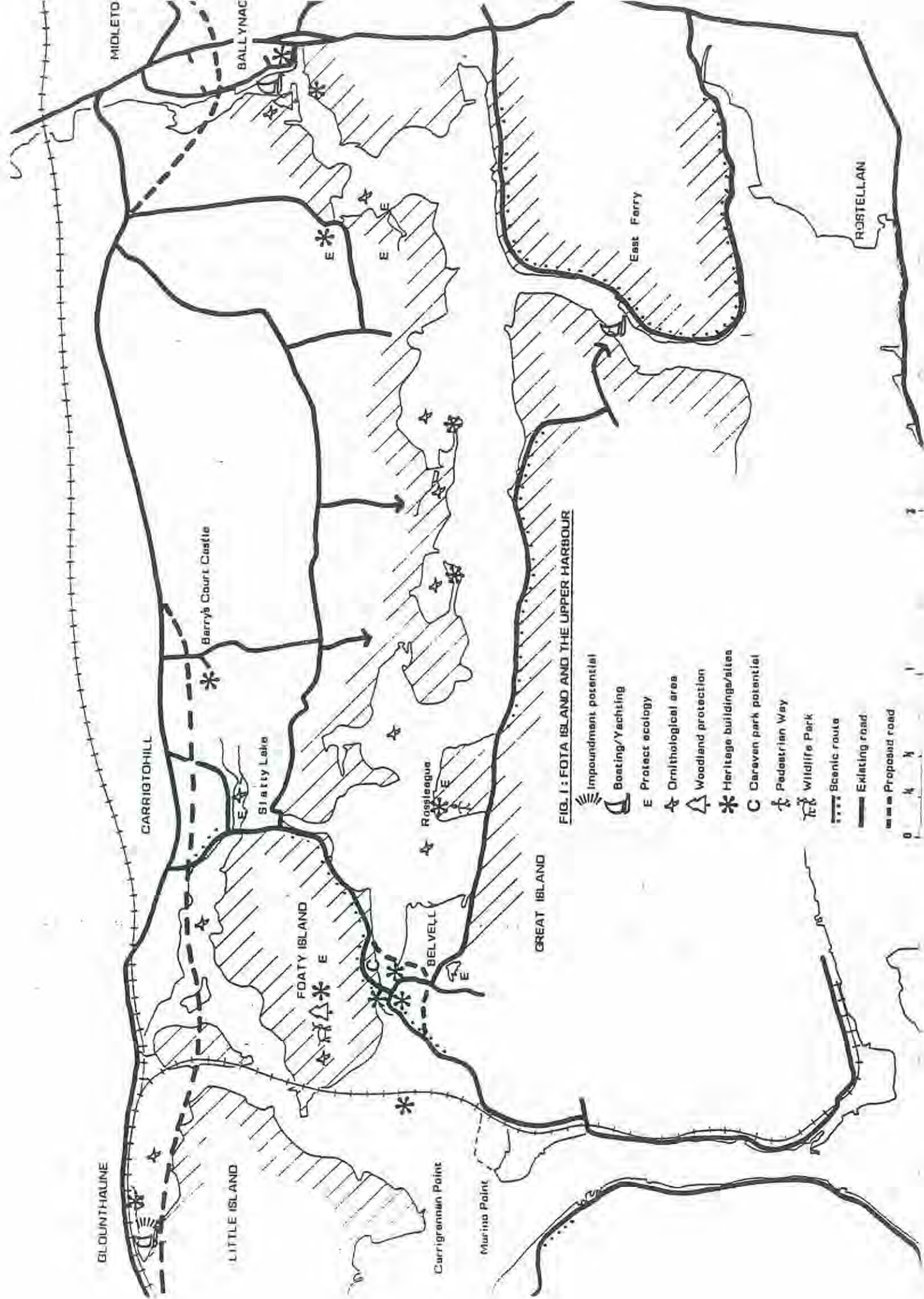
Glounthaune

- 3.5 Construction of a small tidal barrage (see Glounthaune Plan) to allow for boating activities in this area is proposed in conjunction with the construction of the "Euro-road" and the drainage of Glounthaune. Eventual down-grading of the existing Cork - Middleton road will allow for the development of Glounthaune old village as a tourist/amenity feature.

Carrigtohill

- 3.6 Maintenance of a satisfactory water quality in Slatty Water and protection of its suitability as a local wildlife habitat will be pursued.

² Refer to respective Local Plans.



GLOUNTHAUNE

MIDLETON

LITTLE ISLAND

Barry's Court Castle

CARRIGTOHILL

Slaty Lake

FOATY ISLAND

Carrigrennan Point

Roggleague

BELVELL

Murino Point

GREAT ISLAND

East Ferry

ROSTELLAN

FIG. 1: FOTA ISLAND AND THE UPPER HARBOUR

- Impoundment potential
- Boating/Yachting
- Protect ecology
- Ornithological area
- Woodland protection
- Heritage buildings/sites
- Careven park potential
- Pedestrian Way
- Wildlife Park
- Scenic route
- Existing road
- Proposed road

0 1 2
km

1. Introduction

- 1.1 The extent of the area is shown on Map I. It includes the channel, shoreline and islands from the eastern end of Little Island at Glounthaune to the Owenacurra estuary at Midleton.
- 1.2 A planning study¹ undertaken by An Foras Forbartha in 1975 confirmed the ecological importance of the area. Subsequent developments like the acquisition and exploitation of Foaty Island by U.C.C. as a major regional recreational attraction have enhanced the significance of the area.
- 1.3 Industrialisation of the harbour, and the impact of new development has tended to reduce the harbourside locations where the attractive natural environment can be maintained, without inhibiting such uses. Consequently, this area is considered to afford an opportunity for conservation which may be difficult to achieve elsewhere within the harbour.

2. Problems and capacity for development

- 2.1 The principal elements of concern are water quality and the impact of new developments such as quarrying and, at the eastern end of the area, the proposed Cork Midleton Euro-Road.
 - 2.2 Improvements to Midleton's drainage system and the discharge of its effluent leading to the south of the channel should ensure a higher water quality. The Council has recently taken over an I.D.A. sewage treatment works at Carrigtohill and this, up-graded in line with new development, should produce an acceptable quality of discharge to the channel.
 - 2.3 Colloidal suspension in washings from sand and gravel extraction is potentially harmful to fish life. The incidence of a number of deposits along the northern shoreline of the channel could give rise to water quality problems unless stringent controls are maintained.
 - 2.4 The existence of a shell-fish industry in the channel north of Great Island points to the suitability of this area for mariculture, provided that this type of activity can be suitably accommodated with other primary industrial uses designated for Cork harbour. As it is, current water quality standards require de-puration of the shell-fish.
 - 2.5 Siting of new development along the shoreline of the channel has been largely inconsequential to date in its impact on the scenic amenities of the area. Apart from temporary construction associated with the extractive industry and industrial development at Carrigtohill and Little Island, this is unlikely to change.
 - 2.6 The alignment of the new "Euro-road" will confer incidental benefits on users as it will open up some fine estuarine views south of Glounthaune and north of Foaty Island. It may also, however, generate demands for development in some of the most exposed estuarine landscape in the harbour.
- ¹ "Amenity and Recreation in Cork Upper Harbour; its present and potential importance". R. Goodwillie and E. Fahy.

FOATY ISLAND AND THE UPPER HARBOUR

- 3.2 An area north of the Presentation College has been zoned for small industrial development. Provision should be made for future access to the land east of this area which is suitable for residential development.
- 3.3 Like Midleton, Cobh is seen as an important Service or District centre for purposes of retailing. The Council will co-operate with the U.D.C. to ensure that new shopping developments, as far as possible, locate in the town centre so as to facilitate urban renewal. Suburban shopping provision in the Newtown area will be restricted to local needs.
- 3.4 A cross-river ferry, which is one of the strategic L.U.T.S. proposals, is to be implemented during the plan period¹.
- 3.5 The Council will co-operate with the U.D.C. in the improvements of amenities at Cuskinny, White Point and other harbourside sites. Retention and improvement of the "21 ditches" walk to Marlaog Wood, east of the town, is proposed.
- 3.6 Cobh has been designated a heritage town². However, while implications of this are mainly relevant to the Urban District, the Council will co-operate in the promotion of the town's historic attractions.

¹ Refer to L.U.T.S. Area, Chapter 5, Infrastructure.

² Refer to L.U.T.S. Area, Chapter 3, Tourism, Recreation and Amenities and Chapter 9, Area-Specific Development Controls and Standards.

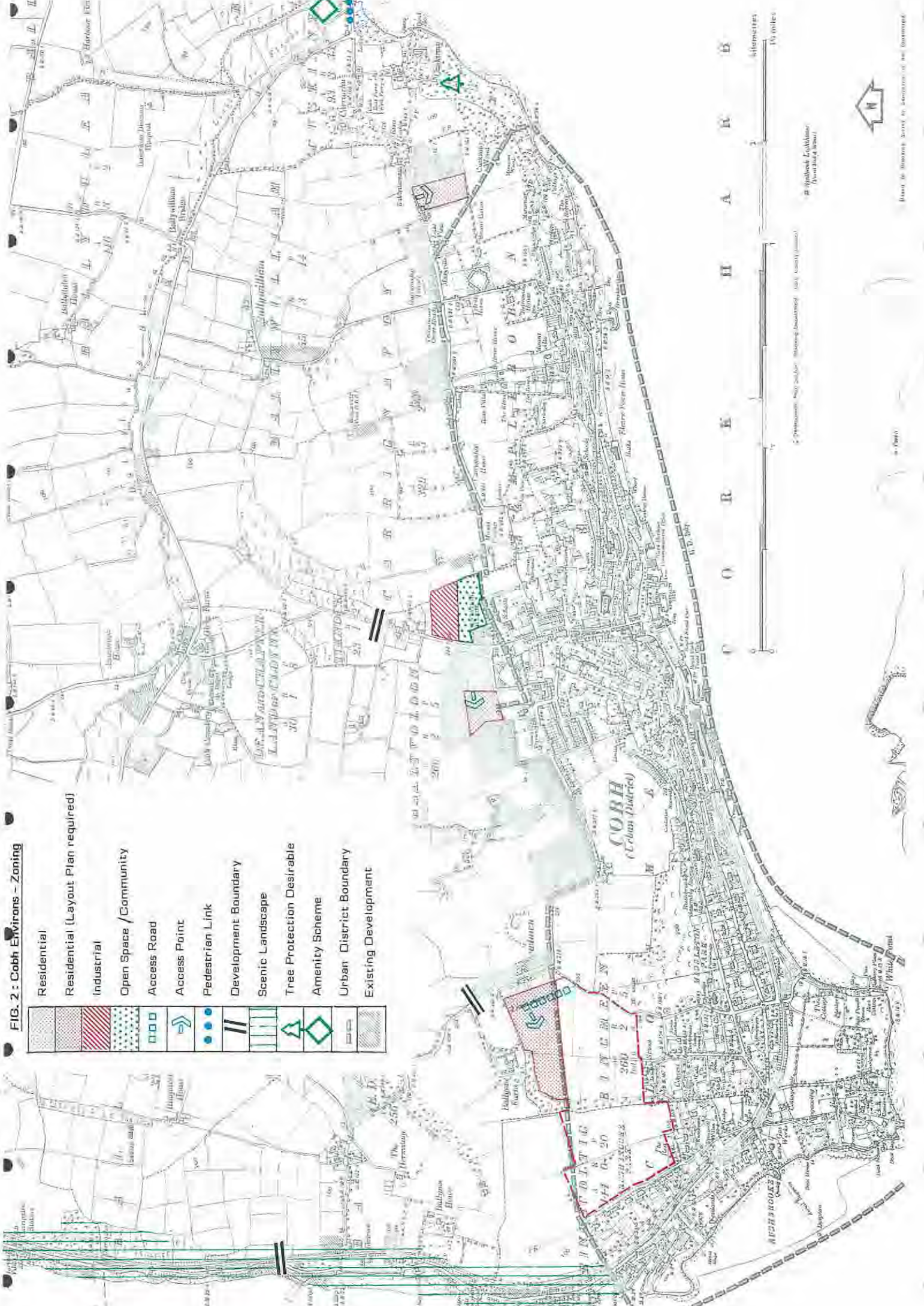














FIG. 2 : Cobh Environs - Zoning

-  Residential
-  Residential (Layout Plan required)
-  Industrial
-  Open Space / Community
-  Access Road
-  Access Point
-  Pedestrian Link
-  Development Boundary
-  Scenic Landscape
-  Tree Protection Desirable
-  Amenity Scheme
-  Urban District Boundary
- Existing Development

C O R K I R I S H

0 1 2 Kilometers
0 1 2 Miles





CORK. SHEET

C O B H E R E

FIG. 1 : Cobh Environs

- Urban District Boundaries
- Ribbon Development
- Existing Built-up areas

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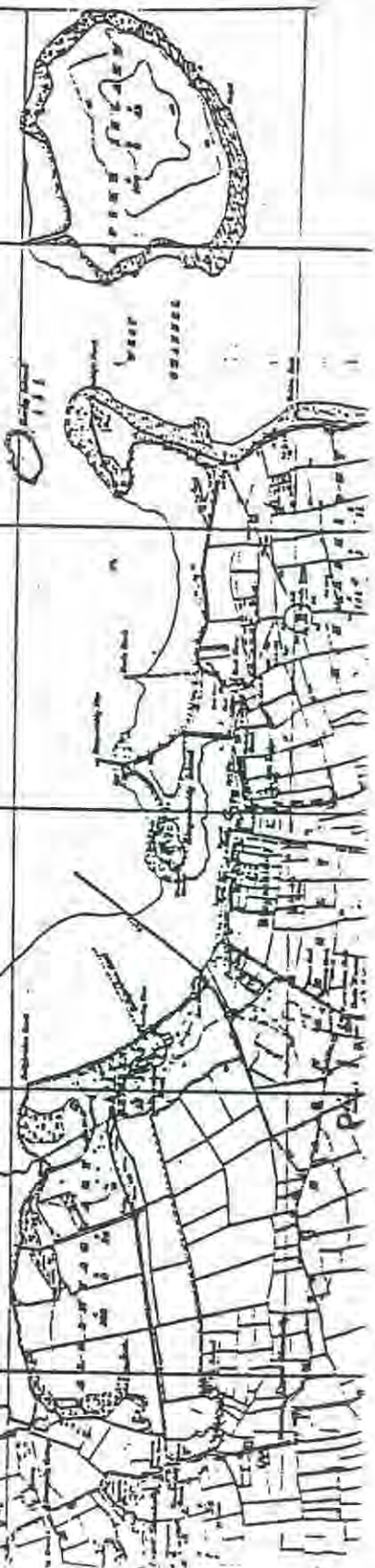
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WATERLOO ISLAND

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1. Introduction

- 1.1 More than one fifth of the current population of the built-up area of Cobh live outside the U.D.C. boundary, hence the need for a separate environs plan for Cobh to ensure orderly development in the area.

2. Problems and Capacity for development

- 2.1 Approximately two-thirds of the population growth in the town between 1971 and 1981 took place in the Environs area. Although most of the development was in the form of housing estates, a certain amount of ribbon development also took place, particularly on the east side towards Ballymore village (See Fig. 1).

Table I - Population Change in Cobh 1971-1989

	1971	1979	1981	1984 Estimate	1989 Projection
Cobh U.D.C.	6,076	6,668	6,587	-	-
Cobh Environs	1,065	1,583	1,852	-	-
Total	7,041	8,251	8,439	8,820	9,500

- 2.2 A population target of 9,500 for the town and its environs has been adopted for 1989. Although this is well below the L.U.T.S. target of 11,910, a need for 400 extra dwellings results. Planning commitments and zoned land within the Urban District could provide for approx. 370 dwellings, leaving only a small balance to be accommodated in the environs area.
- 2.3 Cobh's role within the E. Harbour area is increasingly becoming a residential one. However, land suitable for small industries is available within the Urban District and its environs.
- 2.4 There is no reserve capacity in the water supply system at present. However, with the construction of a new reservoir at Newtown, there will be ample supply. This is likely to take place towards the end of the plan period.
- 2.5 The existing sewerage system provides no reserve capacity. A new sewerage scheme has been designed of which the first stage is to be constructed in 1985. As a result the area around Ringmeen/Rushbrooke will be drained.
- 2.6 The steep slopes along the Harbour form an attractive feature if seen from Passage West/Monkstown. Special attention must be given to design and location of development in this area.

3. Policies and Proposals

- 3.1 Since a considerable area of land is zoned for residential development in Ringmeen (within the Urban District), only limited zoning in the Environs area is needed (See Fig. 2). Apart from two small areas that cover outstanding planning permissions, a small area north of the suggested development area at Ringmeen has been zoned for residential development. A simple access road here can serve this area and give access to the rest of existing cottage plots which could be subdivided.

COBH ENVIRONS

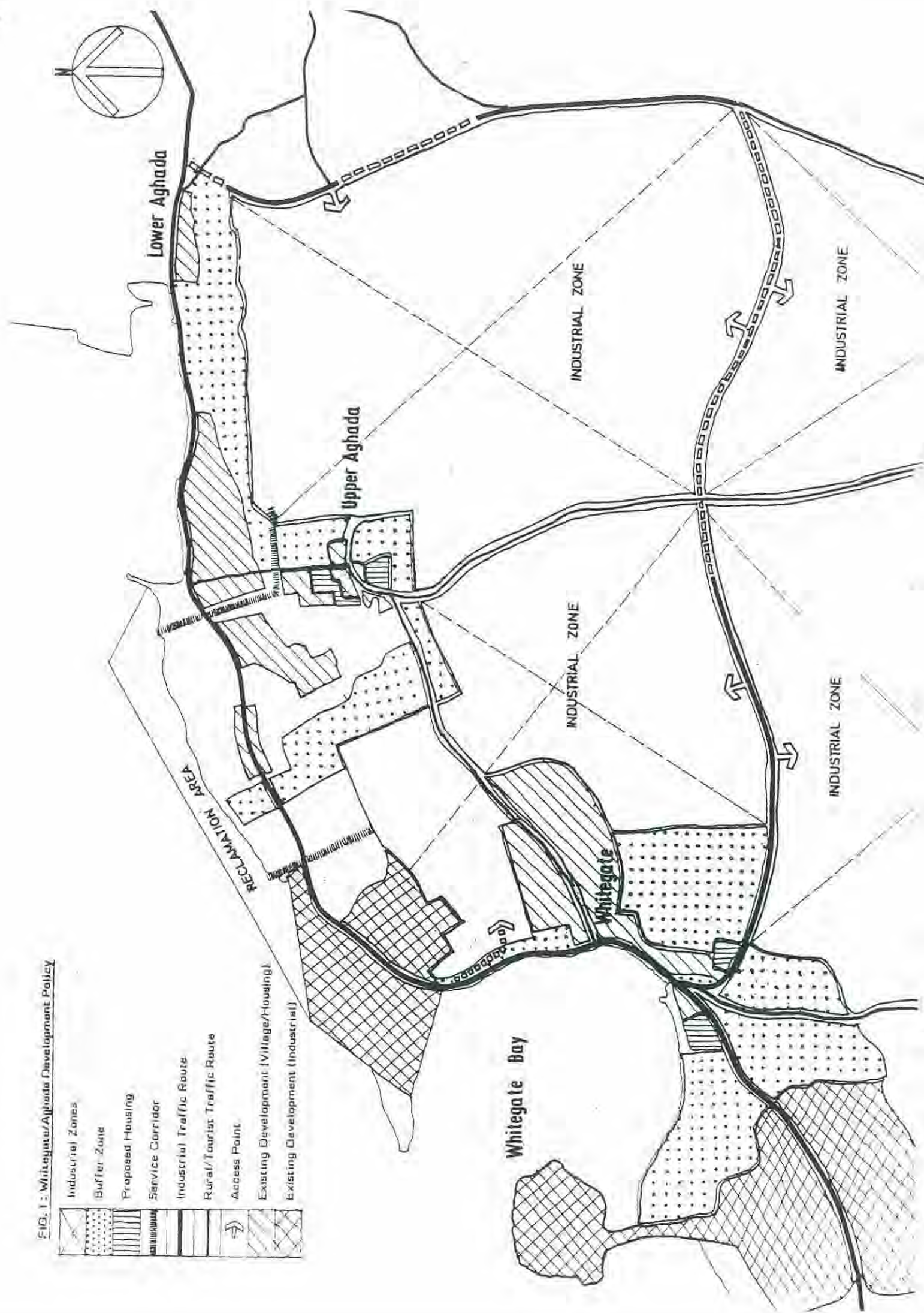
- 3.5 "Buffer zones" around the villages have been designated in order to minimise the visual and environmental impact of industrial developments. Favourable consideration will be given to uses which would be compatible with the protection of the adjacent village environments.
- 3.6 While an area north of Aghada has been designated for reclamation, it is proposed to keep Whitegate Bay in its present form and to provide an amenity walk around the Bay.
- 3.7 It is an objective of the Plan to curtail ribbon development between Whitegate and Upper Aghada.
- 3.8 The demarcation and landscaping of the area in front of the main street overlooking the bay should be carried out during the Plan period with the co-operation of the local community and as funds become available.
- 3.9 The restoration of Barrack St. terrace or the redevelopment of the area with new housing will be investigated. The other development site shown on Fig. 2 is suitable for either a housing or small scale shopping development. The elevation of any building facing north, should be designed so as to be compatible with the Main Street.
- 3.10 Protection of the attractive wooded escarpments and tree belts in the area will be sought in the interests of maintaining adequate environmental standards.



FIG. 2 : Whitegate/Aghada : Zoning Policy

	Industrial
	Residential
	Commercial
	Buffer Zone
	Service Corridor
	Access Point
	Scenic Landscape
	Pedestrian Way
	Tree Protection
	Development Boundary
	Existing Development (Residential)
	Existing Development (Industrial)

FIG. 1 : Whitegate/Aghada Development Policy



- 2.5 Upper Aghada and Whitegate are drained by a sewerage scheme of which the outfall is unsatisfactory. There is ample water supply provided by two schemes.
- 2.6 Both villages have basic shopping facilities and a primary school. Aghada Upper has an upgraded Community Centre funded to a significant extent by Cork County Council.
- 2.7 It is an important objective of this Plan that Whitegate and Aghada remain lively villages with good environmental qualities and that land should be available for local development. However, it is envisaged that a greater demand for residential land will be exerted in the nearby priority centres of Midleton and Cloyne.
- 2.8 The tourist attractions in the area, notably the Trabolgan centre, Gyleen, White Bay and Inch should not be adversely affected by the long-term industrial development.

3. Policies and Proposals

- 3.1 In order to maximise the long-term suitability of the area for industrial development and to minimise any adverse impacts on the existing communities, a (long-term) development strategy has been drafted for the area (See Fig. 1).
- 3.2 The issue of road access was considered to be of primary importance. The strategy is based on the concept of separate systems of road access for industrial traffic on the one hand, and residential and agricultural traffic on the other. When it is applied to the area, most of the network for industrial traffic is formed by existing roads that only need to be widened. Some new links and realignments will be necessary. As all industries should obtain access from this network, internal link roads should not be necessary. Also no industrial traffic should make use of the rural road network even through these roads may run in between and within industrial zones in the long-term (see Fig. 1).
- 3.3 Non-compatible uses, which could detract from the long term viability of the reserved area as a port-industrial complex, will be stringently controlled within the proposed industrial road grid.
- 3.4 Although the long-term designations (as presented in Fig. 1) have no immediate relevance during this plan period, the opportunity to implement these proposals in the future must be safeguarded through a policy of development control. In particular there is a need to:-
 - (a) reserve land for future road improvements and proposals;
 - (b) reserve two service corridors;
 - (c) limit one-off housing developments and in particular along roads that will eventually form part of the industrial road network.

1. Introduction

- 1.1 Whitegate and Aghada are two villages situated about 1 km. from each other and about 30 km. in road distance from Cork City. In the 1979 Development Plan no specific zoning was made for the area, although a large area adjacent to both villages was reserved for Port Related Industry. In the context of the Development Plan Review the future role of this area for large-scale industrial development and, specifically, petro-chemical and port-related industries, has been confirmed. In order to protect the long-term suitability of this area for industrial development, a plan has been prepared.

2. Policies and Capacity for development

- 2.1 Whitegate has more or less remained static in population while Aghada, Farsid and Rostellan grew by 33% over the 1971-1981 period.

Table 1 - Population Change 1971-1981

	1971	1979	1981
Whitegate	370	356	367
Aghada, Farsid, Rostellan	480	582	636
Total	850	938	1,003

- 2.2 Because of panoramic views over the harbour, much of the new private housing developments have taken place near Lower Aghada. However, not much ribboning has taken place along the main road leading to Whitegate. Private housing both in Upper Aghada and Whitegate has been very limited. Whitegate in particular has a problem of dereliction.
- 2.3 As a result of the availability of land adjacent to deep water, the E.S.B. power station, oil refinery and Kinsale gas facilities, the area is suitable in particular for three categories of industry¹ -
- (a) Petro-chemical industries.
 - (b) Hydrocarbon based process industries.
 - (c) Combined heat and power process industries.
- 2.4 However, protection of this land for long-term industrial use and the interim utilisation of serviced lands at both Ringaskiddy and Little Island is implied in this Plan. The long-term development of Whitegate/Aghada will require interim measures to be taken, both to protect the land resource as well as the residential amenities of the villages of Whitegate and Aghada.

¹ Refer - "Ireland's Oil & Gas - Implications for it's process industries"
R. H. Buchanan, T.V. Cleary, 1983.

- 3.10 There are two suitable residential sites on Station Road. The land zoned to the west should only be developed subject to a developer gaining access off a newly aligned section of the road. Due to the prominent nature of the land, density of development will be restricted.
- 3.11 The Coursing Field has been zoned "industrial". This is a particularly suitable use for the land due both to the flatness of the site and the improved vehicular access that will occur upon the completion of the new Cork-Mallow road. In the event of demand for a 'greenfield' site, this is considered to be a necessary designation.
- 3.12 Traffic travelling west off the new Cork-Mallow road will enter Blarney to the north of the Coursing Field, and eventually adjacent to Castle Close estate as well. The northern route will need to be partially realigned. This route, in conjunction with the inner relief road, will effectively reduce the volume of traffic passing through the town centre.

3.13 Tower Village

As earlier stated in the Plan, Tower will become an important focus for residential growth. In order to facilitate such growth, and improve both the villages environment and the efficiency of the road system, a number of road realignments are proposed, see Fig. 3. In addition, the road network between the Blarney and Kerry Pike roads will be restructured. The exact alignments will be subject to local negotiations. The effect of the proposals will be to give the village centre a more identifiable core and to reduce through traffic. Shopping developments and other facilities (in line with paragraph 2.19) will be provided on commercially zoned land.

- 3.14 Due to the sloping nature of the residential zone to the north of the proposed road realignment, only a low density housing development off a single road access will be considered.
- 3.15 The road between the village and St. Senan's Church will be realigned as shown on Fig. 1, as and when funds are available.
- 3.16 Land will be reserved for a new primary school to the west of the new Council housing estate. The new sewage treatment works will be located to the south of the Council development.

3.17 Area between Blarney and Tower

Development in the area will be controlled in line with the overall strategy as contained in Paragraphs 3.1-3.4. The area is also seen as an important amenity buffer between the two poles of growth at Blarney and Tower, and the main road is considered to be a scenic route. Accordingly, subject to the availability of finance, it is proposed that:-

- (a) an area of public open space will be provided as shown on Fig. 1, including the provision of playing pitches;
- (b) a pedestrian route between Tower and Blarney will be provided, linking the open space. This will be provided in conjunction with the sewer wayleaves;

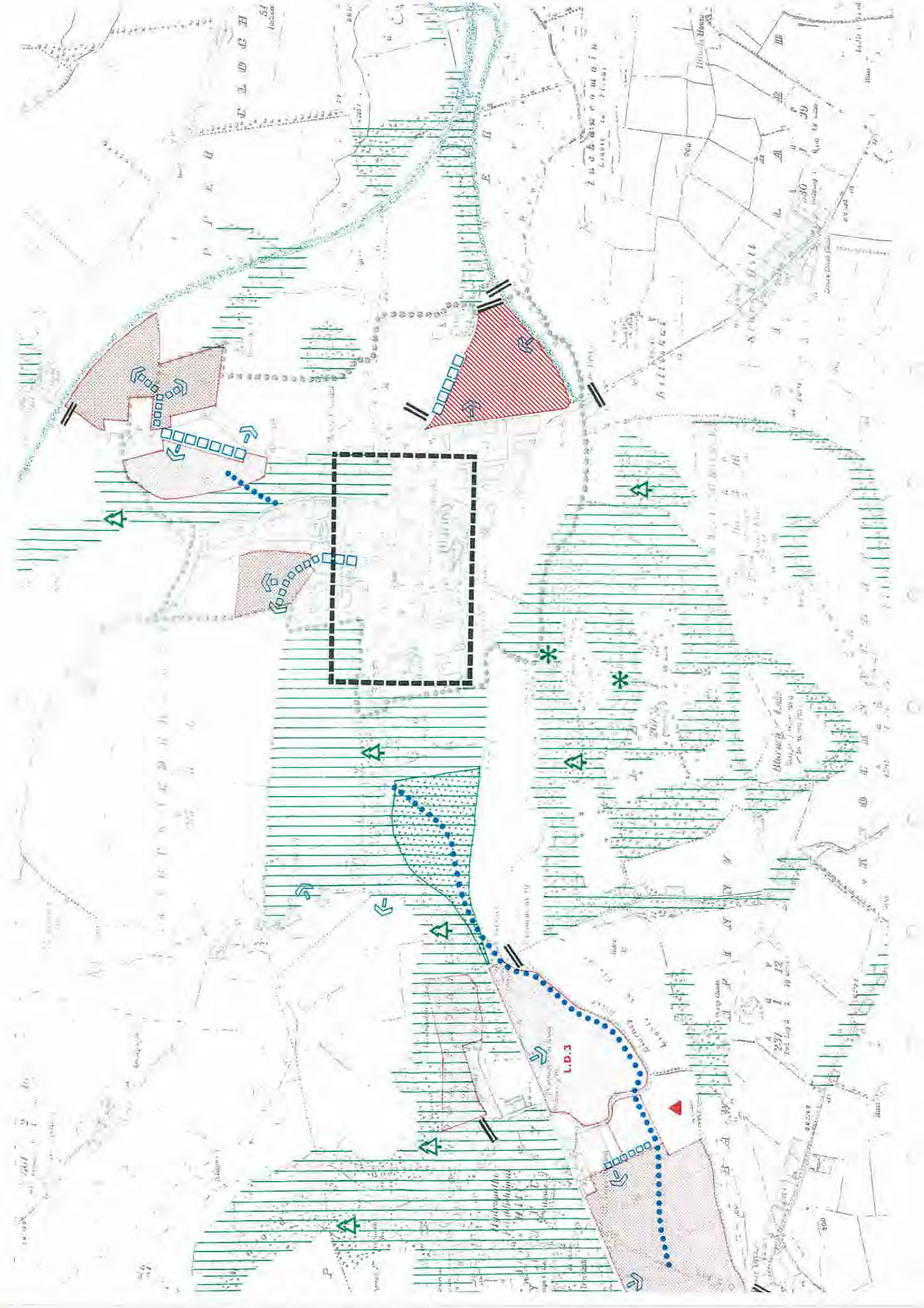




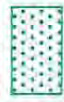












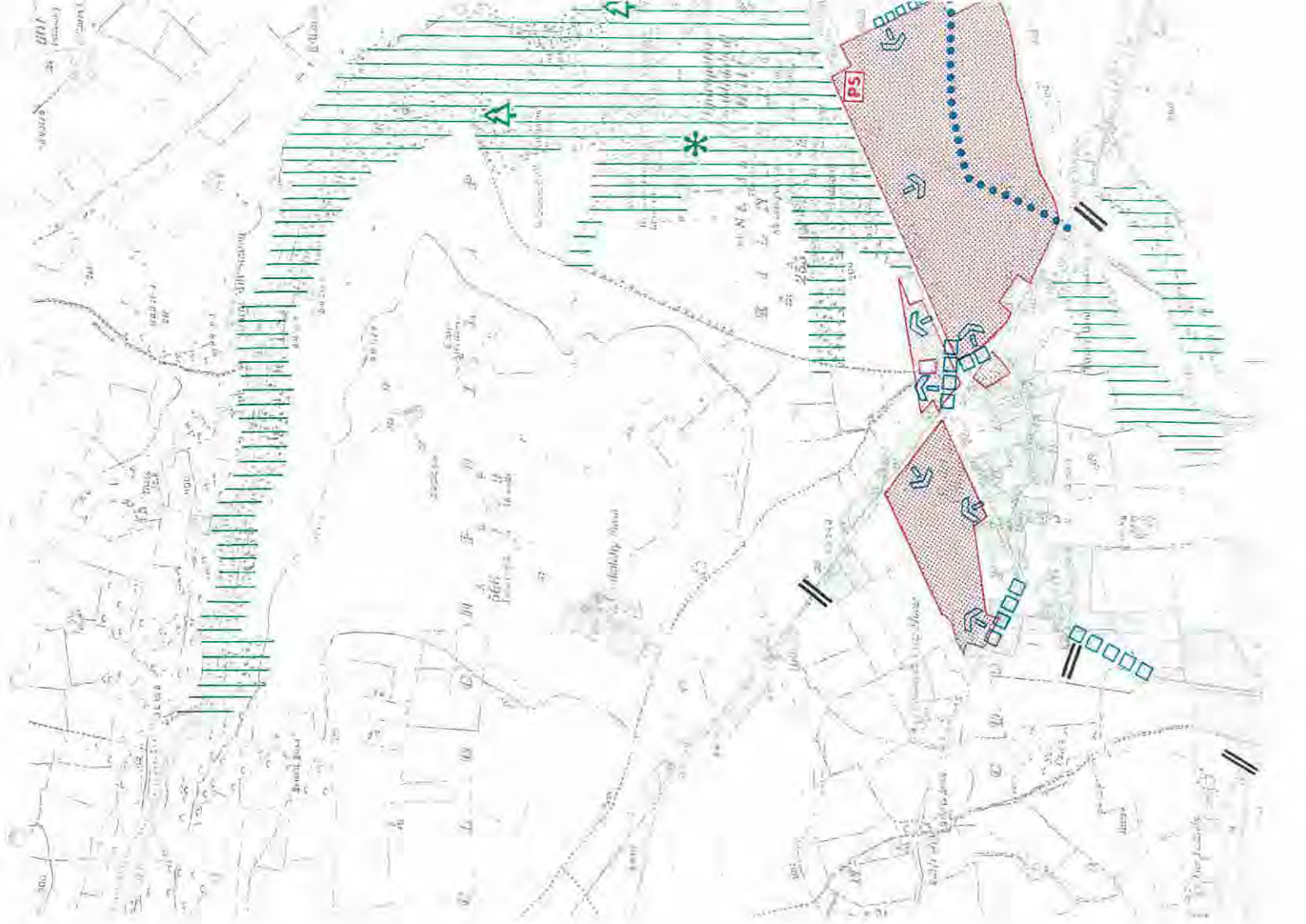


FIG. 1 : Blarney/Tower - Zoning

-  Residential
-  Residential (layout plan required)
-  Residential (max. density 3 houses per acre)
-  Industrial
-  Open Space
-  Proposed road (designed)
-  Access Road
-  Road reservation/improvements
-  Access Point
-  Pedestrian Link
-  Primary School Site
-  Sewerage Works
-  Scenic Landscape
-  Tree Protection
-  Heritage Building/Site
-  Existing Development
-  Development Boundary
-  Scheduled Town Boundary
-  See Town Core Map



- 3.2 The particular strategy that is being adopted includes two main foci of growth at Blarney town and Tower Village. The area in between will be kept relatively undeveloped, and an area of public open space will be provided to serve both communities. Any development in this area should be low density with high standards of design and landscaping. Higher density development will be allowed at Blarney and Tower along with adequate convenience goods shopping facilities.
- 3.3 It is further proposed that any housing developments in the area between Blarney and Tower, defined as west of the National School at Blarney and east of the Council's housing estate at Tower, be at a maximum net density of 3 houses to the acre. Such a restriction is needed to achieve the objectives of the strategy as set out in paragraph 3.1.
- 3.4 The policies and proposals recommended in the plan have been drafted in the light of the overall strategy for Blarney/Tower as outlined in the previous paragraphs, and in consideration of Blarney's importance as a national tourist centre. Fig. 1 summarises these policies and proposals.

3.5 Town Core Area - Blarney

Fig. 2 summarises the policies and proposals for the Town Core area. The inner relief road (see paragraph 2.14) can be completed in two phases, the existing road will be pedestrianised. Two open space areas will be provided in the old quarry and below the convent, subject to the availability of the necessary finance.

- 3.6 Traffic circulation around the square will be improved by the introduction of a one-way system on the south and west sides of the square.
- 3.7 An environmental improvement scheme will be carried out on the north side of the square outside the C. of I. Church. Improvements will include paving, planting, kerbing and the rationalisation/demarcation of car spaces. Efforts will be made to negotiate further off-street parking in the vicinity of the Square.
- 3.8 The provision of additional retailing premises will be viewed in the light of paragraph 2.19 and within the specific areas marked on Fig. 2. Service and light industrial employment will be encouraged through the conversion and re-use of former industrial buildings and the creation of adequate vehicular access.

3.9 Blarney Town (outside the core)

With the completion of one of the two phases of the main relief road, and subject to the widening of the access road opposite Mangerton Terrace, land can be developed for housing above Castle Owen estate as shown on Fig. 1.

- 2.14 A solution to minimise the car parking problem is given in paragraph 3.7. A proposed inner relief road behind the C. of I. Church will relieve the traffic congestion in the town Square. The road is likely to be constructed in two phases (east and west of the Convent), the construction of either section will improve the access to the housing estates mentioned in paragraph 2.13.
- 2.15 The proposed new Cork-Mallow road (see Fig. 1) will improve overall accessibility to Blarney, but it will also increase traffic volumes through the town and along the Tower road. Construction of this road will necessitate the completion of the inner relief road, and the realignment of the roads at Tower village and between Tower and St. Senan's Church. Accordingly, the route has been proposed for special funding².
- 2.16 The scenery around Blarney is particularly attractive, notably the Shournagh valley, Castle demesne lands and the valley and Northern Scarp between Blarney and Tower. Roads through these areas are designated scenic routes and should, therefore, be afforded a degree of protection as should the woodlands.
- 2.17 Accordingly, it will be the Council policy to:-
- (a) preserve roadside views of the Castle;
 - (b) designate extensive tracts of land "scenic landscape" in the zoning plan;
 - (c) make T.P.O.'s for the more visually vulnerable woodlands areas in Blarney/Tower.
 - (d) where development proposals are received for zoned land designated "scenic landscape", low density developments and a high standard of landscaping will be required.
- 2.18 Blarney has been designated a "village of historic interest" and this will be reflected in the Council's future efforts of promoting its attractiveness to tourists in conjunction with local interests and Cork/Kerry Tourism.
- 2.19 In line with the County-at-large shopping policy, Blarney/Tower is considered a Service or District Centre and growth in retailing will largely consist of convenience goods and tourist related shopping units. It is envisaged that convenience outlets will be equally split between the two centres of Blarney town and Tower village, with limited specialist comparison shopping locating in the former.

3 Policies and Proposals

3.1 General Strategy

As stated in paragraph 2.1, the amount of land within the sewer catchment area is extensive, and there is a need to control the pace and density of development to ensure that in time development does not exceed the capacity of the proposed treatment works. Accordingly, a general strategy for development over the next twenty five years or so is needed.

² Refer also to Chapter 5 (Infrastructure) & Chapter 8, The Plan - An Integrated Policy, L.U.T.S. Area.

- (b) the 1978-1984 period has seen a shift in the employment strategy of L.U.T.S., with the Kilbarry Industrial Estate, the proposed Business Park on the Corporation's land in the western suburbs, and the County Council's job creation initiatives with the purchase of sites for small scale and other industry in Ballincollig.
- (c) it is Council policy in the 1984 Development Plan review to encourage development in the scheduled towns and priority villages at the expense of further rural and ribbon development.
- 2.6 The above changes will increase development pressures for housing in Blarney Tower, with the result that a population in the region of 4,500 is likely by 1989 creating an extra demand for over 150 houses during the plan period.
- 2.7 The main opportunity in employment growth is in the tourism and tourism-related sectors e.g. craft industries. As was stated in paragraph 1.1, the potential of the town largely remains unexploited.
- 2.8 Numbers employed in manufacturing industries in Blarney have declined over the past 10 years (1974-1984) from 601 to 179; this is largely as a result of the closure of the woollen mills.
- 2.9 Despite the increasingly modern trend for industries to locate in scenically attractive areas (of which Blarney is one), some of the potentially more suitable sites have physical limitations due to the local topography in one or more of the following respects, namely, lands are liable to flooding, road access is poor or water pressure is too low. A site to the east of the town which is not subject to these limitations has been zoned for industry (see paragraph 3.11).
- 2.10 Blarney's growth has outstripped the capacity of the sewerage system resulting in pollution of the Martin River. Tower has no sewerage system to date.
- 2.11 The proposed new drainage scheme for Blarney/Tower has an ultimate design capacity of around 13,000 people. Phase I of the scheme, with an initial capacity of 6,500 people will be completed during the Plan period. As stated in paragraph 2.1, large areas of potential developable land (in excess of 500 acres) will be within the catchment boundary. Given the constraints of the ultimate design capacity of the system, and the amount of drainable land available, an overall strategy is required for the Blarney/Tower area with appropriate density and zoning restrictions to ensure that the town is developed in a coherent, co-ordinated fashion and that housing permissions are granted within the ultimate design capacity of the system.
- 2.12 At present the water supply system is inadequate. However, with the implementation of the proposals to upsize the watermain and construct a new reservoir, both of which should be completed within the Plan period, one million gallons per day will be available from the system.
- 2.13 There are a number of localised problems in Blarney including inadequate car parking in the Square (especially in the holiday season), traffic congestion around it and poor road access to housing estates and potential development land to the north of the town centre i.e. Castle Owen, St. Patrick and Mangerton Terrace.

1. Introduction

- 1.1 Blarney is a designated "satellite town" about 3 miles N.W. of the periphery of Cork City. The town's main function is as a residential and tourist centre, although the latter potential of the town is still largely unrealised.

2. Problems and capacity for development

- 2.1 Tower village to the west of the development area is included in the plan as the proposed Drainage Scheme will serve both settlements as well as opening up a considerable amount of potential development land along the valley floor and along the northern ridge between Blarney and Tower.
- 2.2 A current population estimate for Blarney Tower is 3,210 as compared with a L.U.T.S. equivalent estimate for 1984 of 3,380.
- 2.3 Proximity to Cork City, inadequate infrastructure and the presence of attractive scenery between Blarney/Tower and Cork City has both limited the development of Blarney and resulted in a particularly sharp rise in the rate of ribbon and rural housing developments around Blarney (see Table I).

Table I - Population increase in the Blarney/Tower Area, 1971-1981

	1971	1979	1981
Blarney	1,167	1,884	1,980
Tower	446	628	790
Kerry Pike	231	322	376
Leemount	178	232	220
Total Census Towns	2,022	3,066	3,366
<hr/>			
Rural Area	4,873	6,821	7,319
Total Area ¹	6,895	9,887	10,685

¹For the purpose of this table, the total area includes the following D.E.D.'s - Blarney, Matehy, Carrigrohane Beg and St. Mary's (pt).

- 2.4 Table I indicates that 65% of the population growth in an area which includes the Census towns of Blarney, Tower, Kerry Pike and Leemount occurred in the rural area.
- 2.5 If present population trends continue, the 1989 population figure for Blarney Tower is likely to be of the order of 4,000, thus creating a demand for an extra 300 housing units. However, this figure needs to be revised in the light of the following:-
- (a) infrastructural difficulties (drainage and water) will be overcome during the plan period.

BLARNEY/TOWER

- 3.22 Tourist-attracting features will be developed in conjunction with Cork/Kerry Tourism and, apart from the proposed outdoor industrial archaeological museum, could include a touring caravan park and nature reserve.
- 3.23 Renewal of the canal system is being investigated and the co-operation of the Department of Defence in this and the exploitation of the industrial archaeological development of the former Gunpowder Mills will be pursued.
- 3.25 The Council will endeavour to obtain sufficient finance to undertake these proposals and, in this regard will seek the co-operation of other interested parties.
- 3.25 Environs of Ballincollig

The highly scenic backdrop of hills to the north of the town and the river valley floor from the former Inniscarra Church to the City boundary is designated for protection in its present undeveloped state³.

³ Refer also to Chapter 3, Tourism, Recreation & Amenities, L.U.T.S. Area.

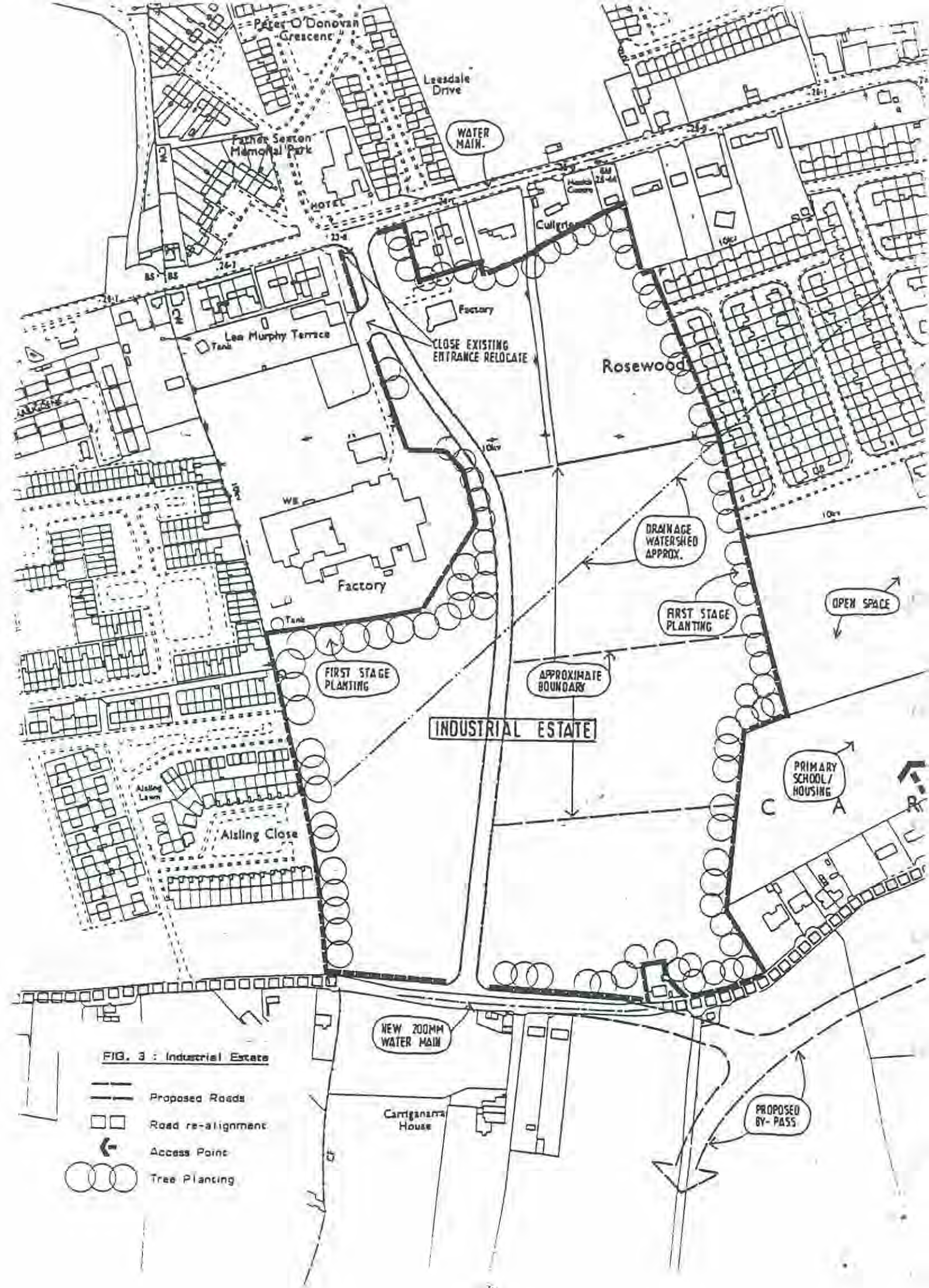






FIG. 3 : Industrial Estate

-  Proposed Roads
-  Road re-alignment
-  Access Point
-  Tree Planting

3.11 The North West Sector

This sector is bounded by the Department of Defence lands to the east and the National Primary Road to the south.

3.12 Provision has been made for additional housing on the Council's lands near the Community School along with a site for a Primary School, a health centre and a fire station near the main road. Other smaller residential sites are zoned. An extension of Westcourt estate will be permitted subject to the provision of a new access road as shown on Fig. 1B. Pedestrian routes will be provided as shown to allow access to shopping facilities and the Regional Park.

3.13 The Council is providing a small industrial cluster of enterprise units at Inishmore. The site will be well landscaped so as to integrate with other adjacent development.

3.14 The South West Sector

This sector is bounded by Muskerry Estate to the East and the National Primary road to the south.

3.15 Development of the residential lands east of Muskerry and south of Parknamore cannot be carried out until adequate drainage facilities are provided.

3.16 Construction of the new road section at Lisheens will shortly commence. A long term reservation for industrial use of lands to the south of the road has been made but these lands will not be developed within the next 5 years.

3.17 The South East Sector

This sector is bounded by Muskerry Estate to the west and the reservation for the Ring road to the east and south.

3.18 The Action Plan for the industrial lands east of the town centre is given in Fig. 3. The open space area at Greystones estate will be increased as shown on the Plan. A smaller area of new housing and/or a primary school will be developed in the southeast corner of the site.

3.19 An extensive residential area has been zoned to the south of the existing road, this will be capable of being drained once the 1st part of Stage II of the Sewerage Scheme is complete.

3.20 Land has been reserved for future industrial use near Ballincollig Castle. The lands cannot be drained in the short term, and it is envisaged that development would not be carried out for some time. Development of the lands surrounding the Castle will have to include provision to retain and to provide public access to the monument.

3.21 Regional Park

A comprehensive set of proposals is currently being drafted for the park. Consideration will be given to both local and regional recreational needs. Extensive provision for organised sport, informal leisure activities and where appropriate, commercial recreational activities will be incorporated in the proposed structure plan.

MURPHY BARRACKS

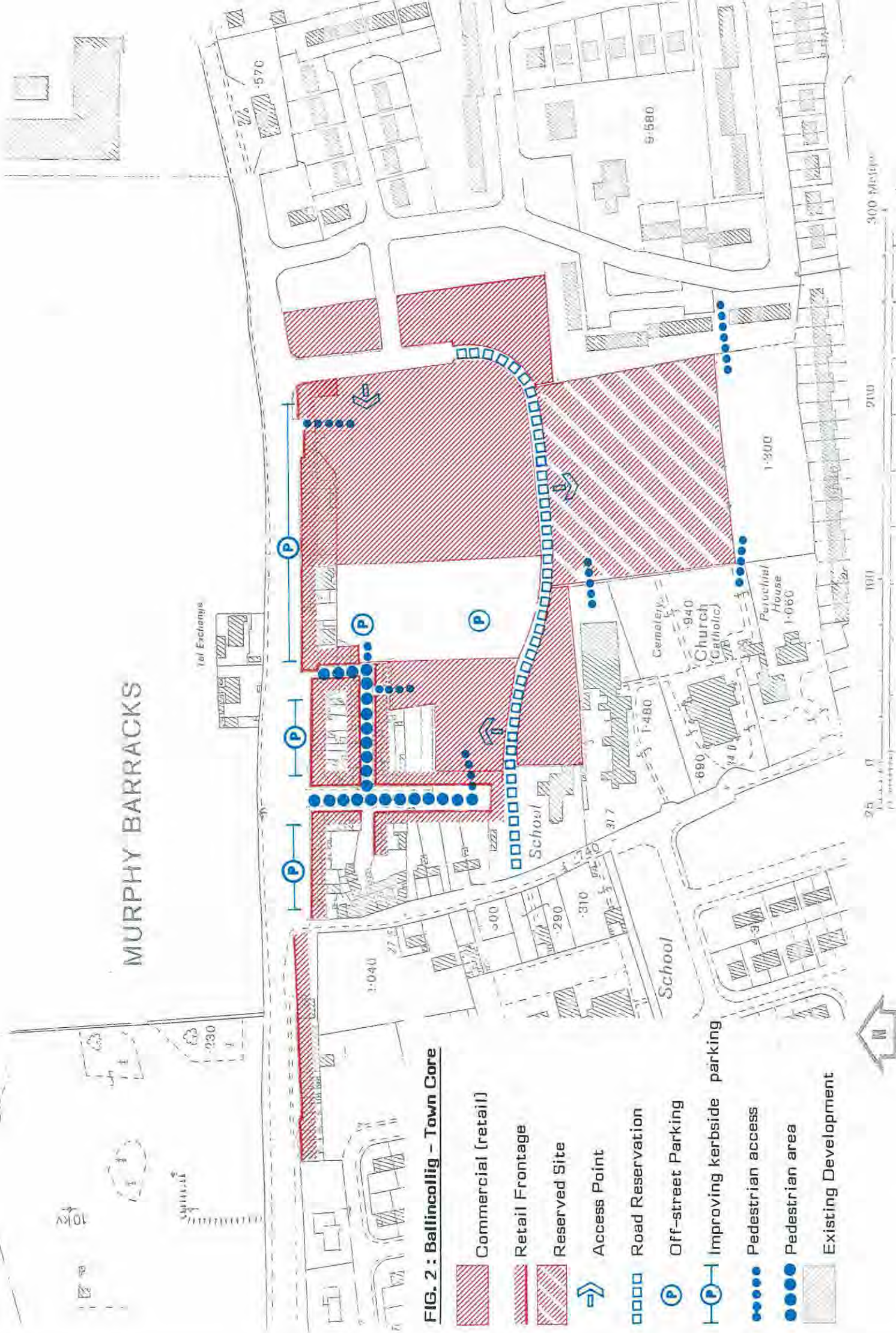


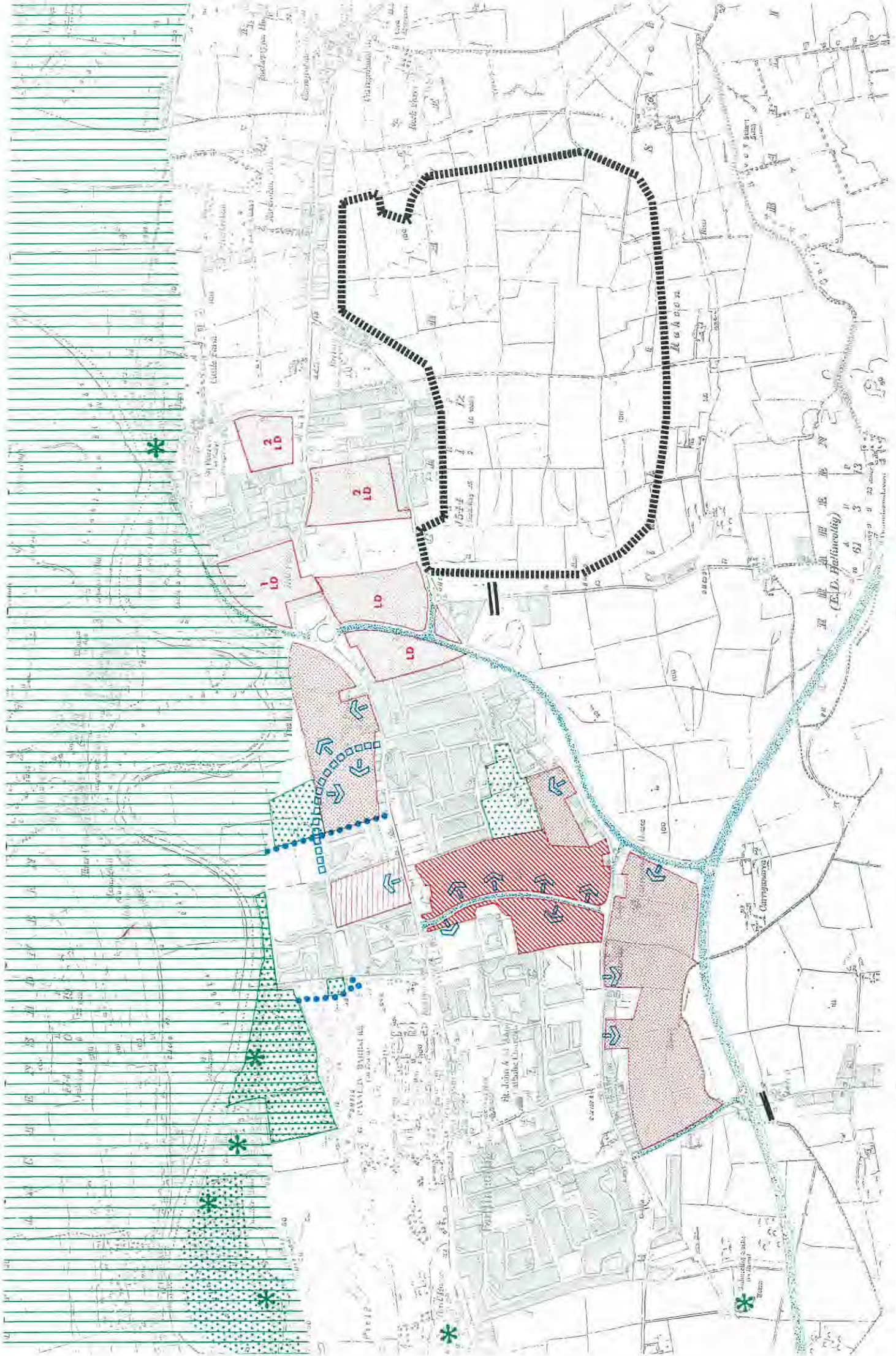
FIG. 2 : Ballincollig - Town Core

-  Commercial (retail)
-  Retail Frontage
-  Reserved Site
-  Access Point
-  Road Reservation
-  Off-street Parking
-  Improving kerbside parking
-  Pedestrian access
-  Pedestrian area
-  Existing Development

- 2.6 Carrigrohane has a separate sewerage system with a capacity equivalent of about 700 persons. There is no capacity for additional development in the area beyond existing residential development and current commitments by way of planning permissions. Accordingly, residential development in the area will be strictly controlled within the system's limits.
- 2.7 Land will be reserved for new road sections and realignment of other sections to form a new distributor road to the south of the town, from Lisheens to the west, to the new roundabout at Poulavone. Construction work will commence during the earlier part of the Plan period.
- 2.8 A further reservation will be maintained for an outer relief road, which is likely to be a longer-term consideration. This would tie in with the proposed Southern Ring Road which will pass through the Tramore Valley/Rochestown area and south City suburbs. The early construction of the eastern part of this relief road will be considered as an integral part of the development of lands nearby and may be proceeded with during the plan period¹.
- 2.9 Deficiency in the number of on-street and off-street parking spaces in the town and poor traffic circulation is inhibiting commercial development in the town core. Proposals are given in paragraph 3.1 to alleviate this problem.
- 2.10 Ballincollig is considered to be a Service or District centre. Major retail developments will be confined to the town core, in accordance with Retailing Policy for the L.U.T.S. area². It is envisaged that local convenience needs and limited comparison shopping will be catered for in the town.
- 2.11 Ballincollig Regional Park and the Gunpowder Mills complex are actively being developed by the County Council as funds become available. The 19th Century Gunpowder Mills are of international importance, and will eventually be developed into an industrial archaeological museum. A structure plan for the integrated development of the Park area is currently being prepared.
- 2.12 Due to Ballincollig's historical legacy of functioning as an Army town, development has largely been carried out on the southern side of the main road. This accounts for the linear form of the town. Overzoning of potential development land and the availability of service has further encouraged the development of the town in this linear fashion. As a result, an opportunity has been provided to develop an extensive tract of land on the north side of the main road as a Regional Park, whilst on the other hand, there is a need to curtail the extent of the town to a westerly direction and to consolidate and direct development to the south.

¹ Refer also to Chapter 5, Infrastructure, L.U.T.S. Area.

² Refer also to Chapter 4, Shopping L.U.T.S. Area and County-at-large policies.



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3. Policies and Proposals

- 3.1 A new road is proposed to the south of the existing town centre, see the Town Core Action Plan (Fig. 2). The first stage would incorporate the western section of the road and the car park. The second stage, involving the completion of the road, the cul-de-sacking of the existing Castlepark estate road and the provision of additional parking as shown on Fig. 2, would be achieved as part of the development of the main commercial zone.
- 3.2 The Plan also provides for the extension of and the eventual pedestrianisation of Chapel Lane and the laneway to the east. The enclosure of Chapel Lane could be maintained by the provision of new shop units.
- 3.3 In the short term, remodelling of the footpaths, curbing and tree planting along Main Street will both improve the environment of the town and provide valuable additional car parking spaces.
- 3.4 Implementation of these proposals will depend on the level of local co-operation and availability of finance. The Council will, if necessary, consider the use of its compulsory acquisition powers.

3.5 Carrigrohane Sector

Residentially zoned land coincides with existing commitments because of the lack of extra sewerage capacity in the area, see paragraph 2.6. Further to this, density restrictions have been placed upon some of these zones to ensure that the treatment works is not overloaded.

- 3.6 The limestone deposits to the south of Carrigrohane are a valuable resource and as such will be protected from the encroachment of residential and other industrial uses.

3.7 The North East Sector

This sector is bounded by the Department of Defence lands to the west and the National Primary route to the south and east. The sector includes the Gunpowder Mills (see paragraph 2.10).

- 3.8 A site has recently been acquired by the Department of Education for a further post-primary school adjacent to Lee View Estate and has been zoned accordingly.
- 3.9 The Council's lands to the south of the Long Range, near the Gunpowder mills site, will be developed for community uses.
- 3.10 Environmental improvement schemes will be carried out along the access road to the Gunpowder Mills site and at the archway (East Gate), a scheme including kerbing and planting will be carried out. The Council will endeavour through negotiations with John A. Woods to screen the frontage of the Machinery Yard premises by appropriate planting. The roadway itself will also be kerbed and planted in order to upgrade the environment. These proposals will be dependent on availability of finance.

1. Introduction

- 1.1 Ballincollig is a rapidly developing satellite town to Cork City. The town has outstripped its population targets as set by L.U.T.S. and is likely to have a population within the range 25,000 to 30,000 by the turn of the century.
- 1.2 The population is predominantly youthful with a growing labour force. Consequently, Ballincollig's function will be both residential and as an employment base.
- 1.3 Due to the projected rapid growth of the town and the need for planned, integrated development, the Plan includes both road proposals and land reservations outside the 5 year time horizon of the Plan.
- 1.4 Contrary to previous reviews, the Carrigrohane area is included in the Plan area.

2. Problems and Capacity for Development

- 2.1 Considerable population growth has occurred over the past decade or so, increasing from 2,110 in 1971 to an estimated 9,755 by 1984. The population is targeted to reach 13,500 by the end of the Plan period.
- 2.2 This large population increase will create a demand for over 1,300 new houses in the next five years, approximately 250 of which will be provided by the County Council. Existing commitments and permissions in both the public and private sector could provide for this need. In view of this, the amount of additional land to be zoned residential will be controlled.
- 2.3 The Council is actively involved in job creation in the town. A scheme to construct premises for new small industrial units will shortly commence and the Council will also have serviced sites available for industrial development on lands east of the town centre. Other land to the south of the town will be reserved for future industrial use, although development of these lands will not occur within the time period of this plan. The I.D.A. also has a small site suitable for industrial use west of the town.
- 2.4 In terms of water supply, Ballincollig draws its supply from the Council's Harbour and City Water Supply Scheme. Whether for industrial or residential development, there will be an adequate supply of water for the foreseeable future.
- 2.5 The first stage of Phase III of the Ballincollig Sewerage Scheme is scheduled to commence in 1985, including a pumping station in the Maglin Valley. This stage will drain the proposed industrial lands near the town centre and the residential zone to the south of the road. The second stage, incorporating an extension of the sewer to service lands around Ballincollig Castle and between Parknamore and Muskerry is likely to commence before the end of the Plan period.

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3.24 North-Western Sector

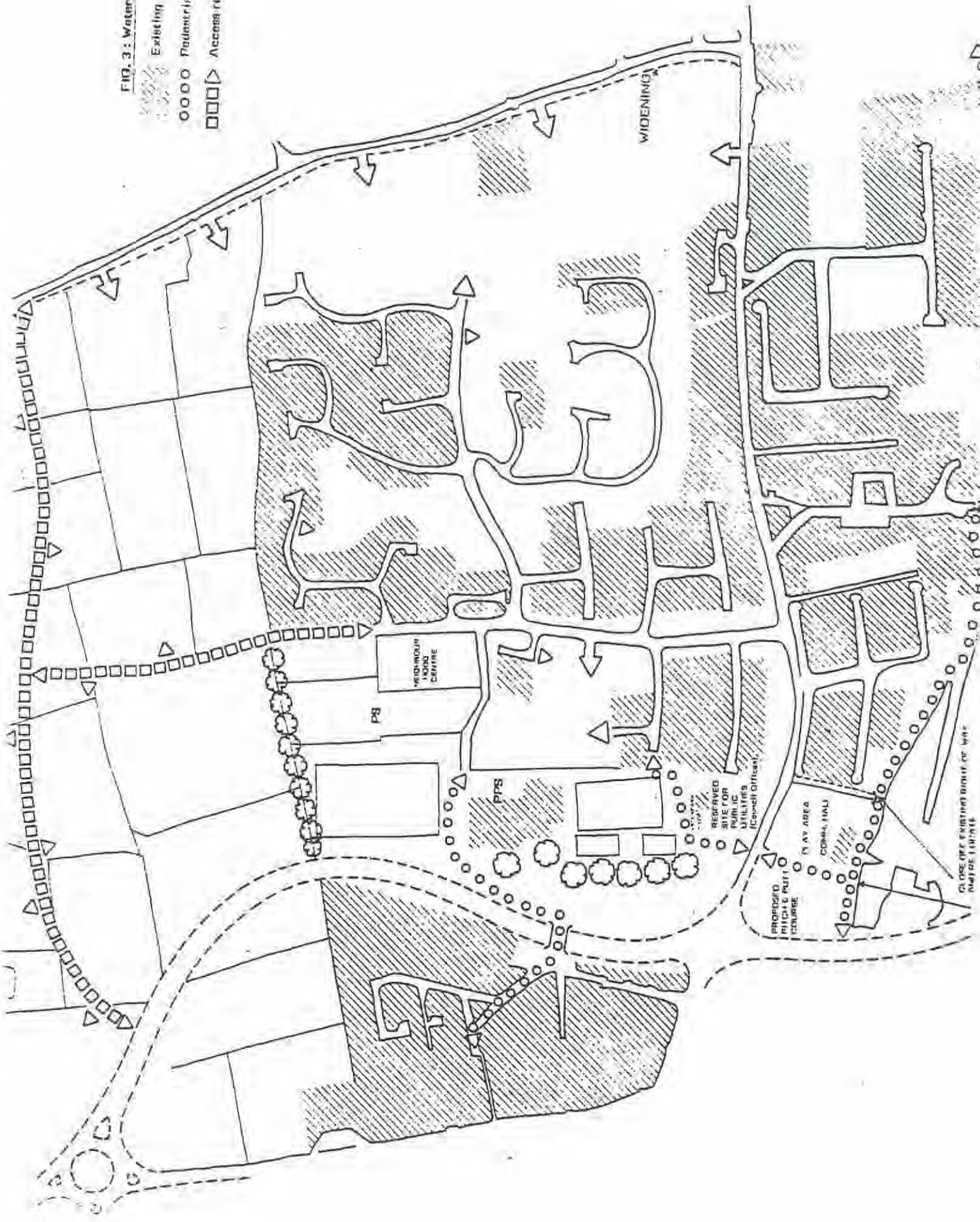
Outstanding planning permissions in this sector will provide for approx. 300-400 further dwellings. Further development outside the stop limits will be discouraged, particularly on the back road to Douglas via Ballinrea.

- 3.25 Difficulties arising from the large scale of the primary school complex and access to it will be alleviated as far as possible by negotiating new pedestrian access points. Alternative vehicular access will have to be seen as subordinate to the protection of residential amenities on adjacent housing estates.

- 3.14 In order to maintain a separation between the urban area of Carrigaline and the Ringaskiddy Industrial estate, roadside development will be curtailed outside of the stoplines shown on Map 1.
- 3.15 South Eastern Sector
- In addition to lands at Mount Rivers, the Council has also acquired a 4 ha. site nearby. It is intended that this will cater for further housing development including a joint venture scheme. Use of the remainder of the Mount Rivers site for public and private housing is also proposed (see Map 1). Consideration will also be given to the accommodation of a primary school, if the need arises (see also paragraph 3.20).
- 3.16 The Council has recently acquired a 25 ha. site on the Crosshaven road, east of Kilnaglery Bridge for a range of employment uses. Units will also be constructed for small industrial/business activities and serviced sites provided for larger industrial demands. The Council welcomes the co-operation and interest shown by the local business community and will endeavour to attract new industry to the town as well as encouraging local initiatives. Some capacity for light industrial uses also exists on a smaller site nearer the town and this is also zoned.
- 3.17 Access to the industrial sites will be facilitated by the construction of the inner relief road, east of the town centre. This will reduce the impact on the town centre of industrial traffic.
- 3.18 Because of the scenic nature of the Council's site, great care will be taken to ensure that new buildings harmonise with the landscape, particularly on the river side of the main road. Subject to the availability of monies, and an investigation of its technical feasibility, consideration will be given to the "ponding" of the inlet at Kilnaglery Bridge and the development of an amenity area nearby.
- 3.19 The scenic views of the Owenboy river estuary from the Crosshaven road east of the town will be protected by discouraging development between Carrigaline and the coastal resort town. Limits on ribbon development south of the town are also proposed.
- 3.20 South-Western Sector
- Further lands have been zoned for residential development in this sector, including a 5.5 ha. site connecting the upper and lower Kilmoney roads. These lands will be used for a mixture of public and private housing. Consideration will also be given to incorporating a site for a primary school either here or at Mount Rivers (see also paragraph 3.16.).
- 3.21 Access will be from a proposed new link road which will service these lands. If necessary, further access points will be permitted from the Upper Kilmoney road on the southern boundary of the land unit.
- 3.22 Protection of the Ringfort on the Council's property will be ensured by incorporating it as a central open space feature. Consideration will also be given to promoting an archaeological investigation of the monument.
- 3.23 Protection of woodland and the reservation of the riverside area upstream of the town for long term amenity uses is also proposed. Efforts will be made to negotiate access to the riverside area near the Main Street (see also paragraph 3.7).

FIG. 3 : Waterpark Neighbourhood Plan

- Existing Development
- Planners/Link
- Access roads/Points



- 3.5 Subject to the availability of finance, it is planned to undertake some street widening, renew the footpath system in the town centre and improve the environment of the Main Street. Use will be made, where possible, of the government's youth employment schemes in this regard.
- 3.6 Existing long back gardens between the Co-Op/Mart and the Main Street (see Map 2) are regarded as suitable for small industrial businesses subject to rear access off the Kilmoney (upper) road. Opposite the Catholic Church, a site has also been zoned for similar uses.
- 3.7 Reservations will be maintained for a potential, long-term service access road to the west of Main Street and linking the Ballea and Kilmoney (lower) roads. Its construction would be largely dependent on new developments for funding. A reservation will also be made for the long-term development of a riverside walk west of the Main Street.

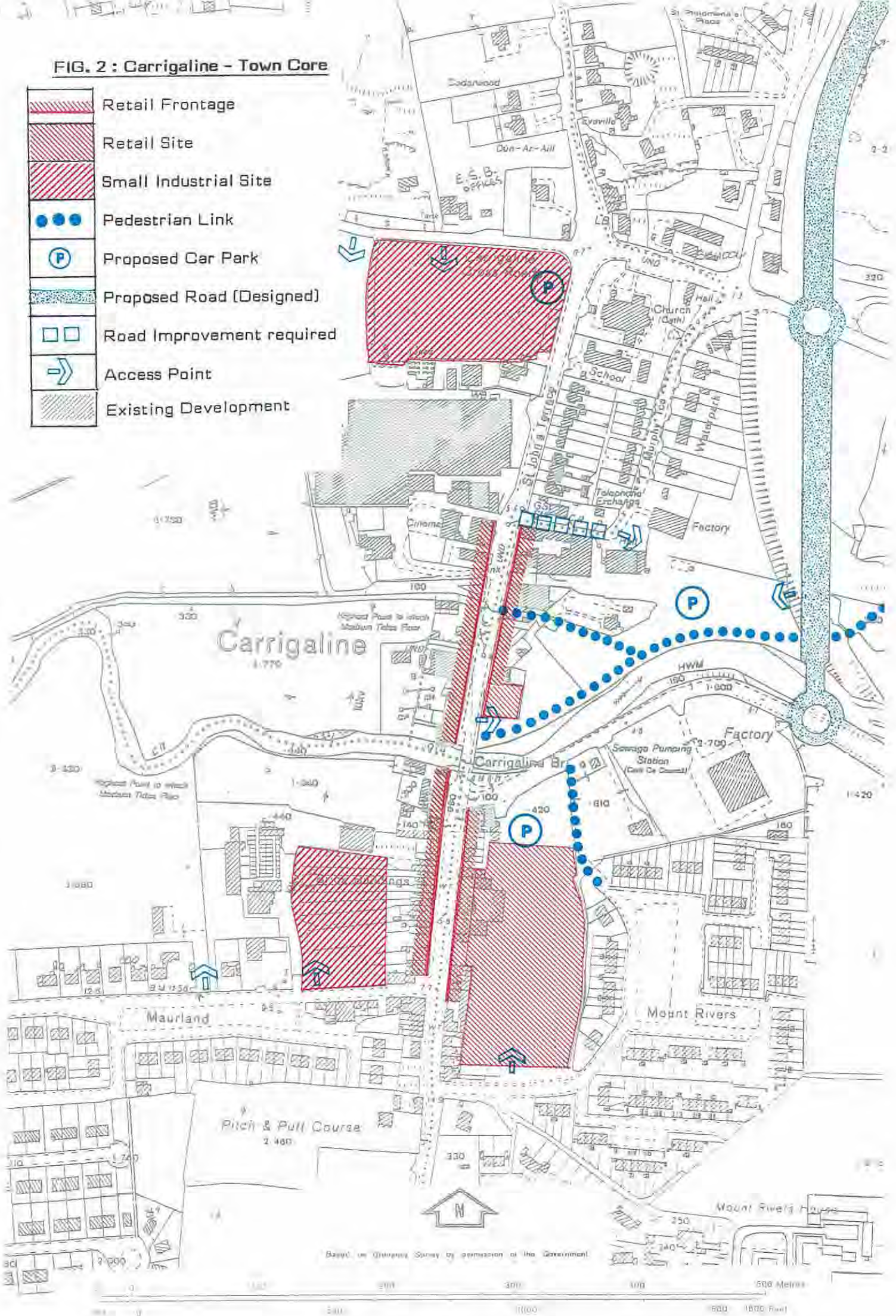
3.8 North-Eastern Sector

Residential development is to continue in the Waterpark area, where permission exists for a further 300 dwellings, subject to the action area plan (see Map 3). This plan allows for further development as far as a proposed east/west link road to the north of the area. Developments beyond this, however, will be restricted during the plan period in the interests of the proper planning and growth of the town.

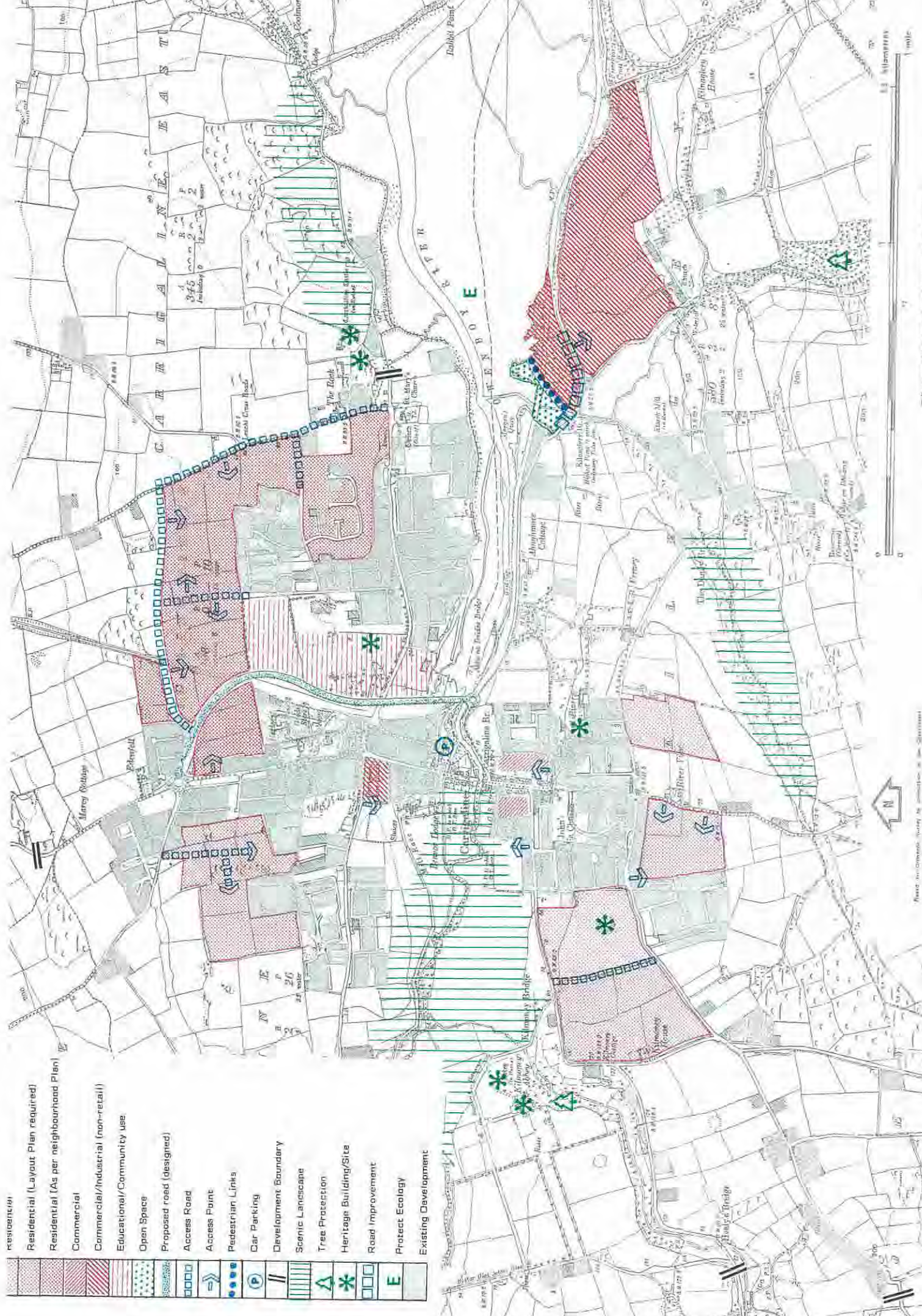
- 3.9 Completion of the inner relief road, which forms a western boundary to most of this sector will be achieved during the plan period. An integral part of the construction will be the provision of a pedestrian over-bridge in the vicinity of the community school. This will maintain a safe pedestrian "spine" linking Waterpark and the rest of the town.
- 3.10 Completion of the Council's recreational area, adjacent to the new community centre, is also planned in the short-term. In this regard, the assistance and continuing involvement of the local community will be encouraged.
- 3.11 A riverside path, running east of the park, is to be provided and a new link, replacing that immediately west of Seaview Estate, provided near the community hall (see maps). Other access points, from existing housing development abutting the riverside walk, will be maintained. Reference has already been made (see paragraph 3.4) to the possible provision of other pedestrian links with the town centre.
- 3.12 A neighbourhood centre incorporating a primary school and limited shopping are proposed for the area. Some ancillary public facilities (e.g. a health centre) are also to be provided adjacent to Waterpark House.
- 3.13 Measures to protect Carrigaline Castle and the adjacent limestone outcrop will be reviewed with the intention of securing the historical, aesthetic and botanical attributes of the area for the wider benefit of the community. Consideration will also be given to the provision of ancillary riverside amenities in conjunction with road improvements east of Carrigaline Castle.

FIG. 2 : Carrigaline - Town Core

-  Retail Frontage
-  Retail Site
-  Small Industrial Site
-  Pedestrian Link
-  Proposed Car Park
-  Proposed Road (Designed)
-  Road Improvement required
-  Access Point
-  Existing Development



Based on Ordnance Survey by permission of the Government.



-  Residential (Layout Plan required)
-  Residential (As per neighbourhood Plan)
-  Commercial
- Commercial/Industrial (non-retail)
- Educational/Community use
- Open Space
- Proposed road (designed)
- Access Road
- Access Point
- Pedestrian Links
- Car Parking
- Development Boundary
- Scenic Landscape
- Tree Protection
- Heritage Building/Site
- Road Improvement
- Protect Ecology
- Existing Development

0 100 200 300 400 500 600 700 800 900 1000



Prepared for: Kilmarnock Town Council
 Planning Department
 Date: January 2011

- 2.8 There is an adequate water supply which will adequately serve the town during the plan period and after that for the foreseeable future. Some network improvements may, however, be required. Since Stage I of the Carrigaline sewerage scheme has been completed, both the catchment area and handling capacity are considerable and allow for development well beyond the plan period.
- 2.9 Carrigaline's attractive riverside and estuarine setting affords opportunities for the provision of amenities close to the town centre and main residential areas. Development of public lands at Mount Rivers, Waterpark and nearer the town centre are providing convenient recreational outlets.
- 2.10 The efforts of the local community association and other voluntary groups have been pooled with that of the Council in developing a community complex at Waterpark and in improving amenities generally in the town. The Council looks forward to continuing this level of productive co-operation.
- 2.11 Protection of existing amenities, such as public rights-of-way and heritage sites/structures, and their sensitive enhancement is worthy of similar integrated actions.

3. Policies and Proposals

3.1 Town Core

- A retail frontage has been designated along Main Street and identifies the main area where further shopping development will be encouraged. This includes a site between Main Street and the Mount Rivers housing estate. Other sites also suitable for retailing within the town core, will be given favourable consideration subject to the provision of adequate off-street car parking. As a main Service or District Centre, the town will cater for convenience needs of its catchment and limited comparison shopping¹.
- 3.2 The closed building line of the Main Street will be maintained, preferably with small shop units, and vehicular access to parking restricted to locations that allow for easy traffic movements.
 - 3.3 A recently obtained foreshore licence will allow for the reclamation of a substantial area for car parking and riverside amenities between the Main Street and proposed downstream bridge (see Map 2). As this is likely to take some time to complete, the Council will in the interim consider the acquisition of land for car parking south of the river and adjacent to the Main Street.
 - 3.4 Consideration will be given to the provision of a pedestrian link between the (new) community hall and proposed recreation complex, and the town centre, via the reclaimed lands.

¹ Refer to Chapter 4, Shopping L.U.T.S. Area and County-at-large Policies.

1. Introduction

- 1.1 Carrigaline situated 10 km. south of Cork City, is a satellite town which has grown rapidly in the recent past. As part of the West Harbour Area it's main role is residential being closely situated to Cork and Ringaskiddy as employment centres.

2. Problems and capacity for development

- 2.1 Carrigaline with a current population of 5,815 has grown in line with the L.U.T.S. targets. Accordingly, a population target of 7,800 has been set for 1989. This coincides with the L.U.T.S. target for that year. On present trends, the town is likely to have a population in the 10,000 - 12,000 range by the end of the century.
- 2.2 In the previous Development Plan large areas were zoned for residential development. To some extent this has contributed to the discontinuous build up of the town in a number of areas with resultant difficulties in the provision of proper services such as footpaths and public lighting.
- 2.3 Ribboning has also occurred in a number of locations, notably to the south and to east of the town, along the Ringaskiddy road. In the latter case, there is a danger that such continuous development could spread into the Ringaskiddy industrial area (see the Ringaskiddy plan).
- 2.4 As a result of seasonal recreational and tourist traffic to the Crosshaven area, the town suffers from major congestion in the summer. Main Street is the only direct link between the north and south sides of the town. As Main Street functions both as a traffic artery and shopping street, this leads to congestion at other times as well. This is exacerbated by a shortage of accessible car parking facilities.
- 2.5 It is intended that the relief road, currently under construction, will help to remedy these problems. This will cost c. £1.0m. and will be completed during the plan period. Off-street car parking opportunities are also being actively pursued.
- 2.6 The proposed widening of the road between St. Mary's Church and the Cork road should be seen in the context of the Waterpark Action Area Plan. As part of this plan a system of pedestrian routes has been proposed. Elsewhere in the town there is also a need to provide footpaths along existing County roads as development takes place.
- 2.7 Carrigaline is situated adjacent to the Ringaskiddy industrial development area. Consequently, the provision of manufacturing employment in the town will be orientated towards a different industrial spectrum. In this regard, the Council's recent acquisition and current development of lands on the Crosshaven road will be used for a mixture of general industrial and small industry/business uses. Other ancillary services (e.g. Shopping, offices) are expected to provide further employment opportunities in the town.

CARRIGALINE

3.10 The land is elevated (above 100 ft. contour) and slopes down towards Shanbally village. Proper landscape screening in the north western corner of the area is therefore essential, as well as along the rear of existing bungalows near Coolmore Cross. Most land is owned by the I.D.A. apart from 10 ha. in the north-eastern corner which is owned by Cork Harbour Commissioners.

3.11 Zone A will be reserved for industries that are heavily dependent on port facilities.

3.12 Zone B

Over half of the land in Zone B is in private ownership. There are two industries in the area at present, which comprises in total approx. 130 ha. This zone will be allocated to industries that are heavily dependent on port facilities or - alternatively - with considerable water requirements.

3.13 Zone C

Part of Zone C is above the 100 ft. contour and access to the northern part may provide difficulties as a result of steep slopes. The area is owned largely by the I.D.A. with Irish Shell owning the balance (70 ha.), and is suitable for industries with high water requirements. Dependency on port facilities is less relevant than for Zone B.

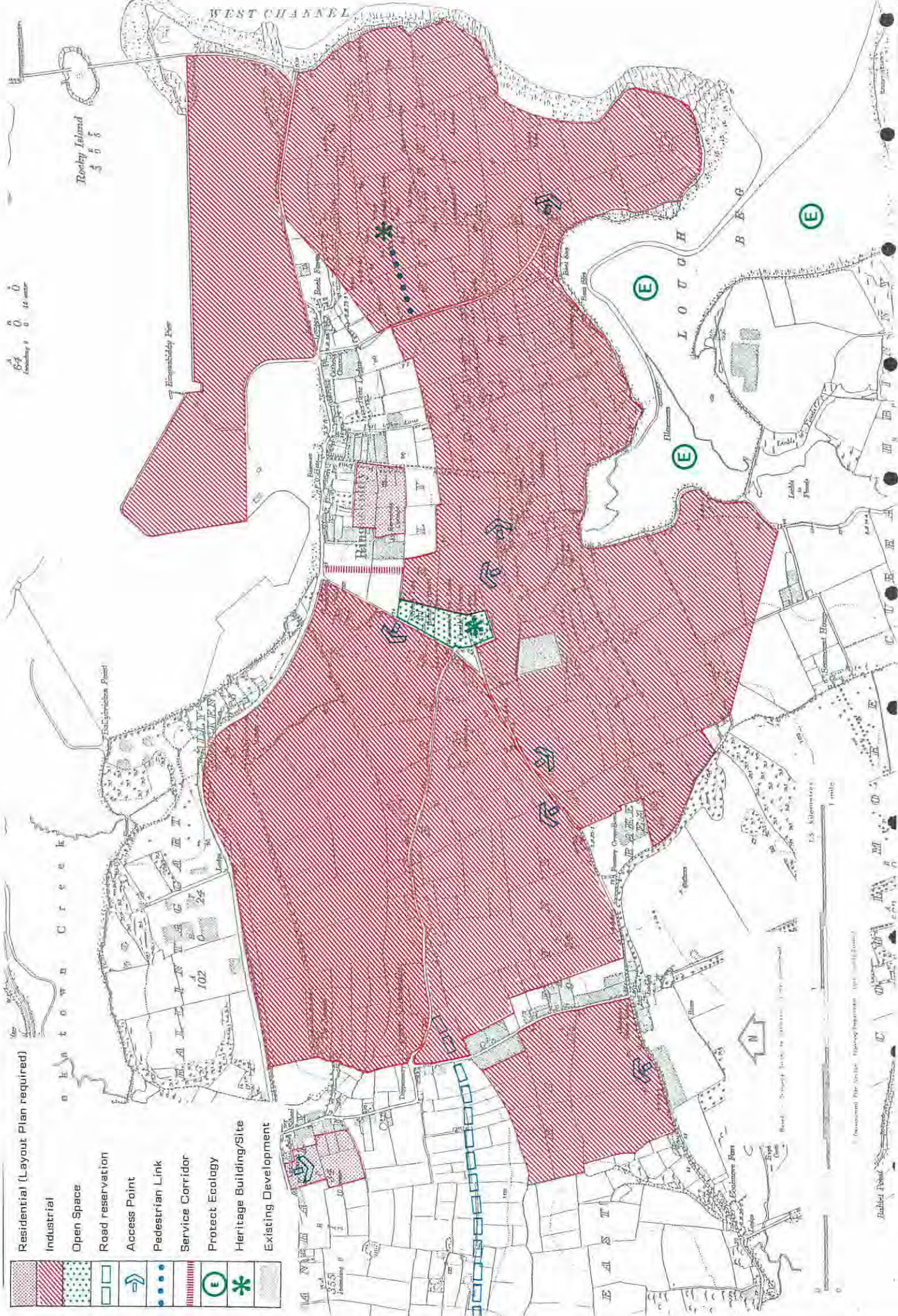
3.14 Zone D

Zone D comprises land west of Shanbally village. While it is ultimately reserved for industrial development, only a section of approx. 21 ha. (in I.D.A. ownership) has been zoned in the present plan. Zone D is suitable for industries that are less dependent on port or water supply facilities.

3.15 Zone E

Zone E (40 ha.) should be reserved for development in the long-term as road improvements will be necessary. A chemical plant is already situated here. The remaining land is all in private ownership.

-  Residential (Layout Plan required)
-  Industrial
-  Open Space
-  Road reservation
-  Access Point
-  Pedestrian Link
-  Service Corridor
-  Protect Ecology
-  Heritage Building/Site
-  Existing Development



3. Policy and Proposals

- 3.1 While the long-term development policy is presented in Fig. 1, Fig. 2 shows the zoning requirements for the plan period. A high standard road network will provide access to all industrial areas. While some parts of this network still have to be constructed or improved, it is not envisaged that any construction work should take place during the plan period as the sections available give access to a large enough area.
- 3.2 While both Shanbally and Ringaskiddy villages will eventually be surrounded by industrial development, areas have been reserved for limited residential development. Land immediately adjacent to the residential areas should act as a buffer between the villages and the industrial zones. However, housing development should only accommodate local needs and a development control policy to this effect will be implemented. The Council will continue to facilitate local housing needs within the village areas.
- 3.3 The physical environment of the main road through Ringaskiddy should be improved in the vicinity of the village. In particular, landscaping of the area north of the road is desirable.
- 3.4 Because of the new road system for industrial traffic there is no need for heavy traffic to go through Carrigaline or use the remaining minor roads in the area. Proper traffic management measures are needed particularly near Coolmore Cross where industrial traffic should be discouraged from travelling through Shanbally or Carrigaline.
- 3.5 Some zones are particularly suitable for port-related industry. For this purpose a policy of distinction between categories of industries for various zones, will be implemented. A service corridor is reserved west of Ringaskiddy Village.
- 3.6 From the Carrigaline-Crosshaven road, scenic views are obtained on the river and wooded hillsides. The designations "scenic road" and "amenity area" have been given accordingly.
- 3.7 The Council is concerned about the protection of features of local interest and provision of adequate local recreational facilities. Several items of historic value will be retained and improved in conjunction with the I.D.A. viz., Martello Tower and Castle Warren. Lough Beg is an area of ecological value and will be protected as such.
- 3.8 Curraghbinny Wood especially will reduce the extent to which the industrial development will be visible from Crosshaven. Off-site landscaping may be required to maintain this quality further up to the Owenboy estuary.

3.9 Industrial Zones

Zone A

Due to steep gradients along the northern boundary of Zone A (110 ha.), access must be provided from the south-eastern boundary as well as from the County road that runs through this zone. Further residential development along this road will be actively discouraged.

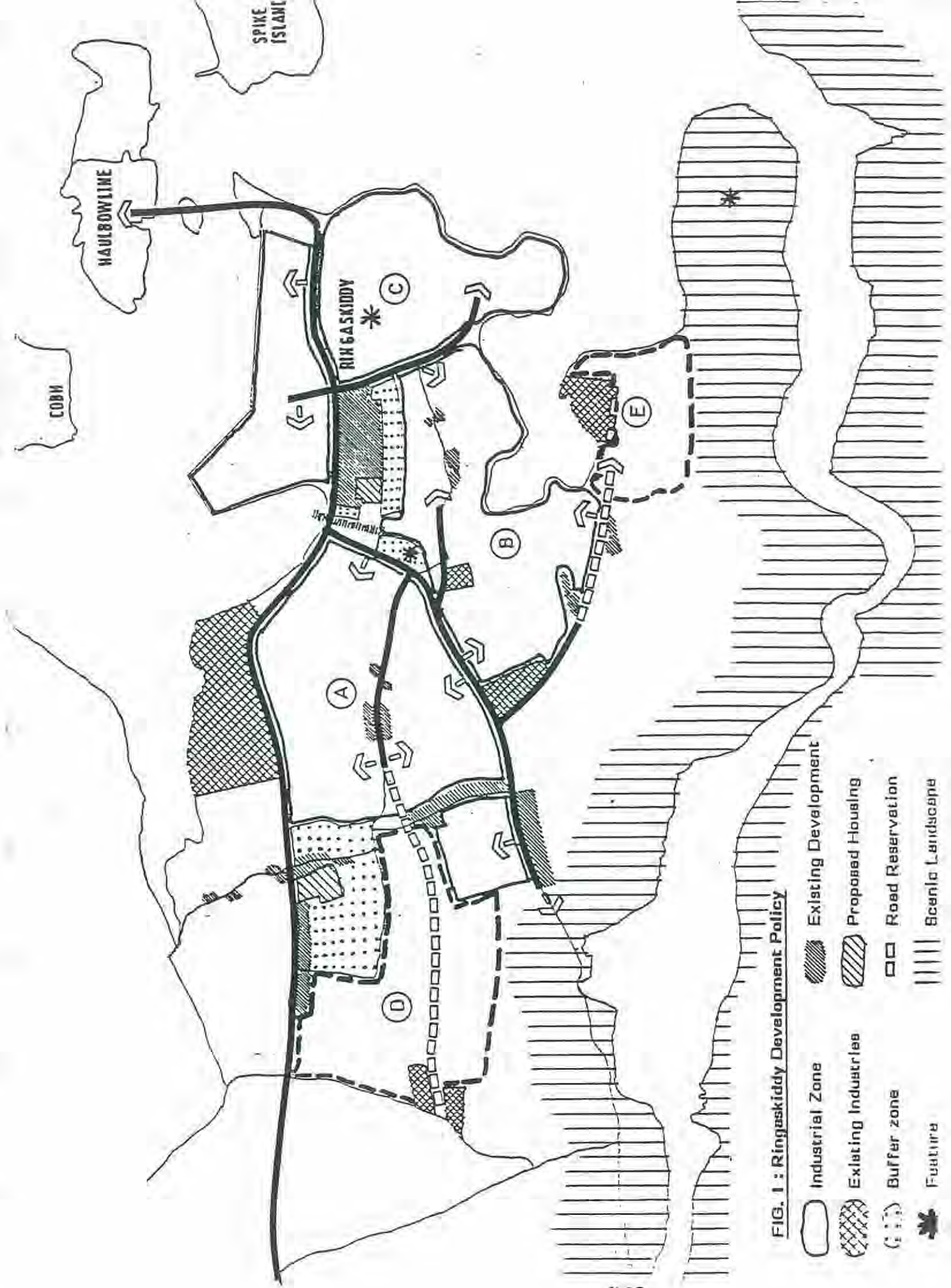


FIG. 1 : Ringaskiddy Development Policy

I. Introduction

- 1.1 The Ringaskiddy Industrial Development Area is situated about 17 km. south-east of Cork City and adjacent to the satellite town of Carrigaline. Being situated on the deep water channel of Cork Harbour, the area is particularly suitable for Port Related Industries.
- 1.2 While in the past a formal Development Plan has not been adopted for the Ringaskiddy area, a draft zoning plan has formed the basis for the Council's policy up to now. In the context of the present Development Plan Review, a formal zoning plan has been prepared for the Ringaskiddy area as well as Little Island and Whitegate/Aghada, the other major industrial centres within the Harbour area.

2. Problems and Capacity for Development

- 2.1 The I.D.A. has acquired a large amount of land in the area and Cork Harbour Commissioners have reclaimed approx. c. 55 ha. and provided docking facilities for a ferry-service. Further marine works now on hand will result in the provision of a deep water berthage for vessels up to 60,000 tonnes D.W.T.
 - 2.2 At present four industrial plants are in operation at various locations in the area, while a chemical plant is under construction.
 - 2.3 Road infrastructure has been improved by the Council over the years as well as water supply facilities. The I.D.A. have provided a sewerage system to cater for industrial development. The area is served by natural gas and the electricity grid.
 - 2.4 Ringaskiddy Port as well as the adjoining industrial area are in the process of being designated as a Free Port Area by the Government. Together with the infrastructural facilities, land availability and special grants¹, the area is attractive for industrial development in general, but particularly for industries with port requirements, large water demands and effluent disposal needs.
 - 2.5 In order to maximise the development potential of the area for industrial development, attention must be given to the following issues, namely:-
 - (a) The future of the villages of Shanbally and Ringaskiddy for local residents, by maintaining an acceptable level of residential amenity value.
 - (b) The elimination of conflict between industrial development and "one-off" housing in the areas designated for industry.
 - (c) The limitation of the spread of industrial development towards Carrigaline and Monkstown to avoid forming a continuous urban area with the obvious conflicts between residential and industrial interests.
 - (d) The potential conflicts between industrial uses and their impact on the environment and amenity areas i.e. Lough Beg, Curraghbinny Wood and Monkstown Creek.
- ¹ Grants up to 50% of fixed assets will be allowed for major port orientated industries.

RINGASKIDDY

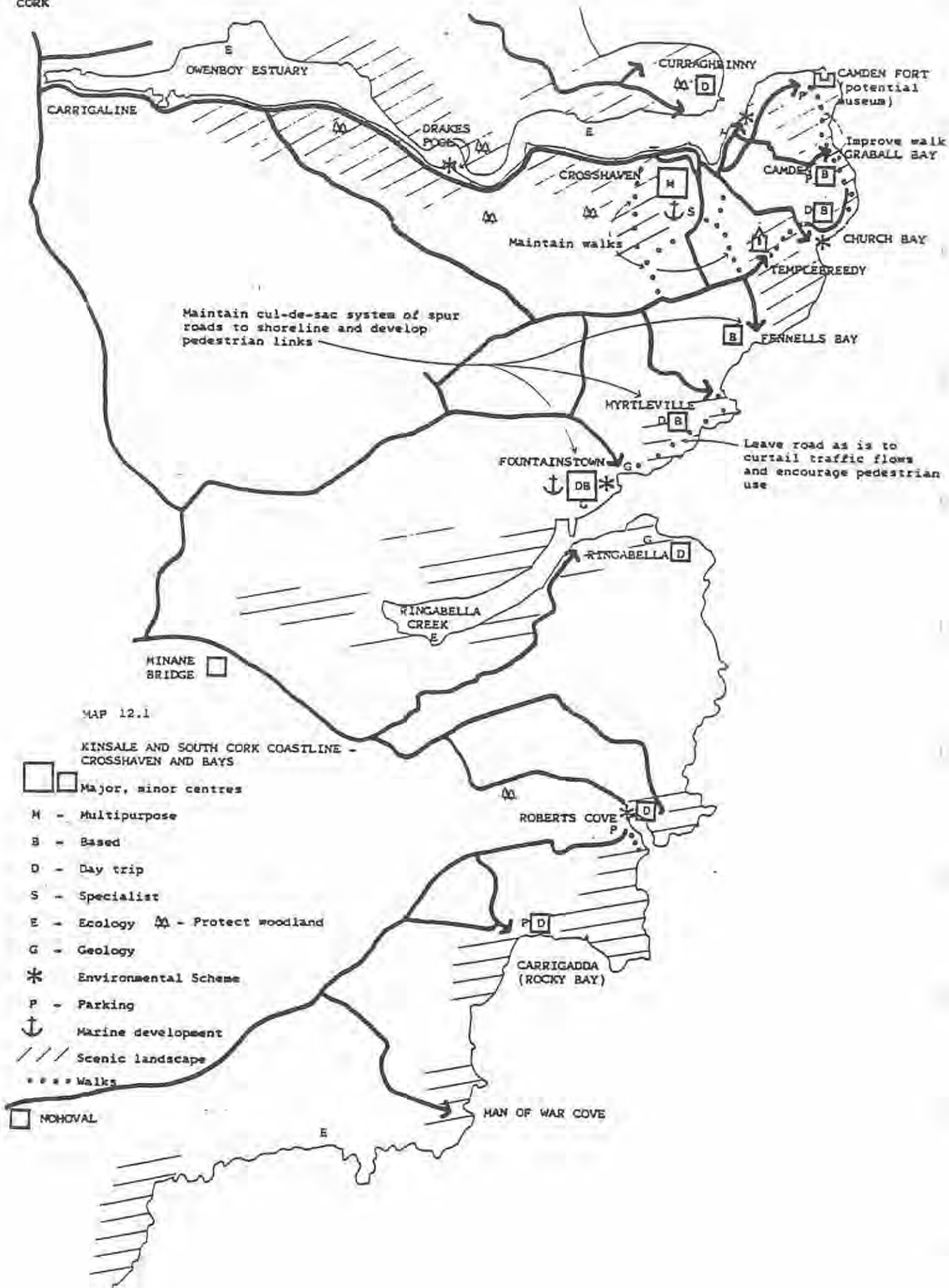
- 2.9 Retention of the wooded hillside between Glenbrook and Monkstown is desirable in the interests of the area's scenic amenities.

3. Policies and Proposals

- 3.1 Removal of derelict buildings and urban renewal efforts are the main priority for the Passage West town core area. Apart from the replacement of Dock Cottages, infill development on derelict and semi-derelict sites is desirable. An investigation will be made of the (former) Railway Quay area for the purpose of achieving renewal and re-development for industrial, community and amenity uses (See Fig. 2).
- 3.2 Growth in retail selling space, while desirable from the point of view of urban renewal, is likely to be limited by developments elsewhere in the L.U.T.S. area.
- 3.3 Major residential development is envisaged on the basis of a current planning permission in the Pembroke area. A neighbourhood plan has been prepared for this area by the developer outlining the main layout requirements. Important characteristics will be the retention of mature trees and hedgerows and the provision of a neighbourhood centre in a central open zone.
- 3.4 An area of high level land at Maulbaun will be used by the Council for its own housing in addition to private housing development and a Community School. It is proposed to reserve access to the site immediately to the south-west which could be considered for zoning in the future. The provision of an alternative access from the low level land would be extremely difficult. Hence, the new access road under construction by the Council should in the future act as a distributor road serving a larger area.
- 3.5 Depending on the participation of the local Town Commission, consideration will be given to the commissioning of a special study on the architectural heritage of the town. Its financial support for the Passage railway walk and assistance in renewal and provision other amenities will be a necessary pre-requisite for such works.
- 3.6 The Office of Public Works will be requested to take over and initiate restoration works on Monkstown Castle.
- 3.7 Consideration will be given to the imposition of a Tree Preservation Order, on the wooded hillside between Monkstown and Glenbrook.
- 3.8 Construction of a landing stage for the proposed cross-harbour ferry, and the introduction of a ferry service will be proceeded with.

COASTAL AREAS AND LOCAL PLANS

1. Crosshaven and Bays
2. Minane Bridge



MAP 12.1

KINSALE AND SOUTH CORK COASTLINE -
CROSSHAVEN AND BAYS

- Major, minor centres
- M - Multipurpose
- B - Based
- D - Day trip
- S - Specialist
- E - Ecology Ⓜ - Protect woodland
- G - Geology
- * Environmental Scheme
- P - Parking
- ⚓ Marine development
- /// Scenic landscape
- ... Walks
- MOHOVAL

Table 19 - Crosshaven and Bays Coastline. Functional Roles

Centre	Status	Primary Function	Other Functions	Policy Emphasis
Crosshaven	Major	*Multi-purpose.	Specialist (yachting) and access to coastal walk.	Development and renewal.
Curaghbinny	Minor	Day trip.	Access to woodland walks.	Development control.
Camden	Minor	Day trip only.	Access to fort and coastal walk.	Restrict vehicular access, emphasise pedestrian use.
Graball	Minor	Based holiday, limited day trip.	Access to coastal walk.	Renewal and development control: restrict vehicular access.
Church Bay	Minor	Based holiday, limited day trip.	Access to coastal walk.	Development control, renewal.
Fennell's Bay	Minor	Based holiday only.	-	Development control, renewal.
Myrtleville	Minor	Based holiday, limited day trip.	-	Development control, renewal.
Fountainstown	Major	Day trip and based holiday	Specialist (boating, board sailing)	Development of amenities, renewal.
Ringabella	Minor	Day trip only.	-	Development control.
Robert's Cove	Minor	Day trip, limited based holiday	-	Development control and amenity works.
Rocky Bay	Minor	Day trip only.	-	Development control and amenity works.

* Inclusive of touring, based holiday and day trip functions.

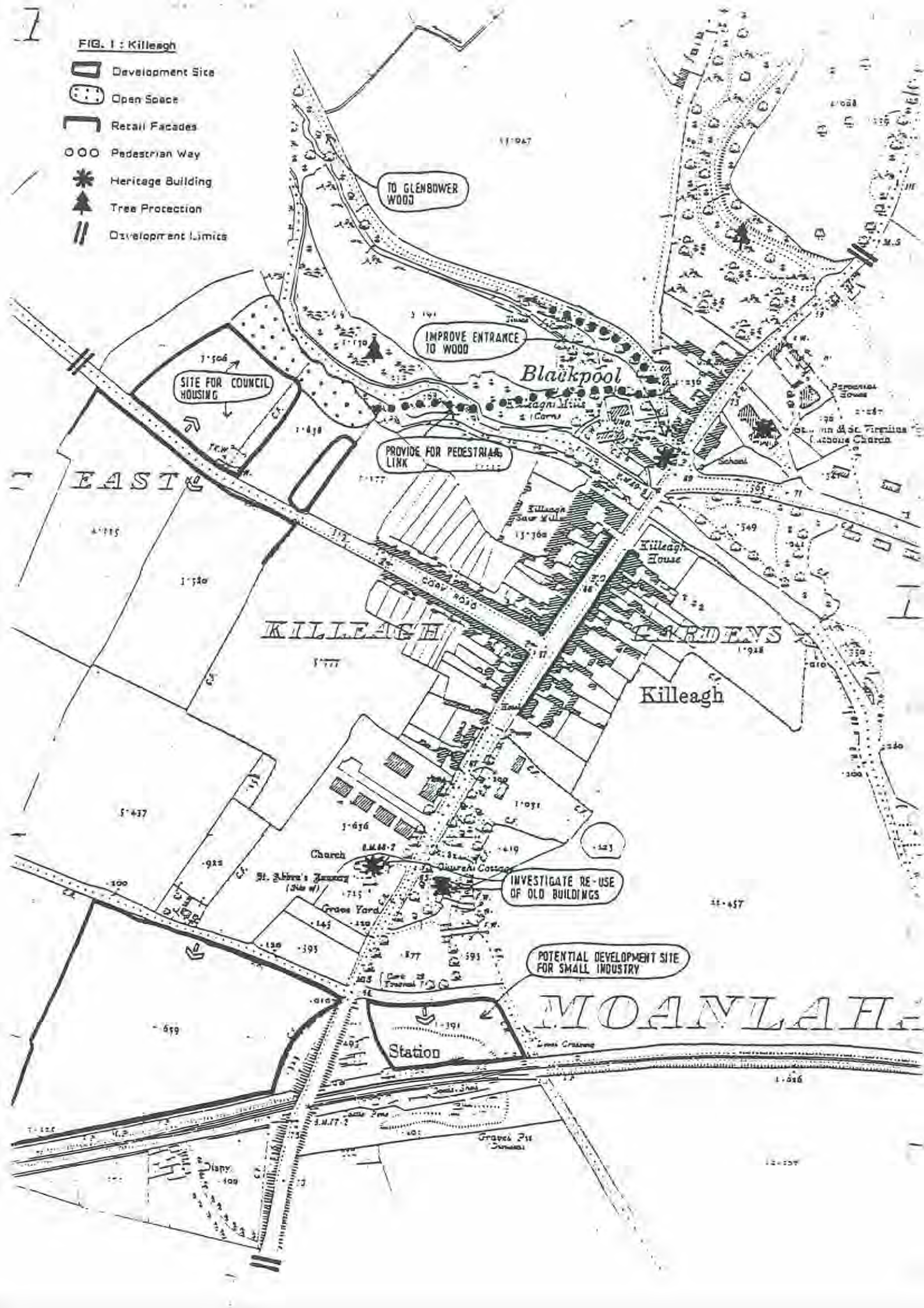
3. Crosshaven and Bays Catchment

- 3.0 The coastline west of Cork Harbour as far as Rocky Bay, must be viewed in the context of both the recreational demands of the L.I.T.S. area as well as tourism needs.
- 3.1 Like east Cork, the main impact on the coastline results from its proximity to the City and the new towns of Carrigaline and Ballincollig. Unlike east Cork, however, beach capacity is rather limited and dispersed throughout a number of small centres.
- 3.2 The general planning policy is based on a distinction between "based tourism" and "day-trip tourism" for the various bays. Crosshaven should be seen as a multi-purpose tourism centre. The potential for sailing and other based activities is particularly evident. Policies are either directed towards development promotion, development control or renewal (see Table 20).
- 3.3 More detailed plans are given for the priority villages of Crosshaven and Minane Bridge. The Crosshaven and Bays plan includes proposals for the component resorts that constitute this area. This is due to the fact that whilst the centres are too small in themselves to be given a separate plan, all of them have the same coastal development pressures, have limited capacity, are all in proximity to Cork City and Carrigaline and are generally approached via Crosshaven. Accordingly, in the interests of orderly development an integrated Plan has been prepared for Crosshaven and the surrounding bays.
- 3.4 South Cork's coastal landscape changes dramatically at Cork Harbour. The scenic quality of the landscape is reflected in the change from a relatively uninterrupted low relief coastline in east Cork to the much indented and varied topography west of the harbour entrance. Consequently, there are more sites meriting protection, see map 12.1. Areas of geological importance and woodland areas worthy of retention e.g. the Owenboy estuary are particularly important. The area has a large number of attractive walking routes. Development which would detract from these features will be strictly controlled and guided to suitable alternative locations.

CROSSHAVEN AND BAYS CATCHMENT

FIG. 1 : Killeagh

-  Development Site
-  Open Space
-  Retail Facades
-  Pedestrian Way
-  Heritage Building
-  Tree Protection
-  Development Limits



- 1.0 Killeagh is an attractive and compact village of c. 300 inhabitants, located approximately 9 km. west of Youghal and situated on the National Primary route, N.25. The village has a wide range of facilities and serves as a local service centre.
- 1.1 The village's population has remained relatively stable over the last ten years, rising from 298 in 1971 to 317 in 1981, despite Council house construction. Further housing is planned on the Council's holding to the west of the main street and this should help to maintain the village's structure.
- 1.2 Opportunities for infill development have produced varied results in terms of compatibility with the existing attractive streetscape. Greater attention will be paid to new frontage developments to ensure that facade treatment and set-back are sympathetic to the existing buildings. Some renewal is also desirable in order to avoid unsightly dereliction.
- 1.3 While there is a relatively plentiful supply of suitable development sites within the village (See Fig. 1), including lands owned by the Council, development has largely consisted of "one-off" dwellings along the main road excepting that undertaken directly by the Council.
- 1.4 Deficiencies in services, both in regard to water supply (bored well source, inadequate storage) and drainage (access to sewers and effluent disposal inadequate), need to be remedied if village development is to be encouraged.
- 1.5 Glenbower Wood, adjacent to the village, is an important regional amenity which has the potential to further enhance Killeagh's seasonal tourist trade. In the context of the development of a touring route on the N.25 from Youghal to Cork, it is desirable that the entrance to the wood from the village be properly sign-posted and improved. The Council will co-operate with the Department of Fisheries and Forestry, Cork/Kerry Tourism, and with local interests in achieving this.
- 1.6 Protection of the wooded areas along the banks of the Dissour River and to the north of the village, creation of an amenity walk linking the Council's housing scheme on the Cork Road with the access to Glenbower Wood (See Fig. 1) and the protection of the village's attractive main street buildings is also proposed.
- 1.7 The creation of some small local industrial enterprise is considered necessary to provide a basis for sustained village growth. Involvement of the community in such a venture could provide the stimulus required. The former Church of Ireland Church or former Church cottage (Lynch's hatcheries) would appear to have potential for conversion to appropriate employment uses.

KILLEAGH



ENVIRONMENTAL SCHEME

KEEP FREE FROM DEVELOPMENT PROVIDE VILLAGE PARK

RE-ALIGN ROAD

RETAIN TREES

FIG. 1 : Dungourney

-  Development Site
-  Access Point
-  Development Limit

1. Situated about 10 km. north-east of Midleton, on the main road to Rathcormack, the village is considered suitable for development in order to stabilise population decline in it's rural hinterland.
2. Dungourney's location on the regional route R.626 linking Midleton to the Cork - Dublin road, N.8, at Rathcormack confers some potential benefits on it, particularly if the proposed up-grading of this intra-County road is undertaken¹.
3. Services in the village are inadequate at present with a water supply that is deficient in the more elevated areas and a public drainage system which is at capacity. The Council will endeavour to secure improvements to these in order to stimulate further development.
4. In-depth housing is preferable to ribboning outside the village, and in this regard the Council has identified lands that are suitable for such (See Map I). In the long-term, a further link road facilitating this is desirable; in the short-term development could take place initially at both ends in the form of clusters served by cul-de-sac roads.
5. An amenity area or central village park would do much to enhance Dungourney. A reservation is made on lands south of the church with a view to its eventual provision. Adjacent to the church, an environmental improvement scheme incorporating the car parking area, would do much to enhance the village in the short-term. The active co-operation and assistance of the church authorities and local community will be sought in this regard.
6. Development proposals are shown on Map I. Their implementaiton will depend on the availability of finance and co-operation of the local community. It will be the Council's policy to achieve them during the plan period.

¹ Refer to Chapter 5, L.U.T.S. Area, Infrastructure.

DUNGOURNEY



FIG. 1 : Castlemartyr

-  Development site
-  Access Point
-  Relief route
-  Allow frontage development
-  Development Limit
-  Conservation Area
-  Feature Building.

CARRIG-TRACE SOUTH

COUNCIL SCHEME

GREAT

CARRIG

CARRIG-TRACE

L L A M U

CARRIG

BALLY-VORISJEEN

LISMAALACHLIN

Castlemartyr

CLASHARINKA

CORRYAHOONA

CORRYAHOONA MORE

Mitchell's Wood

BRIDGETOWN

CARRIG-SHOOD

RETAIN AS AGRICULTURAL AREA

LADY'S BRIDGE

KILLBEE

DRUMADDA BEE

1. Castlemartyr, situated some 8 km. east of Midleton on the N.25, and the adjacent villages of Mogeely to the north and Ladysbridge to the south are treated as a single integrated unit for this plan.
2. Castlemartyr increased its population from 496 in 1971 to 668 in 1981, followed by a marginal decline between 1979 and 1981. Due to their size, population statistics are not available for the other villages. However, both have the capacity for further growth.
3. The "performance" of the villages must be seen in the context of considerable pressure for ribbon development in their environs, particularly along the road to the west of Mogeely. This is clearly undesirable in that it draws off the development potential of the villages into areas lacking in basic services and facilities. The Council will endeavour to encourage the use of infill sites in the combined villages as a realistic and beneficial alternative. Separation of these villages will be maintained by controls on ribboning.
4. Apart from Imokilly Co-Op in Mogeely, local services provide the balance of employment opportunities in the village. Further job opportunities will depend on the extension of both and possibly the development of seasonal tourism-related activities. Consequently, the Council supports the maintenance of the strong local service role of the villages and in particular that of Castlemartyr. Additional shopping provision will be considered in the context of the combined local needs.
5. Castlemartyr has been designated a "village of historic interest" because of its fine townscape and buildings of architectural and historic importance. Protection of the building facades on the Main Street and the nearby ruined Castle will be pursued. A conservation policy for the Main Street incorporating stringent controls on facade alterations and infill developments is proposed. Consideration will also be given to the introduction of a tree-planting scheme along Main Street.
6. Castlemartyr's location on a major touring route makes it a suitable location for tourism-related developments. An examination will be made of how best this potential can be exploited to the benefit of the local community and the assistance of local interests and Cork/Kerry Tourism sought in achieving it.
7. Both water supply and public sewerage facilities are adequate to cater for anticipated demand over the plan period. Utilisation of spare capacity will be pursued through the promotion of village development as shown on Map 1. A reservation will be maintained for the long-term by-passing of Castlemartyr.
8. Development proposals, unless otherwise stated, are shown on Map 1. Their implementation will depend on the availability of finance and the co-operation of the local community.

CASTLEMARTYR

1. The village of Shanagarry and the coastal resort of Garryvoe some 2 km. to the north-east of it are, for the purposes of this plan, considered as a single unit. Located 14 km. south-east of Midleton, the combined settlements constitute a based holiday, day-trip and service centre catering for both local and seasonal needs.
2. Proximity to extensive safe and sandy beaches nearby has resulted in both pressure for ribbon development and caravan parks. There is a resultant danger of continuous development joining the two centres along the connecting road, and also of utilising the entire sea-front for caravan parking, from Ballynamona Wildlife Sanctuary to Ballinwilling beach, east of Garryvoe.
3. These pressures will be met by, in the case of "one-off" housing, allowing serviced roadside frontage development within set limits on the northern side of the road and by encouraging in-depth development, and by accommodating new caravan clusters in small (10-15 units) serviced sites away from the sea-front (See Map 1).
4. Seasonal demands create a shortage in water supply during the summer months. Proposals exist for linking the existing network to the Cloyne/Aghada scheme in order to supplement the local supply, and will be implemented during the plan period. Efforts have been made to encourage the provision of a public group sewerage scheme at Shanagarry but, to date, have been unsuccessful. The Council will, however, endeavour to secure the necessary community support for the proposal as the further development of the village requires it.
5. Coastal erosion has been proceeding along the shoreline in this area for many years and will continue to do so in the absence of adequate protection measures. The Council will secure its coastal holdings as far as possible and will encourage similar measures by other local interests. In this context, provision of a coastal link road joining Ardnahinch to Garryvoe and its continuation north-eastwards to Ballinwilling will be pursued subject to the availability of finance and the co-operation of the local community.
6. The Council will continue to develop its lands at Garryvoe for parking and ancillary recreational uses. Further public car parking will be sought east of O'Brien's caravan centre.
7. Also, encouragement will be given to the establishment of a wider range of entertainment and recreational facilities by private interests provided they are compatible with the based holiday role and day trip functions of Garryvoe. The active involvement of Cork/Kerry Tourism will be sought in this regard.
8. Community initiative in Shanagarry has produced significant beneficial results in the creation of recreational facilities. The Council welcomes and will assist, where feasible, such actions. In a similar context, the protection of the nationally important Ballynamona marshes to the south of Shanagarry will be pursued through dialogue with the various interests involved.
9. Map 1 shows the Council's main development proposals for the next five years. Other objectives have been referred to in this text. Implementation will depend on both the availability of finance and the co-operation of the local community and development interests.

SHANAGARRY/GARRYVOE

FIG. 1 : Ballycotton

-  Development Site
-  Development Limits
-  Protect Ecology
-  Pedestrian Walk
-  Coastal Protection

B A L L Y C O T T
B A Y



1. Ballycotton is an attractive seaside village situated on an elevated headland some 17 km. south-east of Midleton. It functions both as a service centre and seasonal holiday resort to a diverse coastal hinterland. The village has been a regular winner in it's category in the National Tidy Towns competition.
2. Ballycotton, for it's size and limited catchment has an adequate range of facilities and services. As a minor based holiday centre, the Council considers the village has an important role to play in the development of tourism in this area and will seek the active support of Cork/Kerry Tourism and the local community in marketing it's specialist attractions (i.e. deep-sea angling, ornithology).
3. Ballycotton's population increased from 389 in 1971 to 471 in 1979, but declined to 444 in 1981. During the summer this would increase significantly as holiday accommodation, which includes two hotels, is taken up.
4. The influence of the local topography has dictated a linear form for the village, with steeply sloping terrain on the south side and poor accessibility limiting it's development potential. Ribboning along the main road to Shanagarry, in this context, is considered undesirable and emphasis will instead be given to infill and indepth developments including a holiday housing scheme (see Map I).
5. A shortage of water, which results from the higher seasonal demand in the Summer, will be rectified when the proposed connection to the Cloyne/Aghada system is carried out. It is expected that this will be effected during the currency of this plan. The public sewerage system has adequate spare capacity for further development.
6. Local initiative in maintaining the village's inherently attractive character and extending it's amenities will be matched by the Council's supportive actions. In this regard, maintenance and extension of the coastal walk to the south of the village will be promoted in co-operation with local interests. The Council will also endeavour to ensure that the scale and form of the village is maintained through controls on infill and facade alterations.
7. Inadequate depths in the harbour have restricted marine activities and while some localised improvements are proposed the Council will press the Government for a more extensive scheme capable of accommodating local fishing and marine recreational needs.
8. Erosion of the shoreline north of the village is endangering property and threatening the public road. Mindful of the present constraints on public expenditure on this problem, the Council nevertheless considers that a detailed examination is warranted so that longer term measures can be planned. This may also be relevant in the context of the protection of the neighbouring Ballynamona marshes as an area of national ecological importance.
9. Development proposals are, in some cases, detailed more fully on the attached Map I. Achievement of the Council's objectives for the village will be dependent on availability of finance and the co-operation of the local community and other interests.

BALLYCOTTON

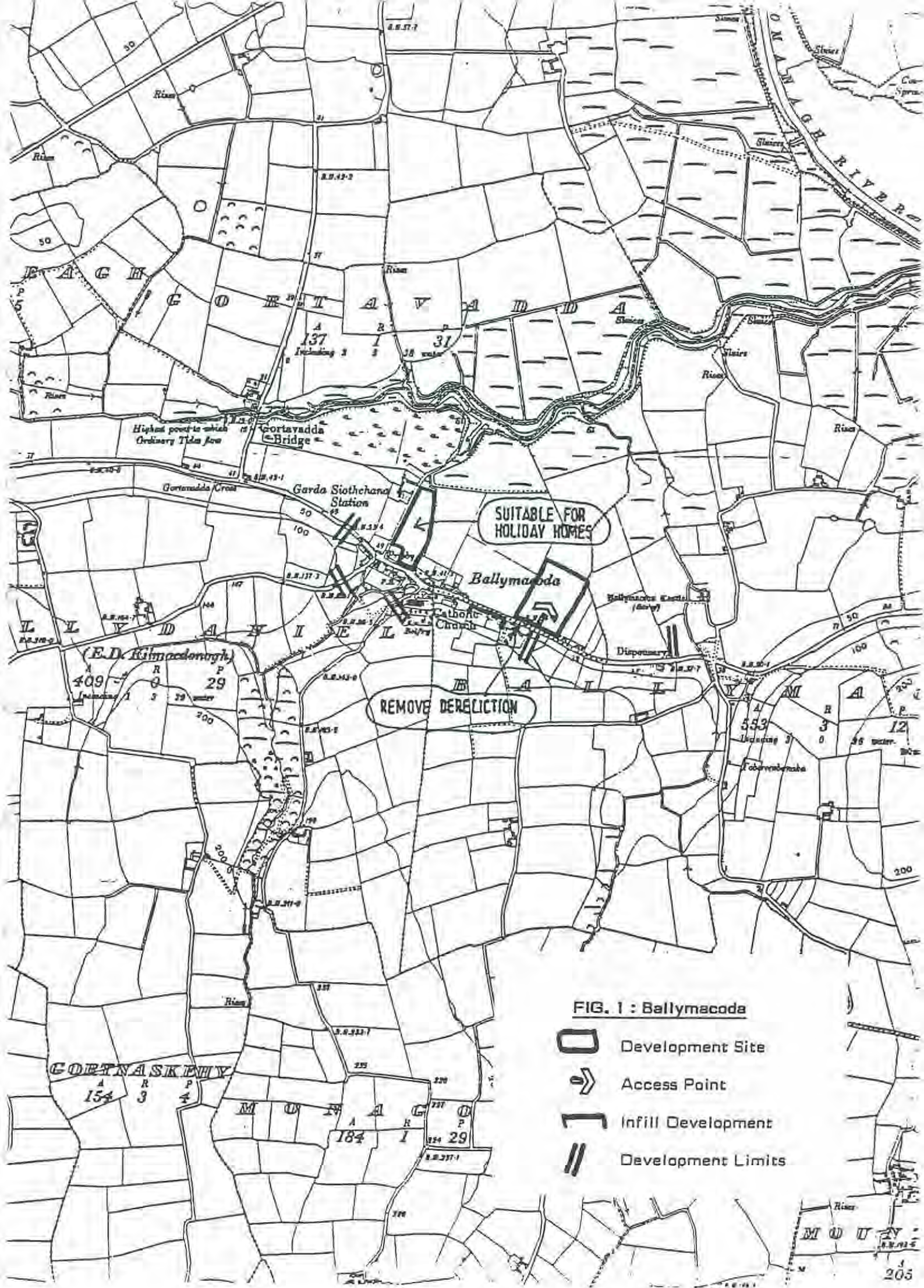


FIG. 1 : Ballymacoda

-  Development Site
-  Access Point
-  Infill Development
-  Development Limits

1. Situated about 10 km. south-west of Youghal, Ballymacoda functions both as a local service centre and - in the context of coastal tourism development - a "gateway" to the Knockadoon peninsula. It is convenient to a wide range of coastal amenities, both at Knockadoon Head and at Garryvoe.
2. The village has an attractive streetscape, recently enhanced by a Council infill housing scheme, and contains a number of picturesque thatched roofed buildings. Combined with the range of services available, the village is considered to have potential for a holiday housing development. This will be promoted as an alternative to scattered housing on Knockadoon Head.
3. Both water supply and sewerage facilities are adequate and capable of accommodating further development.
4. Some dereliction is evident at the east end of the village and the Council will endeavour to secure either renewal or re-development of this area, by maintaining the existing building line.
5. Development proposals are, unless otherwise stated, shown on Map 1. Their implementation will be actively pursued during the plan period, subject to their availability of finance.

BAL LYMACODA

7. The County Council in conjunction with the U.D.C. is developing a new caravan park for Youghal at Claycastle. The construction of this site is considered essential in terms of tourist promotion for Youghal.
8. The inner and outer relief road proposals as shown on Fig. 1 will have a major impact on relieving congestion in the town. The inner relief road will be completed during the plan period. The outer relief route will be reserved, but it is unlikely that construction work will start before the end of the plan period.

1. The population of Youghal and its environs increased by about 9% over the last decade (1971-1981). A moderate population increase is projected over the plan period (see Table I). The 1989 figure is conditional on attracting additional residential development to the town which otherwise might have located in the rural area surrounding the town.

Table I - Population Change 1971-1989

	1971	1979	1981	Estimate 1984	Projection 1989
Youghal Town	5,445	5,796	5,780		
Environs	181	248	275		
Total	5,626	6,044	6,145	6,305	6,600

2. The increased population over the 1984-1989 period will generate a maximum demand for about 230 housing units. Since the undeveloped area within the urban boundary is more than sufficient to cater for development needs over the past 5 years, it has been decided to prepare an environs plan for Youghal.
3. Nevertheless, there are a number of issues of mutual concern to both the U.D.C. and County Council which bear comment, namely:-
 - (a) the location of housing developments outside the town boundary.
 - (b) the provision of additional employment.
 - (c) tourist amenities.
4. As was stated previously, the modest population increases projected for Youghal, are conditional on reducing the level of roadside development in the surrounding rural area. Fig. 1 shows one-off housing permissions that have been granted in the environs area. In a couple of instances, e.g. Barnageehy, this roadside development could be termed ribbon development. Consequently it will be an objective of this plan to curtail incipient ribboning around Youghal and re-direct such development into the urban area.
5. Youghal has an attractive shopping core. Any new retailing proposals for the town and its environs will be viewed by the Council in the context of the County-at-large and Divisional policies and in co-operation with the U.D.C.
6. The reduction in employment opportunities in the town in recent months has received widespread publicity. There are available industrial lands within the U.D.C. including vacant buildings, and both the I.D.A. and U.D.C. have land in the environs to the north of the town which is suitable for industrial/commercial (non-retail) uses (see Fig. 1). There is, therefore, no case for zoning additional land in the environs area in order to encourage further employment. Rather it is a case of industrial promotion of existing opportunities.

YOUGHAL ENVIRONS

AREA AND LOCAL PLANS

1. Youghal (Environs)
2. Ballymacoda
3. Ballycotton
4. Shanagarry/Garryvoe
5. Castlemartyr
6. Dungourney
7. Killeagh

MAP 11.4

YOUGHAL & EAST CORK COASTLINE

Major, minor centres

B - Based holiday

D - Day trip

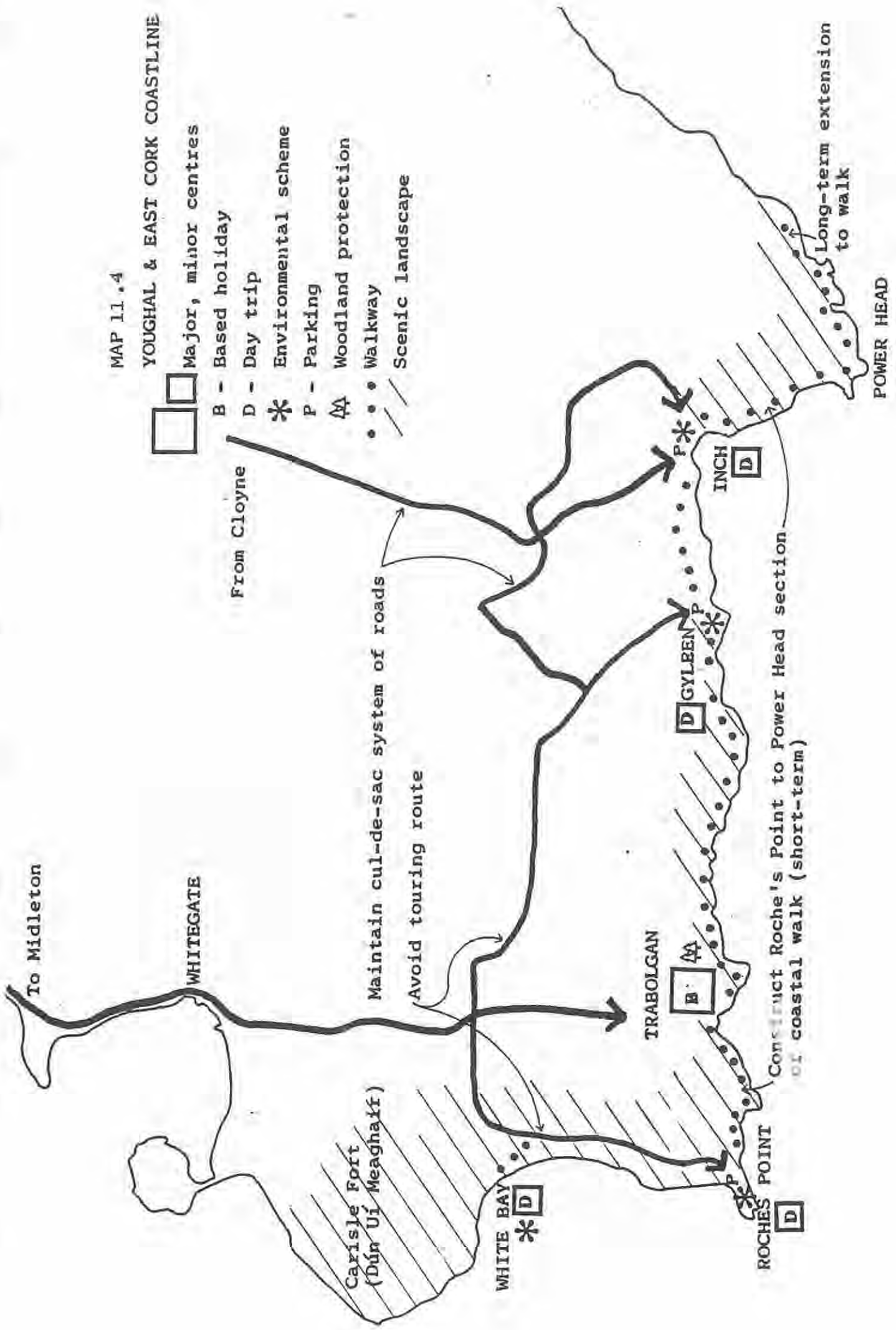
* Environmental scheme

P - Parking

Woodland protection

Walkway

Scenic landscape



From Cloyne

Maintain cul-de-sac system of roads

Avoid touring route

To Middleton

WHITEGATE

Carisle Fort
(Dún Uí Meagháif)

WHITE BAY

TRABOLGAN

GYLBEN

INCH

ROCHES POINT

Long-term extension to walk

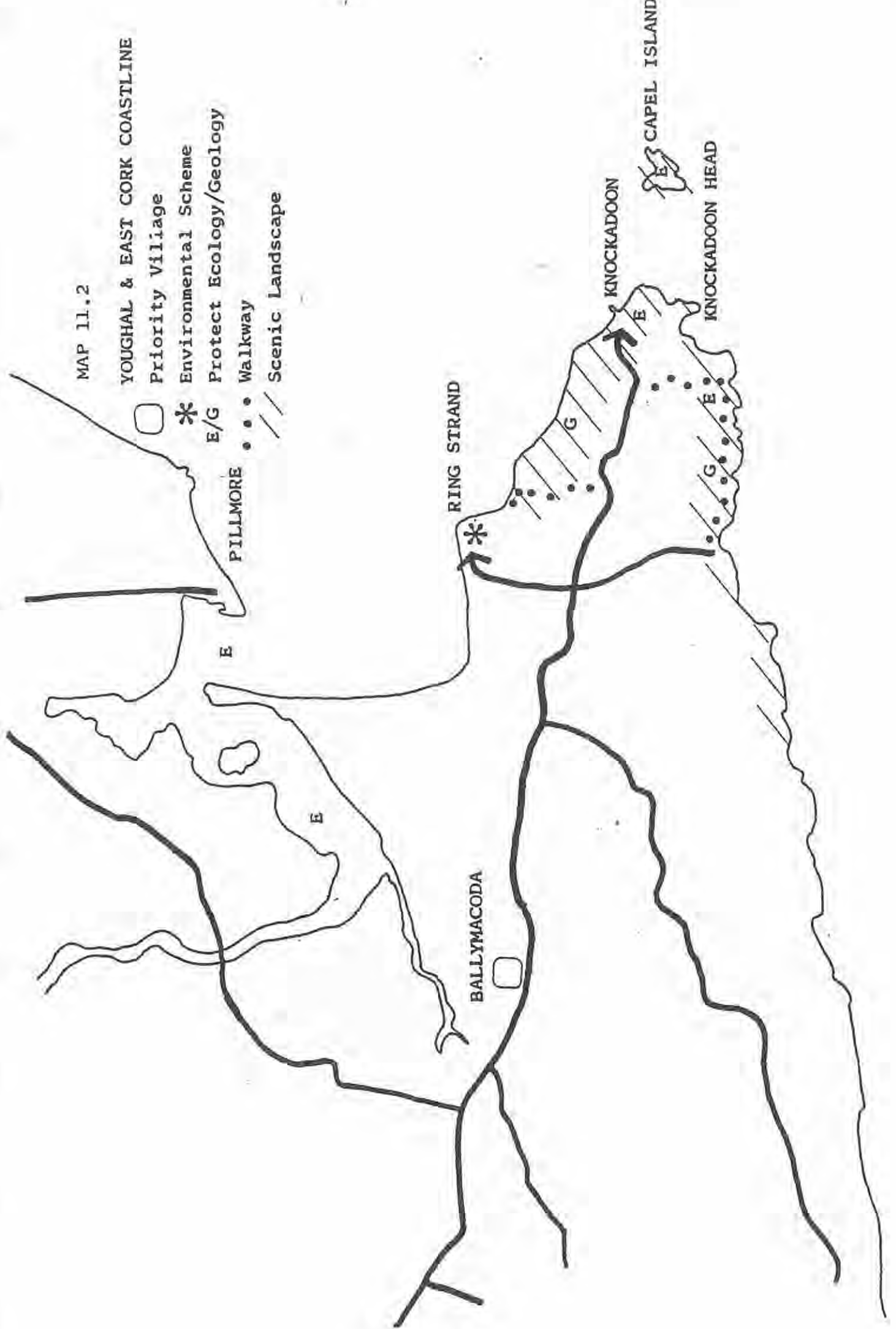
POWER HEAD

Construct Roche's Point to Power Head section of coastal walk (short-term)

MAP 11.2

YOUGHAL & EAST CORK COASTLINE

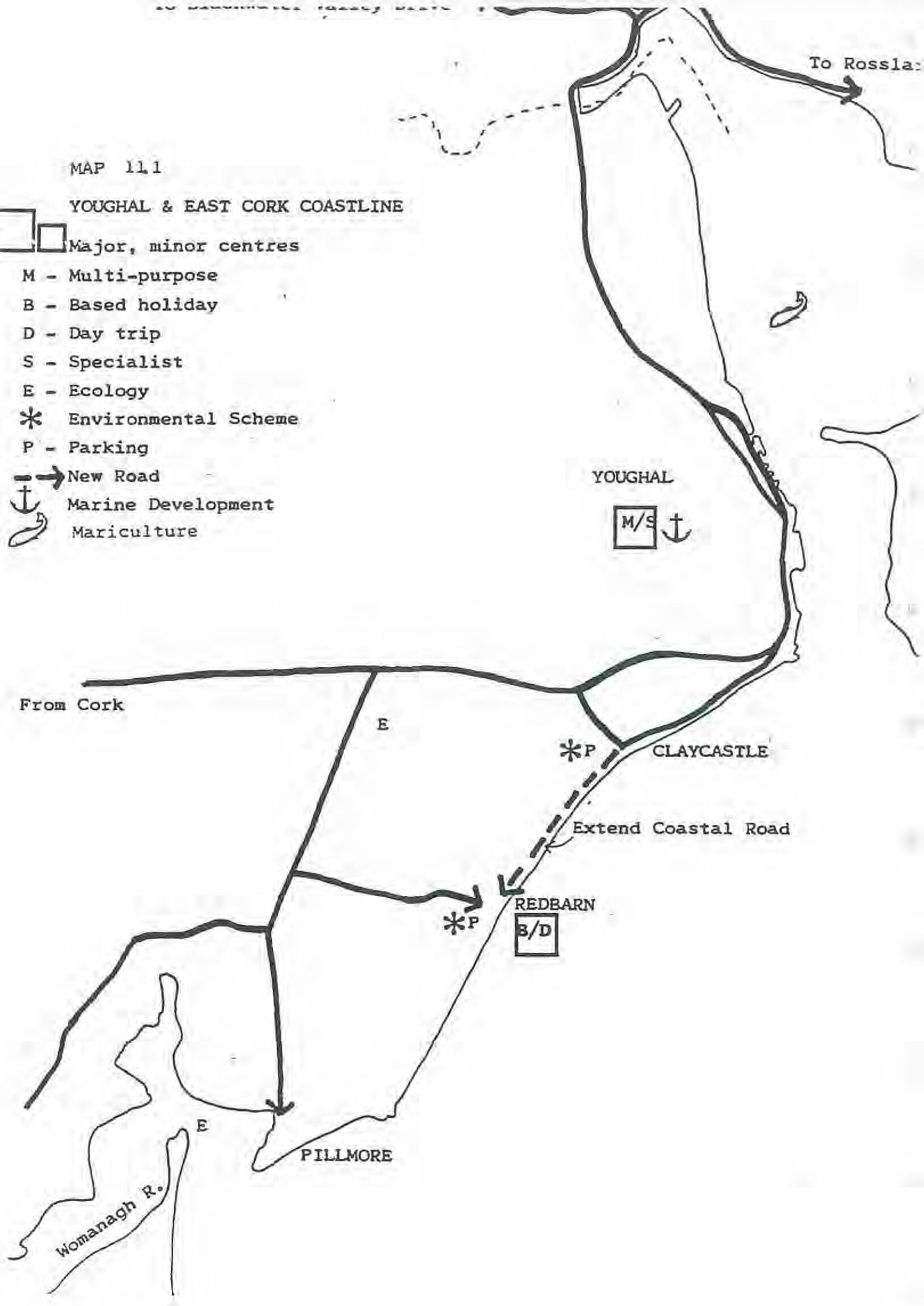
- Priority Village
- * Environmental Scheme
- E/G Protect Ecology/Geology
- Walkway
- // Scenic Landscape



MAP 111

YOUGHAL & EAST CORK COASTLINE

-  Major, minor centres
- M - Multi-purpose
- B - Based holiday
- D - Day trip
- S - Specialist
- E - Ecology
- * Environmental Scheme
- P - Parking
-  New Road
-  Marine Development
-  Mariculture



- 2.18 Development which would detract from these areas will be strictly controlled and guided to suitable alternative locations.
- 2.19 Serious erosion of the shoreline at Ballycotton and Garryvoe has taken place over a prolonged period. The Council is concerned at the lack of State support for essential works at Ballycotton and will continue to press for a special subvention. In respect of its foreshore holdings at Garryvoe, the Council has stabilised the shoreline and will extend such measures to other future acquisitions along this heavily used coastline.
- 2.20 Some potential exists in the Blackwater estuary at Youghal for the development of an extensive mussel fishery. The Council will encourage the establishment of such.
- 2.21 Subject to availability of the necessary finance, environmental works are proposed for a number of locations along the coastline. These, along with the foregoing proposals are shown on the maps that follow.

- 2.8 As Youghal also possesses a good range and quality of tourism accommodation, has excellent shopping and a diverse range of recreational facilities and is itself a "heritage town" of some stature, the town effectively caters for all three recreational categories.
- 2.9 Promotion of the town and its development for tourism and holidaymaking should ensure that the sensitive historic area and quaysides are renewed. In this context, the Council is aware of the significant progress that has already been made by the U.D.C. in conjunction with Cork/Kerry Tourism.
- 2.10 Further facilities such as the provision of a caravan park at Claycastle capable of catering for touring caravans, the exploitation of the lower Blackwater, and the extension of a coastal promenade to Redbarn would consolidate Youghal's ability to cater for the different user groups. The Council will, in conjunction with the U.D.C. and Cork/Kerry Tourism, ensure that a touring caravan site is provided at Claycastle.
- 2.11 Due to the irregular and peninsular nature of the coastline between Youghal and Cork and the difficult road network, a coastal touring route is not proposed.
- 2.12 Youghal and Ballycotton are the principal ports along the east Cork coastline which have the capacity to accommodate further development. Although attracting some renewed commercial traffic in recent years, Youghal's port facilities are limited. Unless some special local circumstances justify it - as at Kinsale, - shipping tonnage is likely to remain low. It has, however, potential access to deeper draught vessels. Removal or lowering of the bar at the harbour entrance would ensure access over a broader tidal range.
- 2.13 The provision of a yachting marina at Youghal would do much to enhance the town's tourism role and could lead to renewal of water-front properties. A number of other constraints are known to exist, however, and would require concerted action by the U.D.C., local harbour authorities and existing users.
- 2.14 Inadequate water depths in Ballycotton have also inhibited marine activity and local fishermen have had to re-locate elsewhere. Recently, the government agreed the provision of monies to improve marine safety and lifeboat berthage. These works will commence shortly and should, when completed, also improve conditions for fishing to some extent.
- 2.15 Intensification of the port's fishing activities is desirable as this would add further to the specialist attractions of Ballycotton and might find its practical manifestation in a seasonal fish-market.
- 2.16 The principal landscape areas meriting protection are shown on Maps 13.1-13.4 and include the Cork harbour entrance (of national importance) at Roches Point, Roches Point to Gyleen, Power Head, Ballycotton and Knockadoon peninsulas and the lower Blackwater estuary.
- 2.17 Important features are the Ballynamona marshes, between Ballycotton and Garryvoe (of regional ornithological status) and the heathland and geological structure at Knockadoon Head. Capel Island and Ballycotton as well as the woodland at Trabolgan, the Womanagh River estuary at Pilmore and Ballyvergan marsh at Youghal are further features worthy of protection.

Table 18 - Youghal and East Cork Coastline. Functional Roles





Centre	Status	Primary Function	Other Function	Policy Emphasis
Youghal*	Major	Multi-purpose.	Specialist (fishing, boating, sailing, historic).	Conservation (old town) and development and promotion as touring and based touring centre.
Redbarn	Major	Based holiday and day trip.		Development as based holiday centre.
Pilmore	Minor	Conservation	Specialist (ornithological)	Conservation and development control
Knockadoon Peninsula	Minor	Based holiday	Specialist (ecological)	Development as based holiday centre.
Ballynamona	Major	Conservation	Ornithological	Conservation
Ballycotton	Minor	Specialist (fishing ornithological) main access to coast walk.	Conservation based holiday	Promotion of specialist attractions.
Inch	Minor	Day trip only.	Access to coast walk.	Development control renewal.
Gyleen	Minor	Day trip only.	Access to coast walk.	Development control renewal.
Trabolgan	Major	Based holiday and day trip.	Access to coast walk.	Development and promotion as based holiday centre. Conservation (woodlands).
Roches Point	Minor	Day trip only.	Main access to coast walk	Development control and access to coast walk.

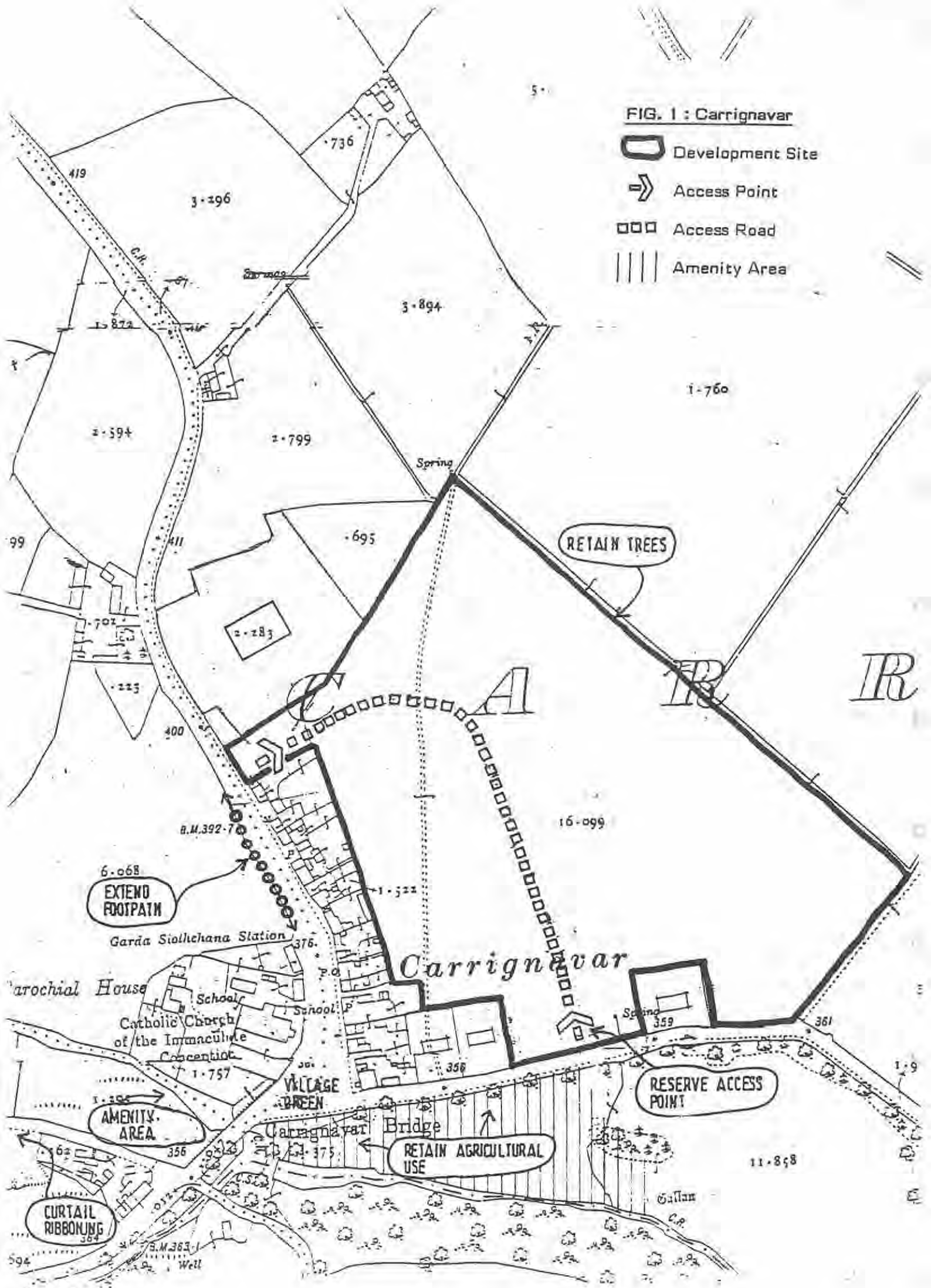
* Town functions as a day recreation, holiday based and touring centre. It's development is the responsibility of the local Urban District Council.

- 2.0 Youghal and the east Cork coastline must be viewed in the context of both recreational demands emanating from the rapidly urbanising L.U.T.S. area, with its associated daytripping and holiday base requirements, as well as the main regional tourist movements inland of the coast and notably between the Rosslare ferry port and Cork City.
 - 2.1 With the exception of Youghal and Ballycotton, marine activities are limited to occasional fishing and recreational activities of a relatively minor nature at a number of other locations¹.
 - 2.2 The greatest impact on the coastline results from the proximity to the City and "satellite" towns, with even parts of West County Waterford being affected by the day tripper.
 - 2.3 A wide range of destinations, (with considerable beach capacity compared to areas west of Cork harbour), attract this type of user. There is an overlap in some locations, notably the Garryvoe and Youghal areas, with the based holidaymaker. Youghal itself is a multi-purpose centre catering for both day recreation, holiday based and touring demands.
 - 2.4 A range of centres catering for day recreation needs is defined in Table 18. Some of these e.g. Roches Point, Gyleen and Inch will be maintained more or less as they are with the minimum of support facilities commensurate with demand. Others like Garryvoe, Youghal and to a lesser extent, Ballycotton, will be encouraged to grow and provide a wide range of support facilities for increased day recreational demands.
 - 2.5 Youghal/Redbarn and Garryvoe/Shanagarry and more recently Trabolgan are the main holiday base centres in the area. Ballycotton is a minor centre. The pre-dominant emphasis on caravan parks and mobile homes in the former will continue, subject to service or amenity constraints on size and location. The more varied accommodation base of Youghal will benefit from the multi-purpose nature of the town in attracting the widest variety of user groups. Ballycotton is unsuited to caravan park development and the fragile nature of the village should be protected from insensitive new developments which might threaten it on grounds of scale or design.
 - 2.6 The provision of supplementary support facilities e.g. entertainment, eating facilities will be encouraged at Garryvoe/Shanagarry, and to a lesser extent at Redbarn subject to the protection of Youghal's pre-eminent role in this respect. Promotion of the specialist attractions of Youghal and Ballycotton will be undertaken with the co-operation of Cork/Kerry Tourism.
 - 2.7 Youghal is the only coastal town in East Cork which is directly on the main touring route from Rosslare to Cork. The town situated at the head of the Blackwater River also gives access to the lower estuarine spur of the Blackwater Valley Drive. Its location and distance from the next major touring centre of Cork City makes it an ideal touring centre.
- ¹ The potential of both Youghal and Ballycotton to attract increased marine activity will be considered as part of the coastal policy.

YOUGHAL & EAST CORK COASTLINE

FIG. 1 : Carrignavar

-  Development Site
-  Access Point
-  Access Road
-  Amenity Area



1. This village of less than 200 inhabitants is attractively situated some 8 km. north of Cork City. Accessibility to it, via minor roads, is good and it is also convenient to Whitechurch.
2. Because of its range of services and facilities, which include a post-primary school and a swimming pool, Carrignavar is considered suitable for designation as a "priority village" capable of accommodating one-off housing demands in the surrounding rural hinterland.
3. Consolidation of the village should also ensure the continuing viability of its service function. In this regard, it is desirable that the ribboning to the south of the village and along the Whitechurch road be curtailed and directed into more central sites within the village. The Council will consider assisting this objective through the acquisition of land for both private and Council housing.
4. The present water supply is adequate and can be improved if necessary. However, the sewerage system is at the limit of its capacity and the treatment works will have to be extended if further development is to be accommodated.
5. The Council acknowledges the efforts of the local Community Council over the years in enhancing the amenities of the area and looks forward to continuing co-operation in the further development of the village. In this context, a tree planting scheme for the village would be worthy of consideration.
6. Development proposals, are unless otherwise stated, shown on Map 1. It will be the Council's policy, subject to the availability of finance, to achieve these proposals during the currency of this plan.

CARRIGNAVAR

1. Kerry Pike, a small village between Blarney and Cork City, has a purely residential function with almost all other facilities ancillary to this use.
2. The pattern of development consists of linear roadside development between Tower and Mackey's Cross. Woodlands, a low density development of 36 bungalows, provides the only exception.
3. While water pressure in the village is excessive at present due to the elevated nature of the service reservoir, supply of water is not much greater than demand. A proposal to construct a new 100,000 gallon reservoir at Clogheen will greatly increase Kerry Pike's supply and will enable the pressure problem to be eliminated.
4. At present there is no public sewerage system in the village. Drainage is via individual septic tanks, and in the case of Woodlands via an extended aeration unit.
5. As part of a development proposal for a new school in the village, an arrangement has been entered into with the school authorities, who have agreed to lay a 9" sewer from the proposed school site to the aeration unit at Woodlands. The Council will extend the existing aeration unit to give treatment capacity for 1,000 people when this proposal is proceeded with.
6. The village's population increase over the past decade or so has been dramatic (see table below). With the implementation of the drainage scheme, there is considerable scope for future growth.

Table - Population Increases in Kerry Pike 1971-1984

1971	1979	1981	1984(estimate)
231	322	376	440

7. On foot of the commitment by the school authorities to lay a public sewer, an outline permission has been granted for 68 houses on a site to the rear of the school. Allowing for existing residential development, planning commitments and potential infill opportunities, an additional 70 housing units could be accommodated in low density estate developments. At that point the entire capacity of sewage treatment works would be utilised.
8. The Council will encourage the development of Kerry Pike as an alternative to rural and ribbon development in the surrounding area. In particular, development will be encouraged on the south side of the village in order to provide a more compact village core. Further development in the village will be permitted in accordance with the limitations of the attached village plan map. In general, in-depth residential development to a maximum gross density of 5 units to the acre.
9. It will be an objective of the Plan, to extend the existing sewage treatment plant and to augment the water supply to the village by the construction of a new reservoir at Clogheen.
10. Retailing and other commercial developments serving village needs will be facilitated.

KERRY PIKE

(c) tree preservation orders will be prepared for woodlands on either side of the main road and at Monacnapa Wood.

(d) proposed developments on lands designated scenic landscape will be strictly controlled on the basis of their visual effect on the area.

3.18 Low density residential development will be permitted on land thus zoned, subject to a single access and retention of the belt of trees fronting the Main Road.

3.19 Consideration is being given to the development of the Council's 6.5 hectare site at Boolypatrick for a joint venture housing scheme. The density of the scheme will be compatible with adjoining housing.

3.20 Shournagh River

This river valley on the Leemount-Kanturk road is particularly scenic. Considerable roadside development has been carried out in recent years. Further development on this road will be discouraged.

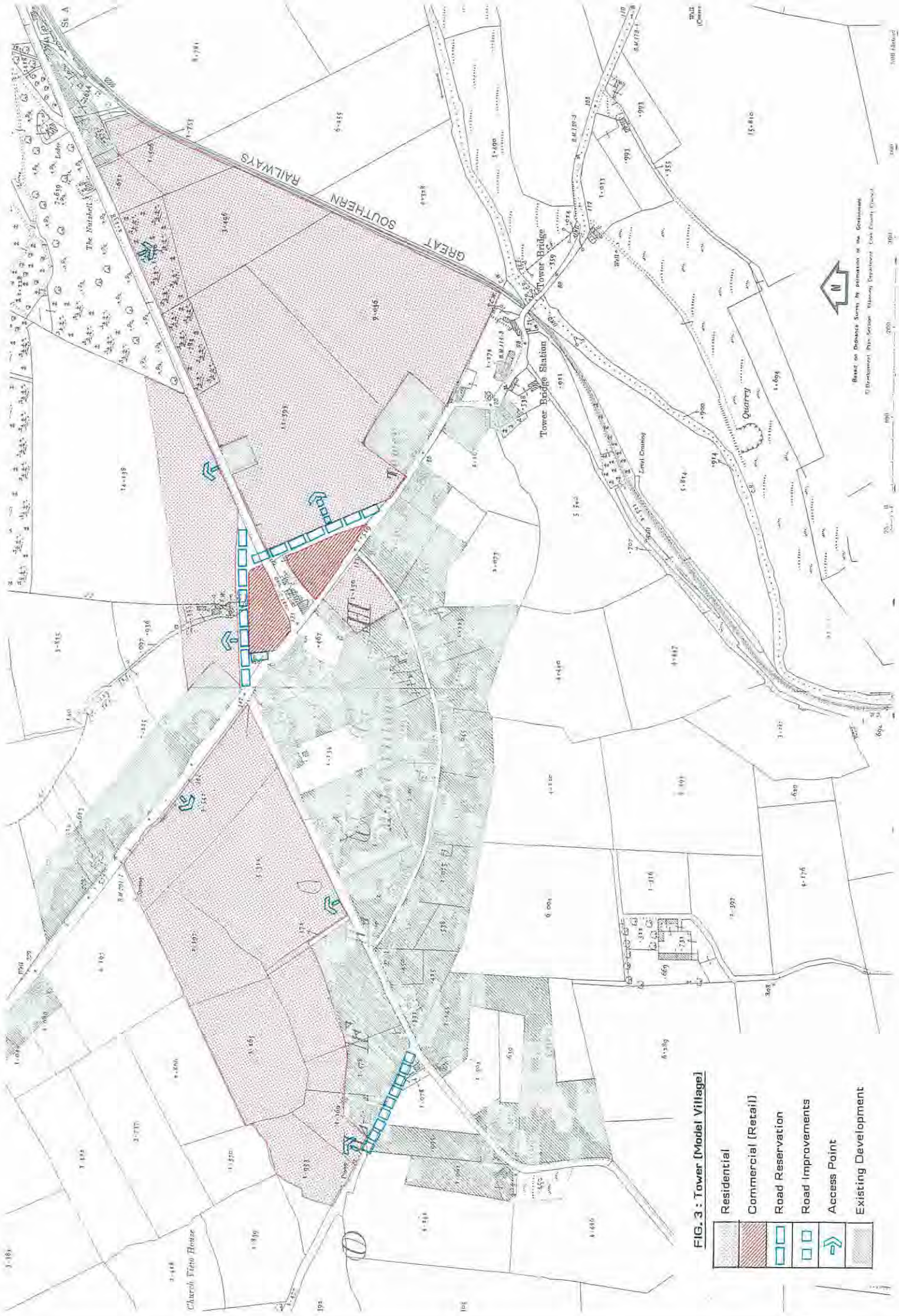













FIG. 3 : Tower (Model Village)

	Residential
	Commercial (Retail)
	Road Reservation
	Road Improvements
	Access Point
	Existing Development

Based on Distance Survey by permission of the Government
 © Development Plan Section Planning Department, Cook County Council



FIG. 2 : Blarney Village

-  Existing Development
-  Commercial (Retail)
-  Industrial
-  Residential
-  Open Space
-  Heritage building/site
-  Pedestrian Way
-  Road Reservation
-  One Way Traffic Flow
-  Environmental Scheme
-  Access Point

CROSSHAVEN & BAYS

1. The general planning policy is based on a distinction between functions for the various bays and Crosshaven village, as well as a general traffic concept. Furthermore, the area is of high scenic quality and provides for a large number of attractive pedestrian walks.
2. The traffic concept for the area is represented in Fig. 1. It is based on a system of spur roads leading to the shoreline with pedestrian links in between. Car traffic between the various bays is thus discouraged, while the provision of adequate car parking facilities at the end of each spur road (as close to the beach as possible) forms a vital element of the concept. Cars going to the main day-trip beaches (Myrtleville and Fountainstown) do not have to pass through Crosshaven village. Access to the other bays, however, requires traversing the village.
3. Crosshaven should attract most of the demand for housing development in the area. However, pressures for individual housing sites close to the sea and with panoramic views, will remain. In order to avoid uncontrolled, scattered development, sites have been indicated which are considered suitable for cluster-type development.
4. Crosshaven village

Crosshaven will continue to fulfil its traditional role as a major holiday centre for many City residents. Here the emphasis will be on renewal through an upgrading of the holiday housing stock and the physical environment. New developments of well designed permanent and properly situated holiday homes will be encouraged.
5. Two areas have been indicated for residential development. These represent existing planning commitments and Council housing development. A further site near the yacht club is considered particularly suitable for a high-quality holiday housing complex.
6. Protection of the attractive urban character of the older village core is considered essential to the maintenance of Crosshaven's tourism role. In this regard, acquisition and renewal of Crosshaven House by the local community is exemplary. The Council will co-operate with the local community in the promotion of Crosshaven House and grounds as a centre for social and cultural activities.
7. Infill development and alterations to facades to the older village core will be subject to stringent controls; assistance will, however, be given on an advisory basis by the Council.
8. Ribbon development along any of the roads leading out of Crosshaven will be discouraged, while the shore road to Carrigaline will require stringent controls because of its status as a scenic route.
9. Camden Fort

The opportunity to open up the fort to the public as a public museum will be investigated.
10. The provision of a small car park adjacent to the existing viewpoint is desirable.
11. Consideration will be given to the improvement of the pedestrian walk to Graball Bay in order to encourage its more extensive use.

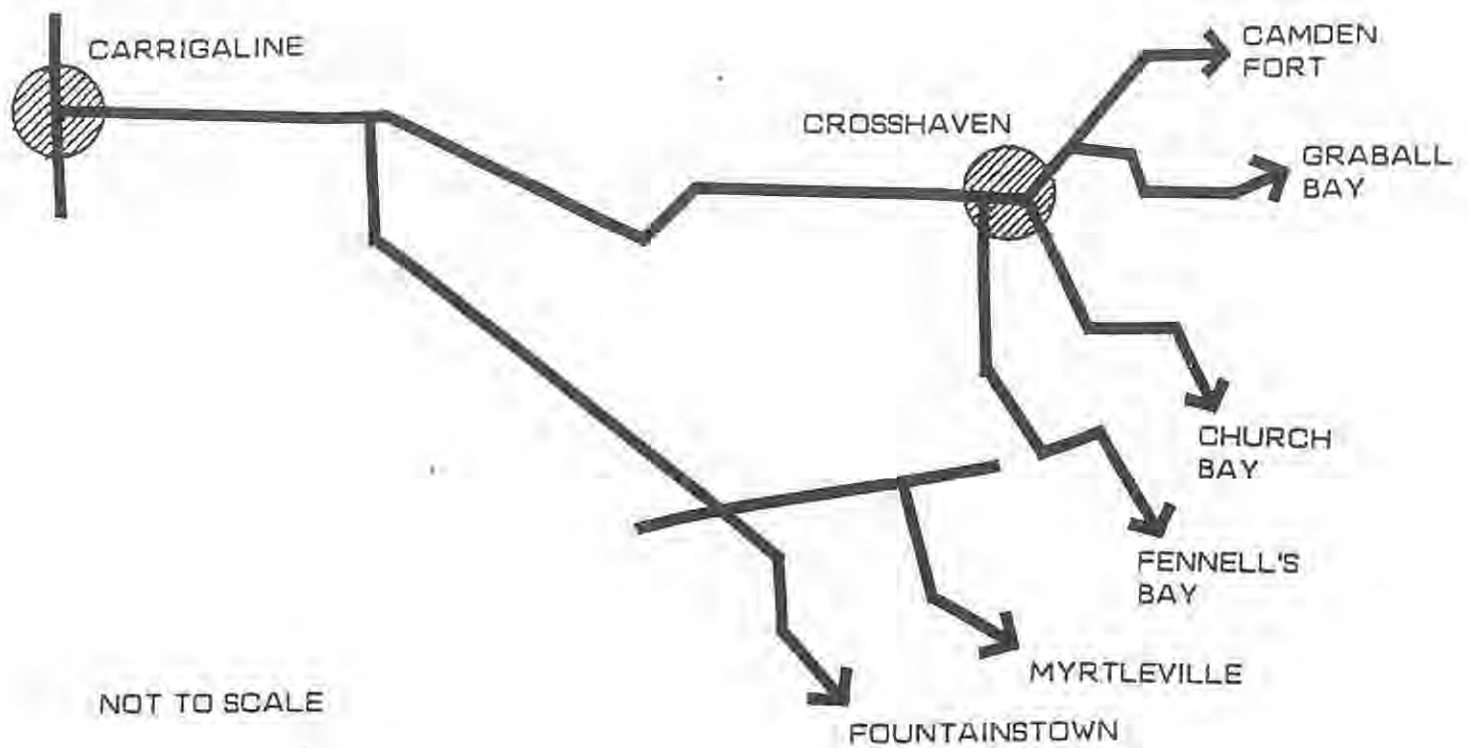


FIG. 1 : TRAFFIC CONCEPT

12. Graball Bay

A considerable amount of holiday-home development has taken place over the years. In view of limited capacity and poor access, the bay is not suitable for day-trip activities while significant increases in based holidaying should not be allowed either. Although areas have been indicated for housing development, such development should only take place through the replacement of older chalets, most of which are in poor condition.

13. The possibility of providing a small sewerage scheme (e.g. communal septic tank) will be investigated.

14. A reservation for a new access road has been held but implementation is unlikely in the foreseeable future.

15. Church (Poulnacallee) Bay

Some housing development could be allowed adjacent to the existing Council scheme, provided that drainage into the existing sewer is possible. However, further development towards Crosshaven will not be allowed, in order to separate Crosshaven village from the housing development around Church Bay.

16. A pedestrian walk which leads to Templebreedy Church, will be preserved and where possible improved.

17. Fennell's Bay

Only a modest increase in both based and day-trip activities can be allowed. Consideration will be given to the provision of a small car park in the location where informal car parking already takes place.

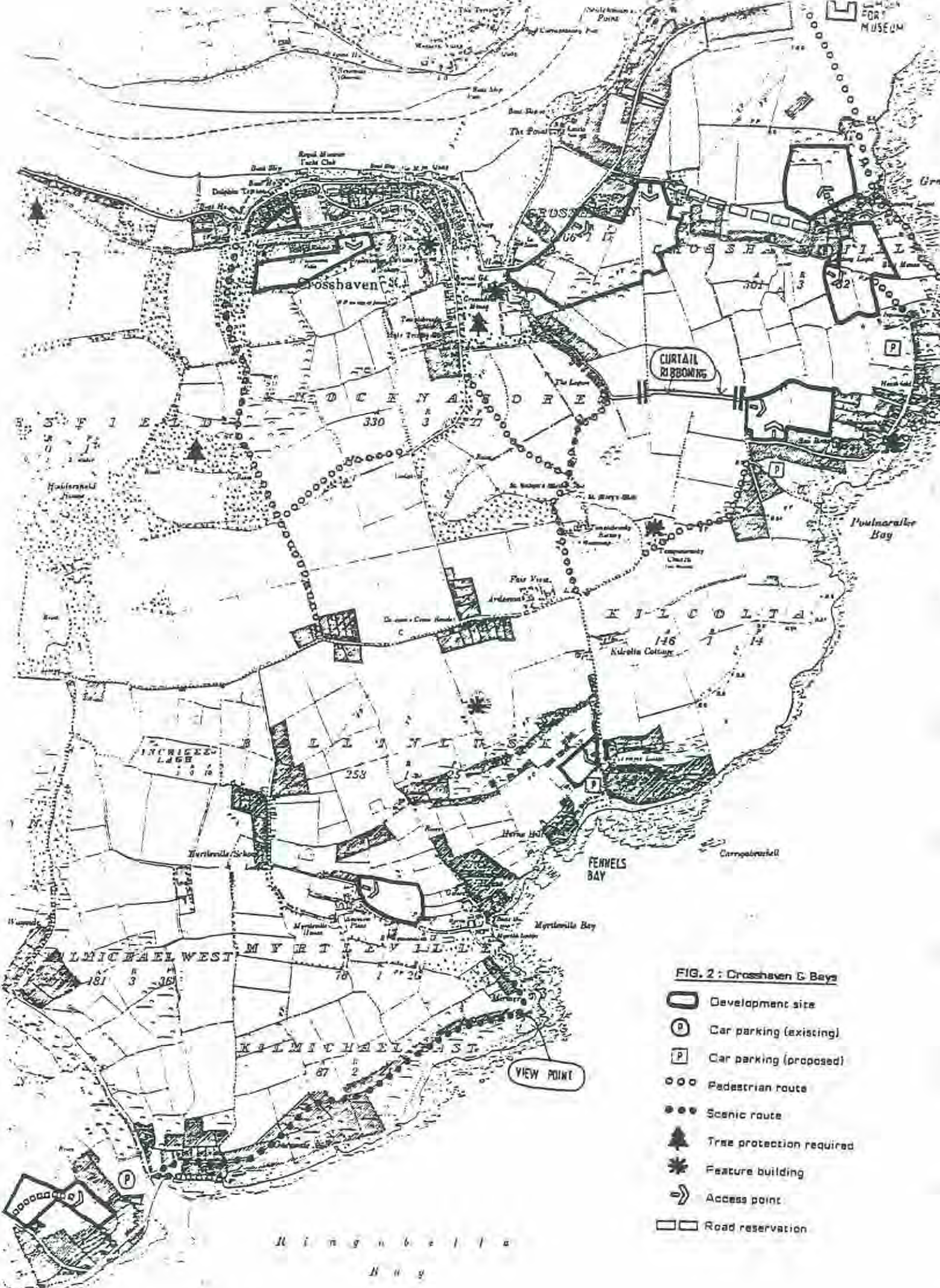


FIG. 2 : Crosshaven & Bays

-  Development site
-  Car parking (existing)
-  Car parking (proposed)
-  Pedestrian route
-  Scenic route
-  Tree protection required
-  Feature building
-  Access point
-  Road reservation

M i n g o b e l l a
B a y

18. Myrtleville Bay

Much of the housing development that took place in recent years has poor access and consequently ribboning should be discouraged.

19. The site indicated for housing development can provide for low-density development with good views of the sea; design controls¹ will be applied to ensure that new units harmonise with the landscape.

20. While the bay attracts both based and day-trip visitors, opportunities to improve car parking facilities are extremely limited.

21. Fountainstown Bay

This is the most suitable and most popular beach for day-trip tourism. Good access makes it also suitable for (further) facilities for caravan parking. Improvements in the area's drainage are, however, desirable.

22. Sites have been indicated for a small caravan park as well as for housing development, subject to adequate sanitary facilities being provided.

23. A car-park has been provided in recent years. Some further environmental improvements have been planned.

24. Use of the road between Myrtleville and Fountainstown as a pedestrian route will be encouraged; use by cars will be discouraged accordingly. Seaward views from this road will be protected by prohibiting obstructions (e.g. high fencing, screen planting) and by restricting new development.

¹ Refer to pamphlet "Building in the Countryside", Cork County Council.

MINANE BRIDGE

1. This small village, situated some 7 km. south of Carrigaline and on the main route to the coastal resorts of Ringabella, Robert's Cove and Rocky Bay, is considered to have a useful role as a local service centre.
2. While the water supply is more than adequate, there are no public sewerage facilities. However, as it is expected to accommodate only limited development over the next five years, a septic tank should be sufficient to cater for drainage requirements.
3. Capacity exists for frontage development, and in-depth Council housing, to the east of the village as far as the stop limits. The Council will also encourage housing development along the side-street running north of the village as shown on Map I.
4. New developments should, as far as possible, respect the scale and character of the village by maintaining existing building lines and by the selective use of materials and facade treatment.
5. An investigation will be made of the feasibility of providing a small village park (or green) between the Catholic Church and the river. The removal of unsightly wrecked car bodies to the north of the village will also be pursued.
6. Development proposals are, unless otherwise stated, shown on Map I. Subject to the availability of finance, it will be the Council's policy to achieve these over the next five years.

KINSALE CATCHMENT

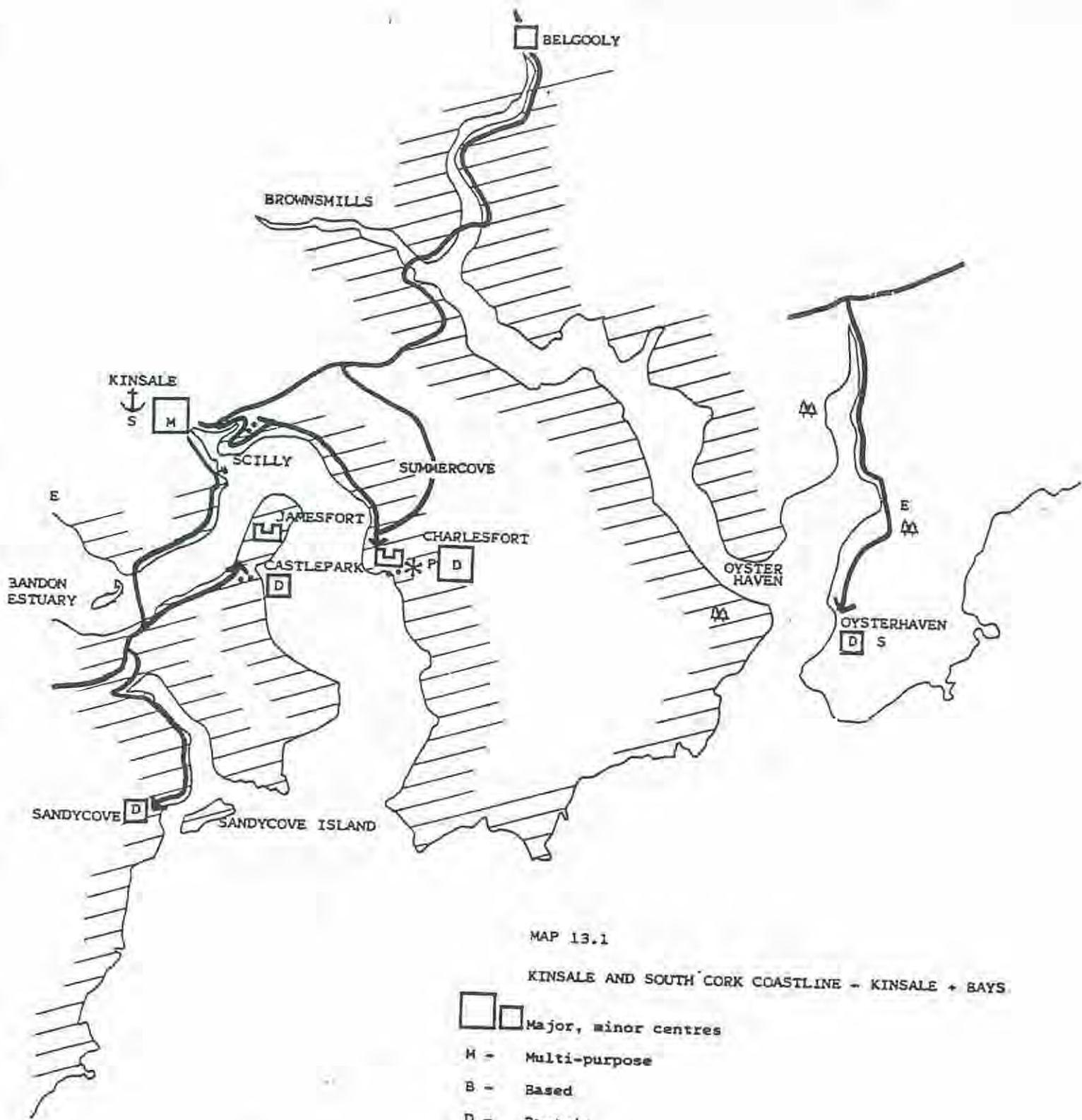
- 4.0 The coastline from Rocky Bay to Timoleague must also be considered in the context of both the recreational demands of the L.U.T.S. and Bandon areas as well as general tourist demands.
- 4.1 The area has a number of small beaches with limited capacity but in addition larger beach areas at Harbour View/Coolmaine and Garretstown cater for intensive seasonal use.
- 4.2 With the exception of Kinsale which has recently had a revival in terms of commercial port usage, other harbours are only suitable for occasional fishing and marine recreational activities.
- 4.3 The general planning policy for the area is based on a functional distinction being made between the various coastal amenities (see Table 20). A range of centres catering primarily for day-trip activities have been identified. Because of limited beach capacity or other recreational resources, it will be the Council's policy to limit development other than the provision of basic support facilities like car parking, at Oysterhaven and Harbour View/Coolmaine. Active promotion of Garretstown and Kinsale as day trip centres will be effected through amenity provision and the development of recreational resources¹.
- 4.4 Kinsale and Garretstown are the main based holiday centres with Garretstown primarily catering for non-permanent accommodation (i.e. caravans, mobile homes). The emphasis on well-designed and properly situated holiday housing in the former and non-permanent units in the latter will continue.
- 4.5 Kinsale is unsuited to large scale caravan park development and its image could suffer from inadequately serviced or badly sited parks. The disproportionate adverse impact of the caravans illegally parked near Charlesfort is evidence of this. The Council feels, however, that a well-managed touring van site may be feasible either to the immediate north of the town or alternatively in the Garretstown area. Investigations will concentrate on these options with a view to identifying a site and operator.
- 4.6 Holiday based development in the Harbour View/Coolmaine area should be restrictive of non-permanent accommodation. Some limited scope exists for low-density holiday housing at Harbour View but more acceptably in Kilbrittain village nearby. Similarly low-density holiday housing in Oysterhaven is preferable to caravan developments in order to protect the long-term potential of the area.
- 4.7 Improvement of supplementary support facilities e.g. entertainments, seasonal service outlets, will be encouraged and facilitated at Garretstown, with the assistance of the local community. In conjunction with Cork/Kerry Tourism and the U.D.C., the specialist attractions of Kinsale will be promoted.
- 4.8 Kinsale, in its role as a multi-purpose centre, has a quality image, which coupled with its specialist attractions i.e. sailing, cruising, deep-sea fishing, historic town and excellent cuisine, makes it internationally known. Promotion of this image and the further enhancement of its amenities will be undertaken in co-operation with the U.D.C. and Cork/Kerry Tourism. Conservation of the heritage town and its scenic environs will also be undertaken in co-operation with Kinsale U.D.C.

¹ Refer to local plans.

Table 20 - Functional Roles



Centre	Status	Primary Function	Other Functions	Policy Emphasis
Oysterhaven	Minor	Day trip only.	Specialist (yachting, fishing, board-sailing).	Development control.
Charlesfort	Major	Day trip only.	Specialist (access to Fort)	Development control and amenity works.
Castlepark	Minor	Day trip	-	Development control.
Sandycove	Minor	Day trip.	-	Development control.
Garrettstown Garrylucas	Major	Day trip and holiday based.	Specialist (ornithological locally and nearby).	Development, renewal and amenity works.
Kilbrittain	Minor	Based Holiday	-	Development as based holiday centre.
Howe's Strand	Minor	Day trip only.	-	Development control.
Coolmain	Minor	Day trip only.	Specialist (board sailing).	Development Control and amenity works.
Harbour View	Minor	Day trip.	-	Development control and amenity works.
Kinsale	Major	Multi-purpose.	Specialist (deep sea fishing, yachting, historic, food)	Conservation (old town development and promotion as touring and based centre.

- 4.9 Like Youghal, Kinsale's historic evolution is manifested in the built-form of the town and the coastal fortifications at Charlesfort and Jamesfort.
- 4.10 Ballinspittle, Kilbrittain and Timoleague could profit from the development of touring traffic on the R.600 linking Kinsale with Clonakilty. Opportunities to avail of such will be promoted by the Council in co-operation with local community groups.
- 4.11 Due to the indented nature of the coastline, west of Cork Harbour, the road system is not amenable to the development of a major touring route. However, the transfer of the main cross-channel ferry terminal from Tivoli to Ringaskiddy will make access to West Cork via the N.71, and possibly via the regional route R.600, more attractive than hitherto. Added to this, Kinsale is the major touring centre for this part of the Cork coastline. Consequently, the Council considers the improvement of the R.600, connecting Kinsale to Clonakilty via Ballinspittle and Timoleague, as a desirable development.
- 4.12 Kinsale is the only commercial port, outside of Cork Harbour on this stretch of the County's coastline. The recent revival of marine traffic is beneficial to the development of the town and, provided adequate control measures are applied, should not detract from the recreational use of the adjacent quays. The proposed construction of a new pier to the north of the Trident Hotel should, if effected, lessen the likelihood of an adverse impact on existing amenities.
- 4.13 Ecological and geological features as well as woodlands that need protection are shown on Maps 13.1-13.3. Development which would detract from these features will be strictly controlled and guided to suitable alternative locations.
- 4.14 Unlike the east Cork coastline, erosion is of limited impact except for the Garrettstown and Kilbrittain areas. At Garrettstown, the Council, through "feeding" the beach, has managed to protect the public road. Further protective measures are planned for the recently acquired lands to the rear of the White Strand. At Kilbrittain the Council will take what measures are necessary to protect the harbourside road.
- 4.15 Protection of water quality in the Bandon river estuary upstream of the town will be monitored in the interests of mariculture. In this context, the Council will control the discharge of industrial pollutants to the estuary.
- 4.16 Subject to availability of the necessary finance, environmental works are proposed for a number of locations along the coastline. These are indicated on the maps that follow.



MAP 13.1

KINSALE AND SOUTH CORK COASTLINE - KINSALE + BAYS


 Major, minor centres

M - Multi-purpose


B - Based

D - Daytrip

S - Specialist

E - Protect ecology


 Protect woodland


 Mariculture

 Environmental Scheme

P - Parking

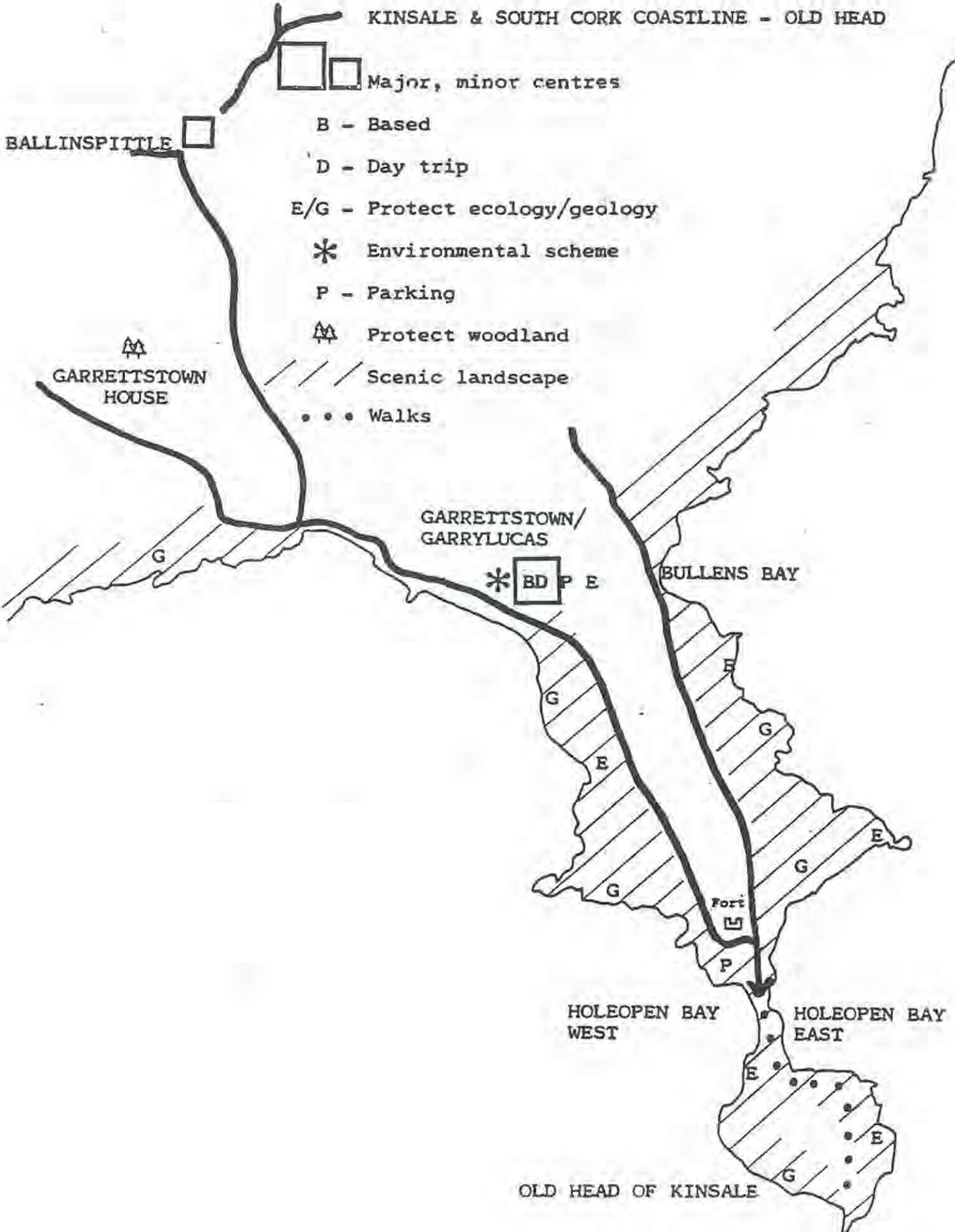
 Marine Development

 Walks

 Scenic landscape

MAP 13.2

KINSALE & SOUTH CORK COASTLINE - OLD HEAD



MAP 13.3

KINSALE & SOUTH CORK COASTLINE -
COURTMACSHERRY BAY



Major, minor centre

B - Based

D - Day trip

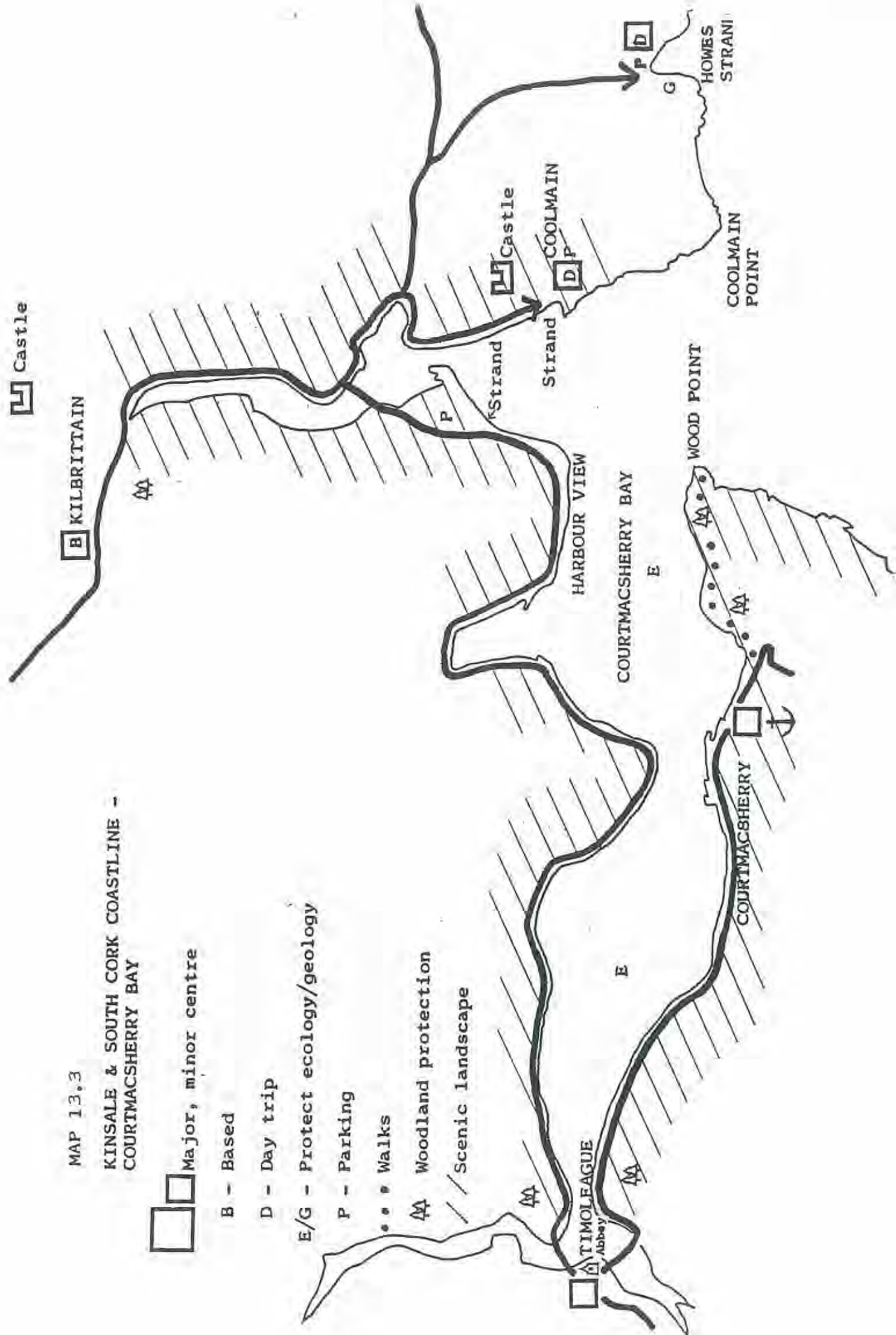
E/G - Protect ecology/geology

P - Parking

••• Walks

AA Woodland protection

/ / Scenic landscape



COASTAL AREAS AND LOCAL PLANS

1. Kinsale Environs
2. Belgooly
3. Ballinspittle
4. Garrettstown
5. Kilbrittain

KINSALE ENVIRONS

1. Introduction

- 1.1 Kinsale is situated approx. 28 km. south of Cork City. Not only does Kinsale have an attractive town centre, it is classified as an heritage town. It is also scenically located around the navigable Kinsale Harbour. The resultant tourism potential has contributed significantly to the town's renewal over the past twenty years.
- 1.2 Kinsale is an Urban District and as such a separate Development Plan was prepared for the town¹. However, as a quarter of the population lives outside the Urban District boundary, a plan for the environs of Kinsale is essential.
- 1.3 Three small settlements within the environs area (Scilly, Summercove and Castlepark) should be seen in the context of the planning policy for Kinsale environs. Special attention is given to these "villages".

2. Problems and Capacity for development

- 2.1 Two-thirds of the population growth in the town between 1971 and 1981 took place outside the Urban District. This is reflected in a pattern of residential development which is scattered and consists of a considerable amount of "one-off" housing in the surrounding rural area. In particular, development at Ringrone and north of Sandycove is both scenically obtrusive and poorly serviced (See Map 1). A pattern of continuous ribbon development occurred both east of the town (along the road to Summercove) and the west (in Cappagh). Both locations have poor access, limited services and are visually exposed on the hills that surround the harbour.
- 2.2 A population estimate of 2,800 by 1989 has been projected for the town. The current population is estimated at c. 2,600. The projected increase is based on a growth potential estimate which implies stricter controls on one-off development in the rural hinterland of the town. Failure to impose these controls will result in a lower population for the town and environs.
- 2.3 Planning commitments and the capacity within the Urban District could provide enough capacity to accommodate most of the related housing needs of c. 125 dwellings over the plan period. However, some of the commitments are undesirable from a planning point of view (especially in Ringrone and Ardkilly) and for that reason some additional zoning for residential development is desirable.
- 2.4 While an estimated 8,770 new jobs will be required for the entire South Cork area over the plan period, it is expected that Kinsale's share of these will be of the order of 400 if the current County unemployment rate of c. 13% is to be maintained.
- 2.5 There is capacity for industrial development within the Urban district. In addition, the I.D.A. own 4.5 hectares of land to the northside of the town. Therefore, no additional land is needed for industrial development in the environs area over the plan period.
- 2.6 Improvements are currently being made to the town's water supply system. This will produce a greater capacity in supply adequate to meet foreseeable demands. A further connection to the Innishannon Water Supply Scheme may also result from a recently agreed extension to industry at Dunderrow. This could open up further lands for development on the west side of the town.

¹ Available from Kinsale U.D.C.

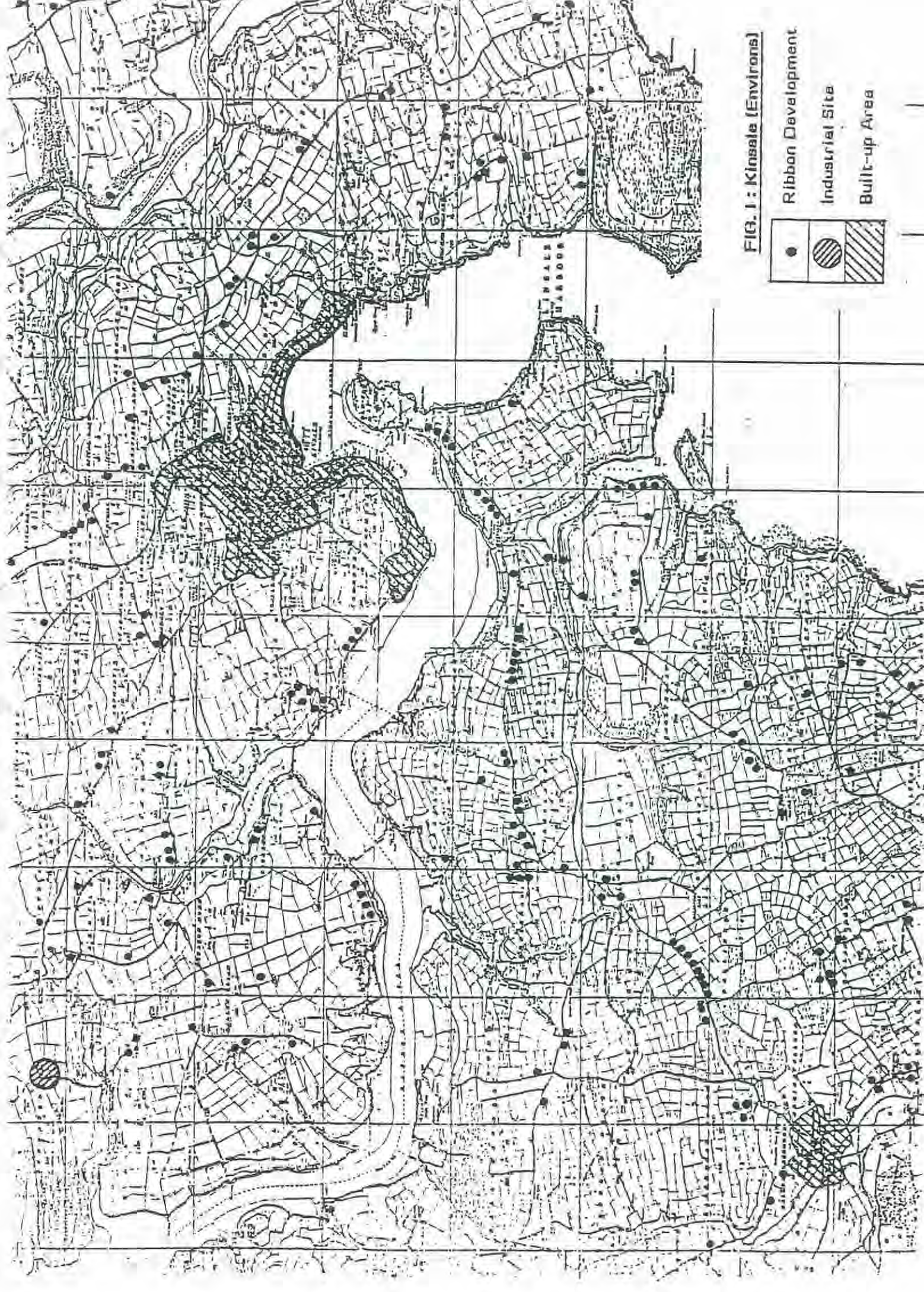
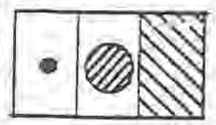


FIG. 1: Kinsale (Environ)



Ribbon Development

Industrial Site

Built-up Area

- 2.7 A new sewerage scheme was prepared for the town of which stage 1 has now been completed. The situation in the town is now satisfactory with some reserve capacity. A separate sewer was laid by the I.D.A. for the industrial land northeast of the town. This sewer will be taken over by the County Council.
- 2.8 The lack of drainage facilities in Scilly is a problem and acts as a constraint on development. Summercove has its own drainage scheme, while a housing scheme in Castlepark has a separate treatment facility.
- 2.9 It is obvious that Kinsale has a considerable capacity for tourism and recreation. Much of its potential has already been developed in the town of private housing on the slopes around the harbour. While it is desirable to further expand the economic potential of the tourism industry, it must be realised that the highly scenic value of the slopes that surround the harbour (see Map 2) are an integral part of the town's attractiveness to tourists.

3. Policies and Proposals

- 3.1 In order to maintain the central commercial role of the town which is a Service or District Centre for the area, new shopping outlets other than local convenience units will be restricted to the urban district core. Tourism related retail outlets are likely to form an important part of the town centre shopping. Such developments should help to stimulate renewal of the older parts of the town centre.
- 3.2 Stage 2 of the current Sewerage Scheme envisaged further extension and replacement of existing sewers. It is not likely that this will be implemented during the plan period.
- 3.3 The main area that has been zoned for residential development is situated east of the town in Watersland South. Access will only be permitted from the road that bounds the land unit on the northern side. This land can be drained into an existing sewer and water can be provided by extending the mains. Some further residential zoning west of the town incorporates planning commitments, which are considered desirable.
- 3.4 Despoilation of the prominent slopes that surround the harbour by insensitively sited or badly-designed buildings will be resisted by the Council. Similarly, development along the roads around the harbour which would detract from the visual amenity by obstructing views from the public road, will be curtailed (See Map 2). Because of the highly scenic landscape, specific requirements on design will apply to planning applications in the environs of Kinsale².
- 3.5 There is an obvious need for a caravan park in the town. A location near Charlesfort is not feasible as it would detract from the character of that area. While a particular site has not been zoned, the development of a caravan park in the environs of Kinsale will be actively encouraged through the identification of a suitable location.

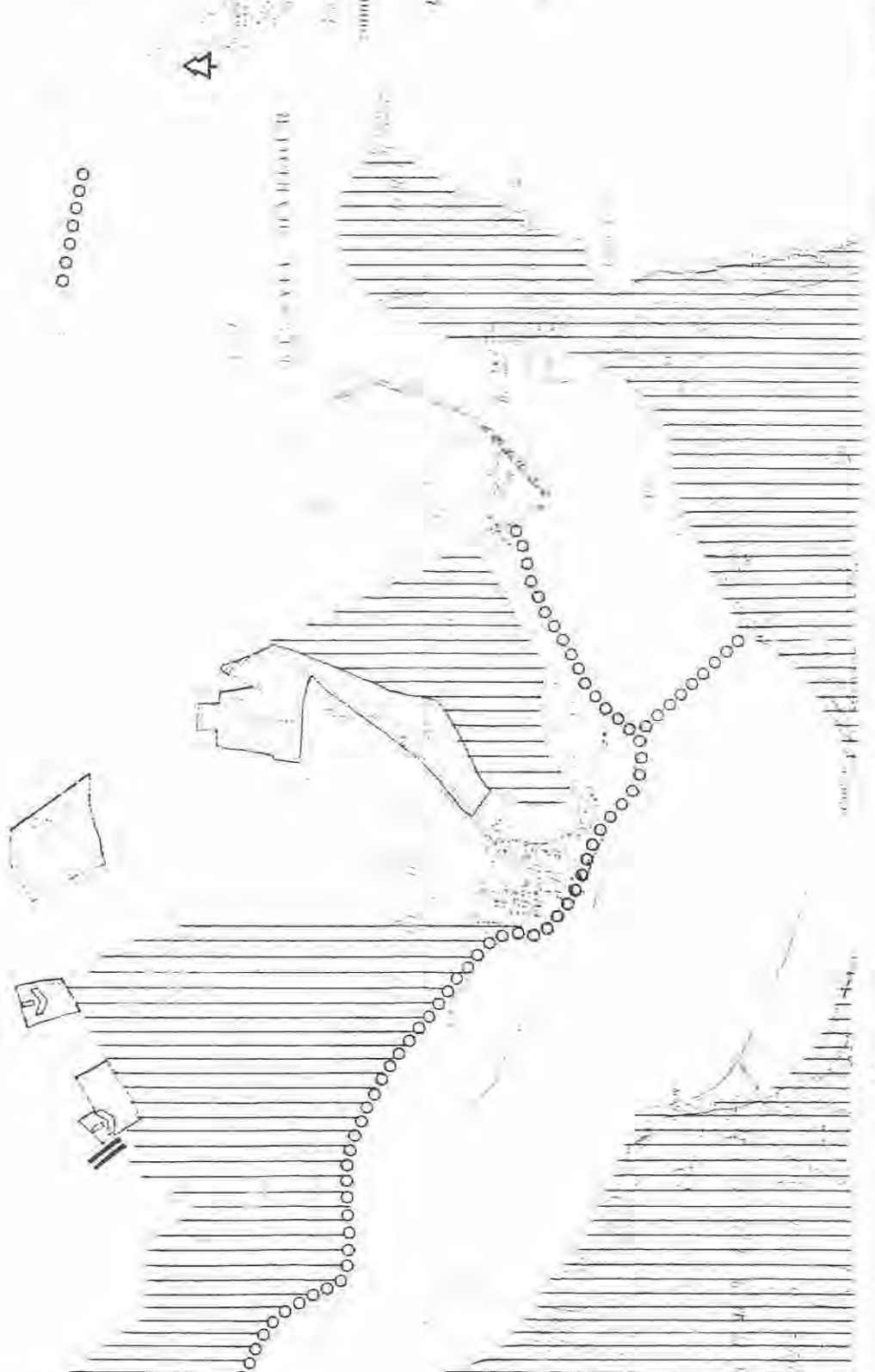
3.6 Scilly

Scilly consists of a pattern of scattered development on a small peninsula in the Harbour. The lack of drainage facilities and the flows of traffic to/from Summercove, particularly during the summer season, pose problems for further development in the "village". Subject to satisfactory drainage and parking, some additional residential infilling is considered preferable to further commercial development as this would help to expand the small resident population of the settlement.

2 Refer to pamphlet "Building in the Countryside", Cork County Council.

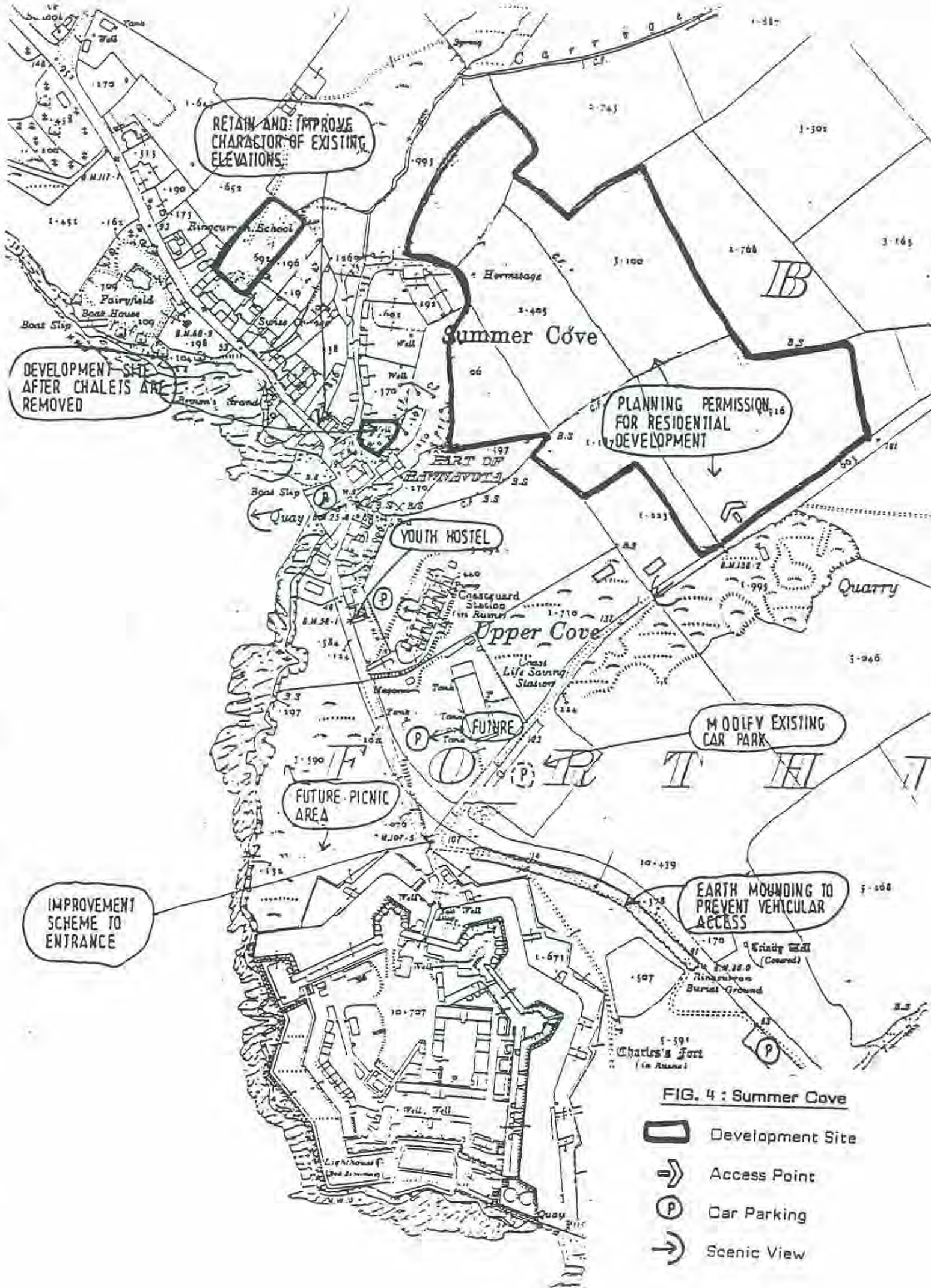
FIG. 2 : Kinsale (Environ) - Zoning

	Residential
	Residential (layout plan required)
	Industrial
	Tree Preservation (existing)
	Scenic Landscape
	Scenic Route
	Environmental Scheme
	Road Improvement
	Access Point
	Development Boundary
	U.D. Boundary
	Built-up Area



1:50,000 (approx.)
1 cm = 1 km





RETAIN AND IMPROVE CHARACTER OF EXISTING ELEVATIONS

DEVELOPMENT SITE AFTER CHALETS ARE REMOVED

PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT

YOUTH HOSTEL





MODIFY EXISTING CAR PARK

FUTURE PICNIC AREA

EARTH MOUNDING TO PREVENT VEHICULAR ACCESS

IMPROVEMENT SCHEME TO ENTRANCE

FIG. 4 : Summer Cove

-  Development Site
-  Access Point
-  Car Parking
-  Scenic View

3.7 Plans have been drawn up to improve access to the shore and to upgrade existing rights-of-way (See Map 3). These will require the co-operation of the local community and the availability of the necessary finance.

3.8 Summercove

Summercove is attractively situated near Charlesfort and it attracts large numbers of (day) tourists during the summer season. Like Scilly, it suffers from the resultant traffic flows on its narrow steeply inclined street. Little can be done about this other than applying parking restrictions and high-lighting the alternative route to Charlesfort to the north of the "village".

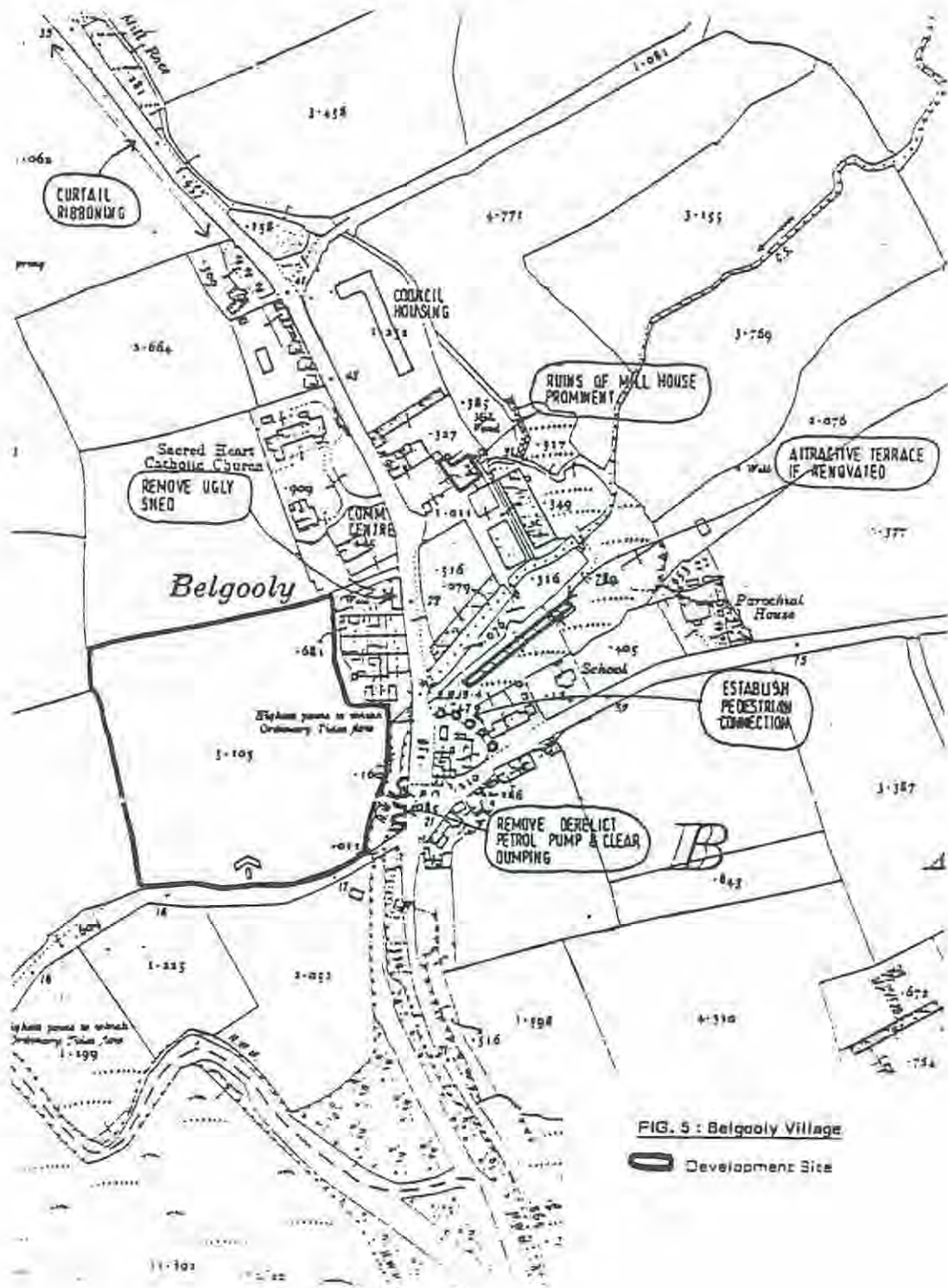
3.9 Environmental improvement works will be carried out near Charlesfort with a view to enhancing the recreational and amenity potential of the fort and its scenic environs. An integral element of this is the removal of visually offensive caravans which are parked on Council property. The Council has also provided land for play pitches in the area and will endeavour to accommodate other such uses.

3.10 Castlepark

An imaginatively designed residential development, coupled with the opening of the new bridge, has established Castlepark as an important activity centre in the environs of Kinsale (Map 3). A golf course north of the village (on the grounds of James' Fort), the only suitable local swimming beach, and a restaurant, provide facilities for residents outside of Castlepark itself. Due to the exposed nature of the peninsula, any development at Castlepark must be treated with great sensitivity. Consequently, any further zoning is not considered desirable in this location.

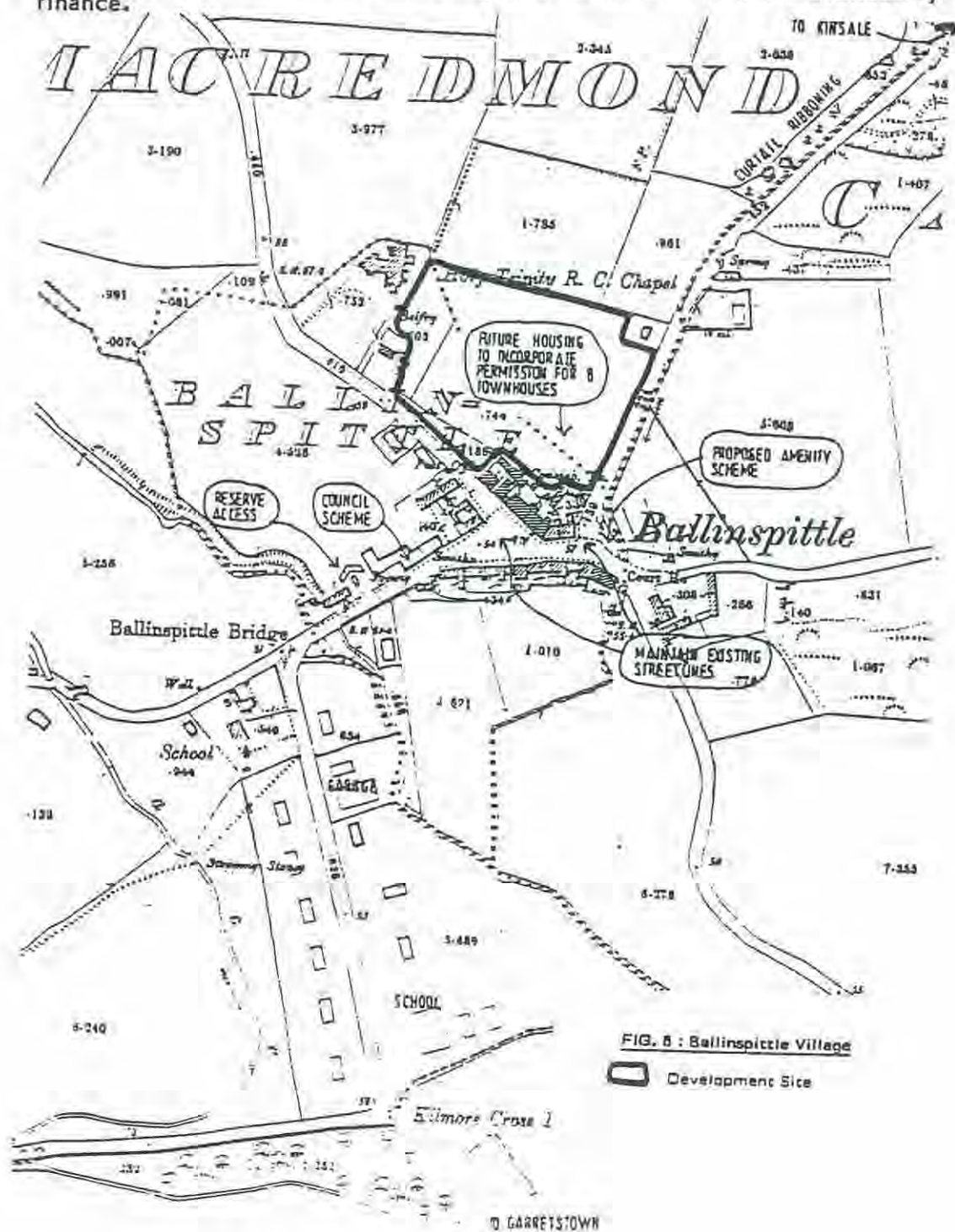
BELGOOLY

1. The village situated some six km. north-east of Kinsale, forms an attractive feature on the main Cork road. With a population of less than 160, it has a good range of basic facilities and a capacity to accommodate further development by concentrating some of the demand evident in the surrounding rural area.
2. An award-winning, Council infill housing scheme has added much to Belgooly's charm. This is currently being extended. Further opportunities for renewal, however, and environmental improvement would be encouraged by attracting private investment into the village.
3. The construction of a new primary school at some distance outside the village to the north-west has had the effect of "pulling" new housing in this direction. Because of the lack of infrastructure and distance from the village, the Council will restrict further housing in this area. Instead new housing will be directed to convenient and servicable sites within the village.
4. Proposals for implementation, during the period of the plan, are shown on Map 1. These will require the co-operation of the local community and will, in some cases, be subject to the availability of finance.



BALLINSPITTLE

1. This attractive village situated some 9 km. to the south-west of Kinsale has a good range of basic facilities, and a capacity to accommodate further residential development. It will be the Council's policy to channel the ribboning that is presently occurring between Kinsale and Ballinspittle into the village.
2. Over-reliance on the Council's housing programme to achieve renewal is seen as undesirable. Attractive opportunities exist to accommodate private housing and these will be promoted.
3. The village's location on the main access road, (via Kinsale), to Garrettstown and Garrylucas strands, places it in a good position to benefit from passing and holiday based trade during summer months. Conversely, the related through traffic detracts from the village's environment. Some potential exists to private local services based on holiday/tourist traffic and this could be exploited. Maintenance of low traffic speed through the village should continue through retention of the irregular street lines.
4. Development proposals where relevant, are shown on Map 1. It will be the Council's policy to achieve these during the plan period subject to the co-operation of the local community and, in some cases, the availability of finance.



GARRETTSTOWN

1. Garrettstown, and the adjacent Garrylucas area, is primarily a seasonal holiday resort and caters for both day trip and holiday based demands. Situated about 8 km. south-west of Kinsale and convenient to the "priority village" of Ballinspittle, the Council considers that the area's seasonal recreational functions should be further promoted commensurate with the enhancement and protection of the area's amenities.
2. Extensive pressures for caravan development has led to an unsatisfactory situation regarding un-authorised and poorly serviced sites and conflict with amenities. Removal of these and the provision of properly serviced and well located caravan parks will be a primary objective of the Council. The co-operation of local tourism interests and the local community will be sought in a concerted effort to up-grade other caravan facilities.
3. While the area is lacking in public sewerage, water supply is adequate. However, network extensions, some of which have recently taken place, are necessary to facilitate further development. Both the provision of a public drainage system and the extension of water mains will be pursued on a planned basis over the next five years. Further car parking and demarcation of existing parking is proposed at Garrylucas Strand.
4. A number of sites deemed suitable for small groups of holiday homes have also been identified adjacent to the built-up part of the Garrettstown. Their development will, however, be dependent on the provision of a public or group drainage system. Pressures for "one-off" holiday housing will be strictly controlled in the highly scenic areas to the south, north and west of the area (see Map 1).
5. The recent establishment of a local community Council is welcomed by the County Council and their continuing assistance and support will be sought in the provision of amenities, control of litter and general enhancement of the area including the protection for Kilcolman Bog as a site of ecological value. Cork/Kerry Tourism will also be approached with a view to assisting the combined actions of both organisations.
6. The Council recently acquired an area of land at White Strand and proposes to use this to accommodate further recreational uses. Local involvement will also be promoted in the development and maintenance of such.
7. Efforts to prevent coastal erosion will be continued at Garrylucas Strand. Further works will depend on the availability of finance and the involvement of local interests.
8. Development proposals are shown on Map 1; other objectives not indicated are referred to in the foregoing text. It will be the Council's policy to achieve these during the currency of this plan. Much will depend, however on the availability of finance and the level of local cooperation.

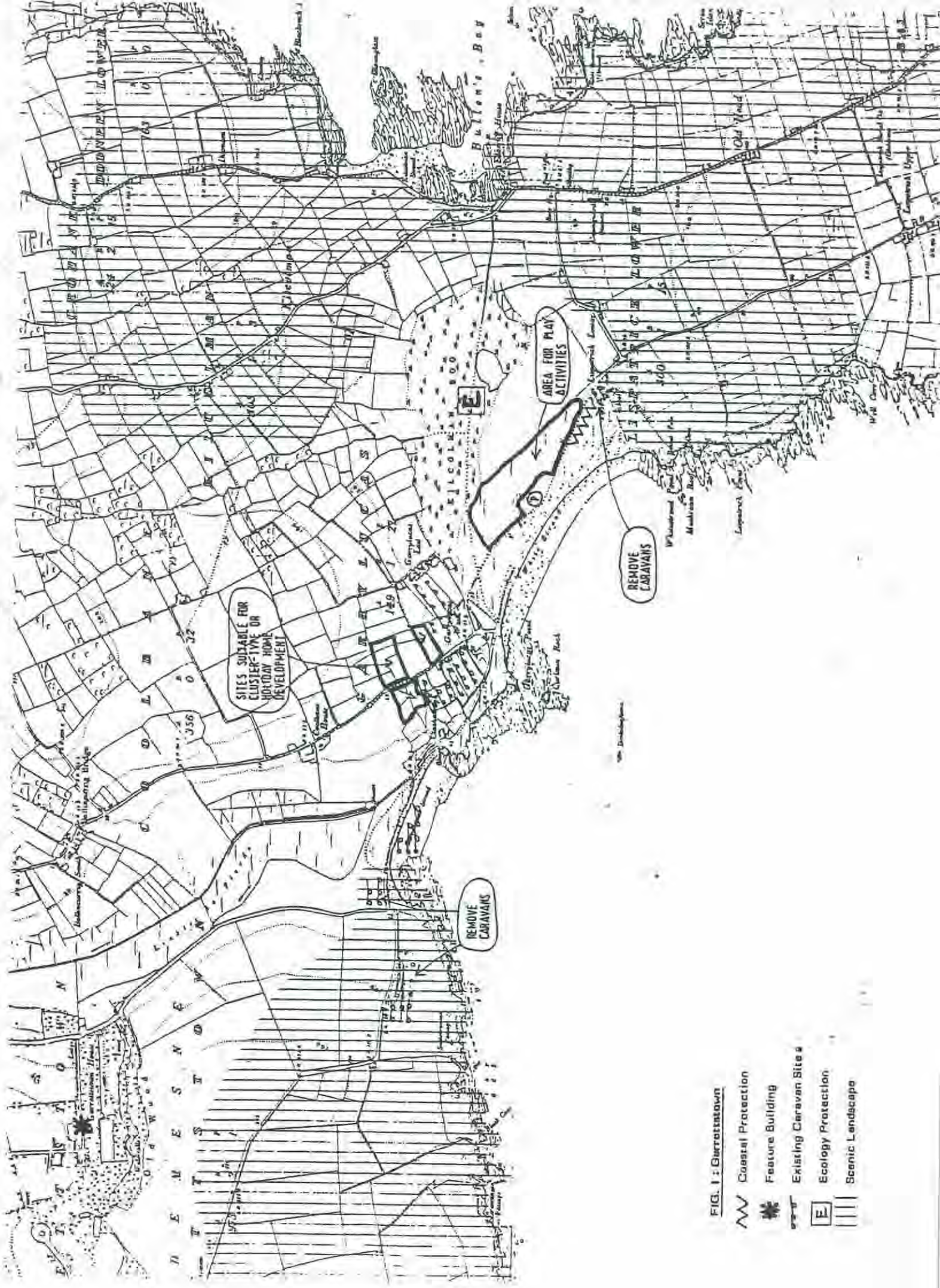





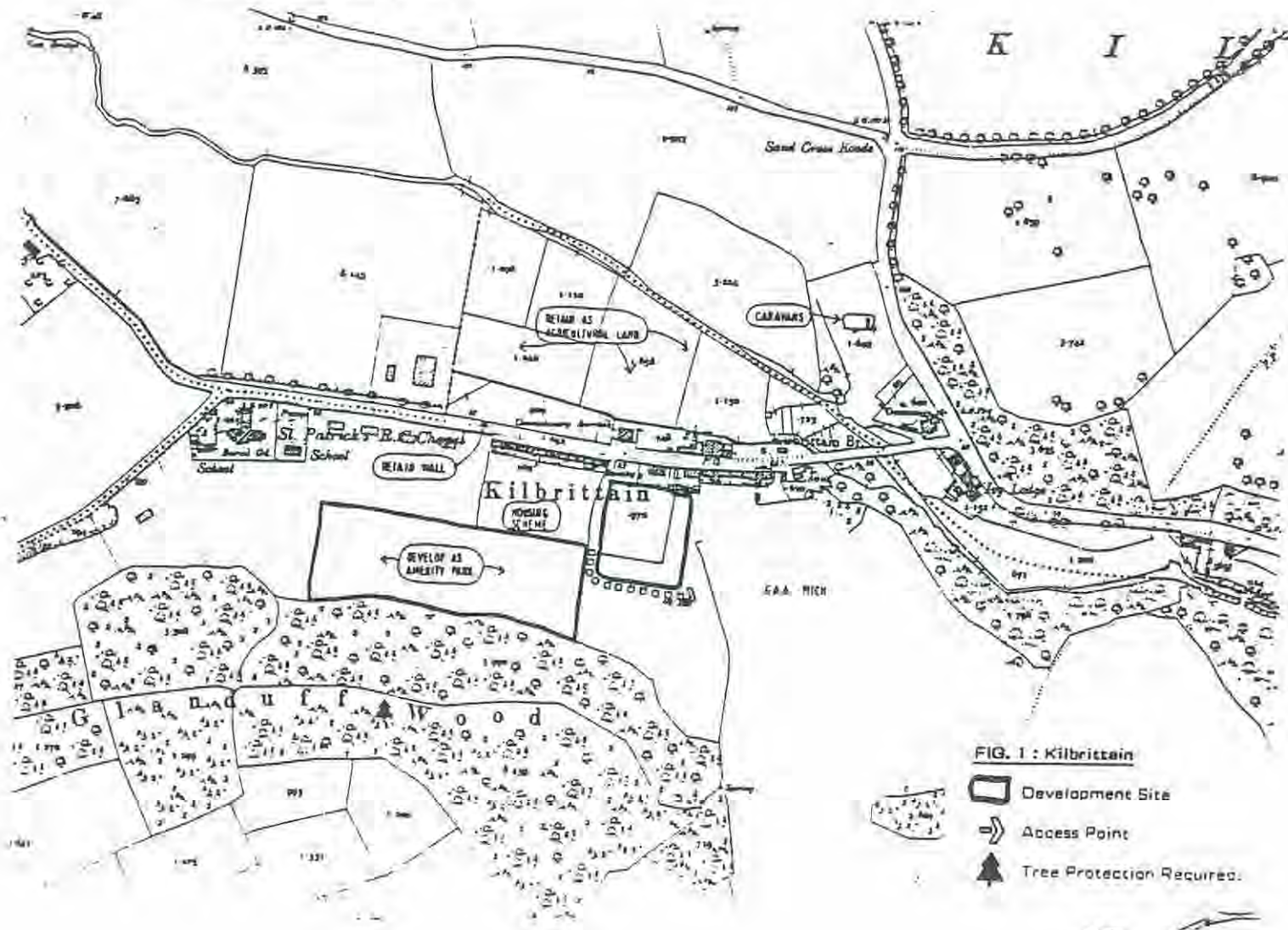


FIG. 1 : Gerritstown

-  Coastal Protection
-  Feature Building
-  Existing Caravan Sites
-  Ecology Protection
-  Scenic Landscape

KILBRITTAIN

1. Kilbrittain, located near the coast (Courtmacsherry Bay) some 10 km. south of Bandon and 14 km. west of Kinsale, is an attractively situated village with potential as a based holiday and service centre for its coastal hinterland.
2. The village is linear in character, mainly due to its topography, and has a limited range of services and facilities. It is dominated to the northwest by Kilbrittain Castle and enclosed on the south by Glanduff Wood, both situated on high ground.
3. In order to retain the character of the village, development on the exposed steep slopes to the north will be prohibited and infill encouraged instead on the southside of the main street. Ribboning eastwards along the coast road will also be discouraged.
4. Consideration will be given to the creation of a local amenity park convenient to the main street and Glanduff Wood.
5. While the public sewerage system has adequate capacity to cater for anticipated demand over the next five years, water supply may be in need of improvement depending on demand.
6. Development proposals are, unless otherwise stated, shown on Map 1. It will be the Council's policy to achieve these, subject to the availability of finance, during the plan period.



BANDON CATCHMENT

Introduction

This inland catchment, containing the dominant market town of Bandon, also includes Innishannon and Ballineen/Enniskean, all of which are located on the River Bandon. Bandon, because of its cross-roads location at the junction of the Bantry and Skibbereen routes and its geographical situation relative to the Mid-Cork hinterland, the L.U.T.S. area and the coastline, is ideally suited to an intensified employment and service role.

Ballineen/Enniskean also fulfills an important employment function relying on the natural resources of Mid-Cork. Both towns owe much of their prosperity to the agricultural economy of the catchment. Its maintenance of this is essential to the future development of the towns.

Apart from the scenic and wooded river valley extending from Bandon to Innishannon, both settlements have historical attributes which add to their attractive urban structure. Enhancement of these features could benefit both centres due to their location on an important touring route.

The "centrality" of Bandon on the transportation network of South Cork contributes to its traffic problems. Improvement to the through-town system will also be beneficial to the economy of West Cork and consequently will be vigorously pursued. Up-grading of the town's drainage infrastructure will also be necessary to cater for proposed industrial and residential development.

BANDON

1. Introduction

- 1.1 Bandon is a market town situated 15 km. south west of Cork City. It is a relatively large service centre with a catchment area that extends into West Cork.

2. Problems and Capacity for development

- 2.1 Between 1971-1981, Bandon's population growth was well below the rate experienced by most towns in South Cork i.e. the population increased from 4,107 to 4,519. The current population (1984) is estimated at 4,730. If the policies contained in the plan are successful, a population target of 5,300 seems both desirable and realistic.
- 2.2 One of the reasons for the slow population growth rate, is that most of the recent housing has been located outside of the town in the form of scattered development (see Map 1) although a number of successful private infill housing schemes have been completed. Also a ribboning problem is particularly evident in the Old Chapel area.
- 2.3 In order to encourage further residential development in Bandon, an improvement in accessibility to lands in the southern sector of the town is required. A proposed road link, between Warner's Lane Cross and Oliver Plunkett Street, was considered recently but dropped on grounds of excessive cost and inadequate design standards. This leaves the options of a link from Warner's Lane to Parnell (Fox's) Street, or to the Kilbrittain road, or both. Of the two, the former is now considered more desirable development given the constraints of the existing road system, topography and finance and the capacity for opening up further development lands.
- 2.4 An estimated 6,600 new jobs are needed in South Cork over the plan period if an unemployment rate of 13% is assumed. The projected job needs for Bandon town and rural hinterland are 1,080. The bulk of these jobs should be provided in the town and this would result in a need for 22 ha. of industrial land.
- 2.5 The I.D.A. acquired a site approx. 4 km. west of Bandon on the Dunmanway Road. Although situated outside the town, it is readily accessible from the Dunmanway Road. Water supply and separate sewerage treatment facilities are available. Of the original 10 ha., 8 ha. are still available.
- 2.6 In the 1979 plan two areas were zoned for industrial development. The area in Kilbrogan, north of the town has now partly been taken in use by the Co-Op and it is questionable whether the rest will be used for industry because the Co-Op own all the land and because the location is poor in terms of perceived accessibility vis-a-vis the I.D.A. estate west of the town. The other area east of the town is now almost fully utilised for industrial purposes. Although land north of the road is still available, the exposed nature of this land and the relatively minor standard of this road, make development there undesirable.
- 2.7 A number of small industries are located at Parnell (Fox's) Street. Further industrial development could be considered here as the lands are capable of economic servicing and are convenient to the town centre.



FIG. 1: Bandon

- Ribbon development
- Industrial site
- Built-up Area

- 2.8 Allowing for the I.D.A. holding, the present land supply is still inadequate. Also, some diversity in site availability could improve the range of choice, particularly to small firms. The Council itself is prepared to acquire land for business uses/small industries in Bandon. While developing further industrial land near the town would be desirable it is difficult to find suitable sites with good access and drainage and at a reasonable cost.
- 2.9 There has been a tendency for commercial development to locate along the new Innishannon road, east of the town. Further development in that location is undesirable because of traffic speed and safety considerations and the scenic amenities of the Bandon River Valley.
- 2.10 There are no major problems with water supply but localised service improvements will be required in phase with development needs.
- 2.11 The existing sewage treatment works constructed over 20 years ago is now seriously overloaded and is affecting the Bandon River quality to an unacceptable degree. A separate surface water system is also an urgent priority to eliminate flooding, to economise in pumping costs and to intercept grit which is presently adversely affecting the processes. A comprehensive report is being prepared by the Council's Sanitary Services Design Section, the report will also include a review of the adequacy of the existing pipe network. At this stage it is intended to design for an equivalent population of 10,000 of which 6,000 will be served by a new treatment works.
- 2.12 Bandon has an attractive town centre but a complex street system dictated by the constraints of the river and the confining hill slopes to the north and south. As a result, through-traffic and traffic circulating within the town centre combine to reduce the potentially pleasant environment of the core area.
- 2.13 Solutions for this problem in the form of traffic management (one-way systems) and a by-pass, were included in 1979 town plan but have not been implemented. A re-investigation of these measures was carried out as part of this review.
- 2.14 Central area car parking is inhibited by traffic movement requirements and vice-versa. Pending either the introduction of traffic management measures or the redevelopment of suitable sites, the situation is unlikely to change dramatically. Capacity does exist, however, for further off-street parking provision by businesses in some central locations.
- 2.15 Bandon has a varied and interesting townscape with some prominently situated and architecturally impressive buildings. Unfortunately, apart from some rare examples of renewal - notably on North Main Street - the deteriorate conditions of many of the larger buildings is a cause of concern. Opportunities for renewal or re-development particularly of the core area, will be encouraged and facilitated where possible, provided the improvements are compatible with existing street facades.

3. Policies and Proposals

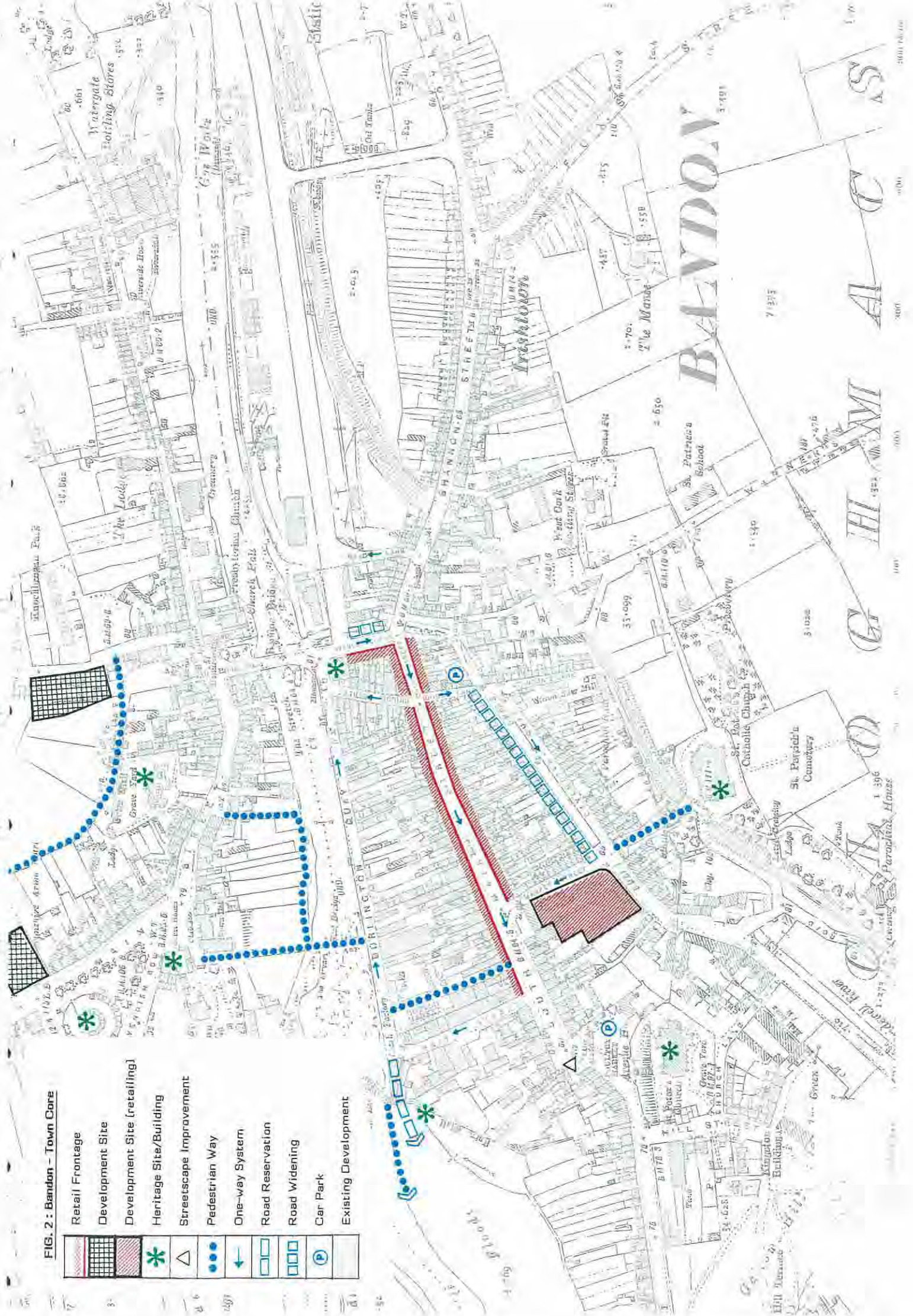
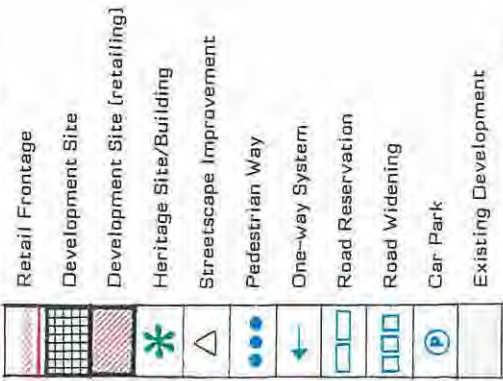
3.1 Town Core Area

Bandon is an important Service or District centre and serves a large catchment. Further expansion of shopping is anticipated over the next five years, and to accommodate this a number of suitable development sites have been identified (see map 2). In addition, minor extensions to retail floorspace on the main shopping frontages will be allowed.

- 3.2 The fact that McSweeney Quay is situated parallel to South Main Street allows the provision of rear access to shops in the Main Street. Such points of car access, already provided by the two banks, could be useful for shops - such as do-it-yourself outlets - while they would reduce parking pressure in the main shopping streets.
- 3.3 The area east of Bandon bridge is more suitable for larger commercial outlets. Some of these have already opened along the new road, but further vacant land is available which could be developed for this purpose (see Map 3).
- 3.4 The area north of Bandon bridge has lost some of its appeal as a result of closures and distance to the main shopping area. A proposal to relocate the Post Office to the old Bank building would be of benefit to the area.
- 3.5 It is proposed to provide a new library on the site of Avenue House at the west end of South Main Street. Supplementary parking space will be provided as part of this development. A new fire station is proposed for a site at Oliver Plunkett Street. The Town Hall at North Main Street is presently being renovated as a Community Centre.
- 3.6 Widening is expected to be carried out from Glasslin Bridge to the post office bridge as Stage 1 of the revised Bandon Inner Relief Road within the plan period. Map 2 shows the road, parking and one-way system proposals.
- 3.7 Reference has already been made to the review of the earlier by-pass proposals and, in this context, a reservation will be maintained at the west end of McSweeney Quay pending the implementation of the inner relief road proposals and traffic management measures and the monitoring of their success.
- 3.8 A number of buildings and structures are worthy of preservation and renewal, notably the former Knockbrogan Church, remnants of the Town Walls and Old Shambles. Re-development of the west end of Main Street and the former Potatoe Market site on Market Street, and the protection of other important buildings are indicated on Map 2¹.
- 3.9 Retention and extension of the town's pedestrian path system is proposed, including the initial development of a short riverside walk along the north bank of the river from the footbridge to Water Lane. Efforts will also be made to secure further riverside access both up and down stream of the town centre.

¹ Refer also to Chapter - Development, Controls and Standards

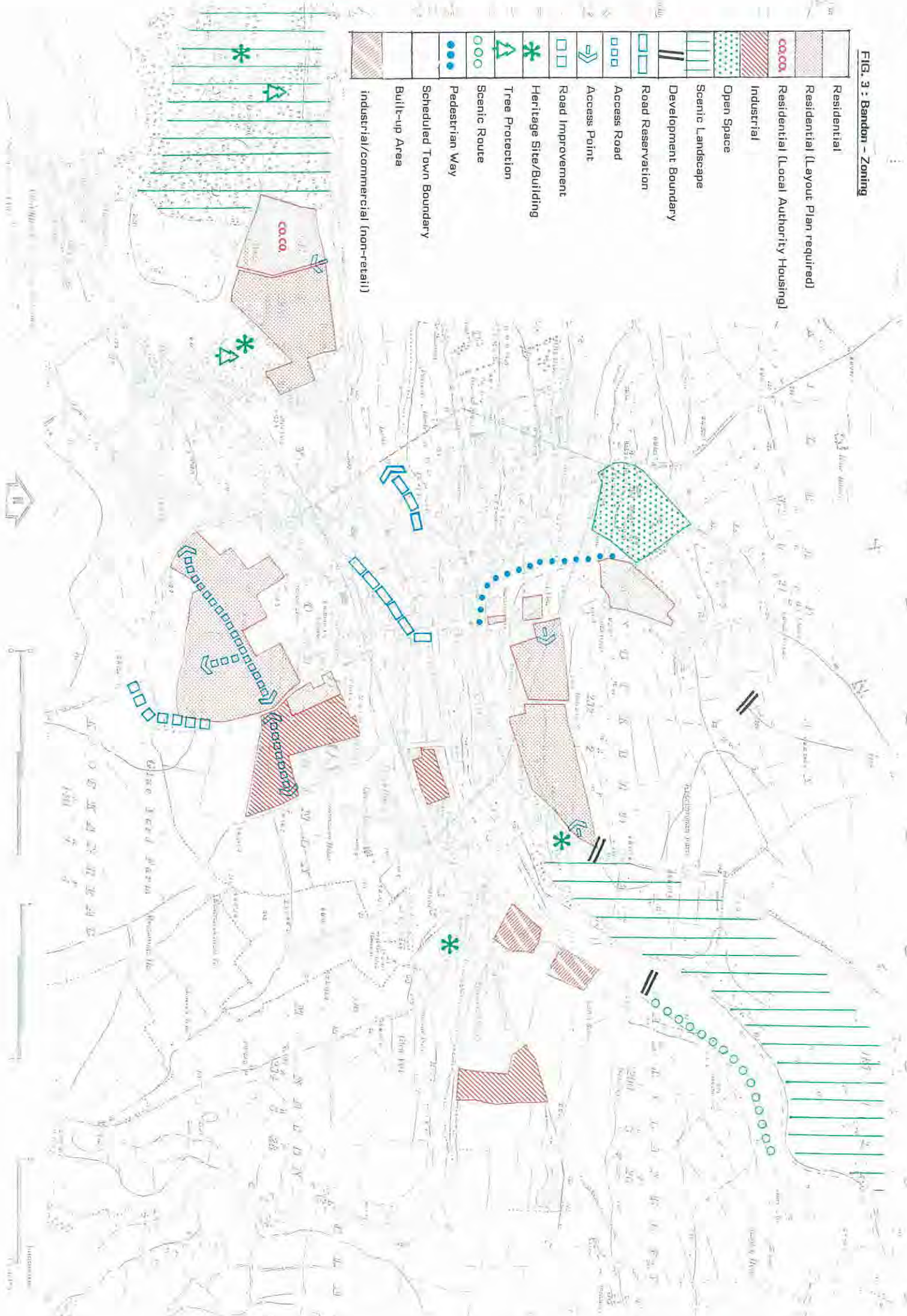
FIG. 2 : Bandon – Town Core



Scale: 1:1000
 North Arrow
 Date: 2011/08/08

FIG. 3 : Bandon – Zoning

	Residential
	Residential (Layout Plan required)
	Residential (Local Authority Housing)
	Industrial
	Open Space
	Scenic Landscape
	Development Boundary
	Road Reservation
	Access Road
	Access Point
	Road Improvement
	Heritage Site/Building
	Tree Protection
	Scenic Route
	Pedestrian Way
	Scheduled Town Boundary
	Built-up Area
	Industrial/commercial (non-retail)



3.10 Southern Sector⁴

A road link between Warner's Lane and the Kilbrittain road, which would dramatically improve access to this area, will be contingent on the realisation of planning permissions granted for the intervening lands. Further land has been reserved for residential, light industrial and other ancillary uses in this sector but its development will be delayed pending the construction of a further link road between Warner's Lane and Parnell (Fox's) Street (See Map 3). In this regard, the Council will largely rely on development contributions to undertake the necessary works.

- 3.11 In total, this sector can provide approx. 160 dwellings of which 84 dwellings are covered by existing planning permissions that have not been utilised. In addition to the existing industries on Parnell Street, a further 7 ha. has been zoned for industrial development.

3.12 Western Sector²

There are plans to provide local Authority housing north of Haig Terrace. This development will have access from Castle Road where an existing laneway is to be widened. Private residential development is under consideration for land east of the Council site. This development (50 dwellings) can obtain access from the same laneway as well as access for pedestrians from Doherty's Road.

- 3.13 The woodland at Castle Bernard, west of the proposed development area, is of local scientific importance³ and will be protected as will the ruins of Castle Bernard. Consideration will be given to the imposition of a Tree Preservation Order on the wooded demesne of Oaklands.

3.14 Northern Sector

The main area for residential development on the northern side of the town is situated east of the Old Cork Road. Some further smaller sites suitable for housing lie west of this road (see Map 3).

- 3.15 The land between the New and Old Cork Roads slopes down towards the river valley. An amenity walk is proposed here which would tie in with the existing walk through the Town Park. It is also proposed to protect the existing woodland in this valley.

- 3.16 Pressure for more ribbon development, north of Kilbrogan Cross Roads will be resisted and a development boundary (stopline) is proposed here. Similarly development limits have been defined on the Bantry road.

3.17 Eastern Sector

Apart from a number of small areas for industrial/commercial (non-retail) development adjacent to existing industries, there are no proposals for other uses in this sector. The Innishannon Road, as a scenic route offering views on the river and opposite hillside - which has been designated as scenic landscape - effectively constrain further development north of the road. Elsewhere, further commercial development should be resisted outside of the sites identified.

- 3.18 Plans to provide an amenity walk along the old railway track are under investigation and will, if considered feasible, be implemented subject to the availability of the necessary finance.

² In total, the Southern and Western Sectors can accommodate 250-300 dwellings.

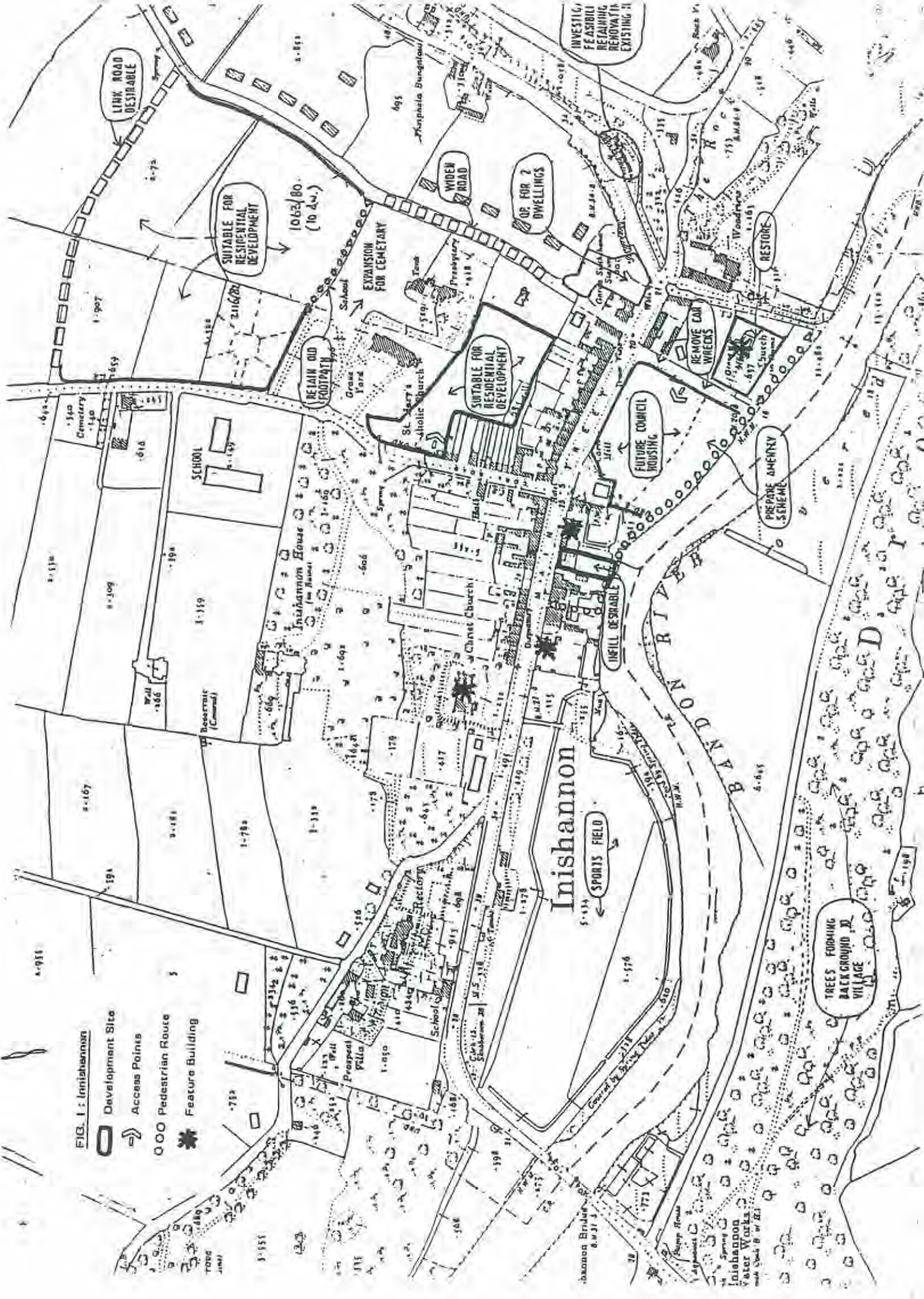
³ Refer also to Chapter Area Controls & Standards.

INNISHANNON

1. This attractive village of c. 250 population is located in scenic landscape on the main Cork-Bandon road, N.71, some 7 km. north-east of Bandon. It has been designated a "priority village" because of its potential to accommodate "one-off" housing demand in its rural environs and its role as a local service centre. Renewal of older properties will be facilitated by these measures.
2. The town, confined by the Bandon river and hilly topography on its south, east and west, has expanded to the north in a reasonably compact form. This has helped to consolidate the village. The Council will endeavour to encourage further infilling in this area as an alternative to ribbon development (see Map 1).
3. Further infilling, on the south side of the Main Street is proposed with a Council house scheme of 31 units, of which 9 will be built initially.
4. Expansion of Innishannon's population from 198 in 1971 to its present level is indicative of the gradual growth of the village. Proximity to Cork City and industrial sites outside the village add to Innishannon's role as a residential centre. Its service role is dependent on local needs primarily, and will be protected by encouraging the location of further service facilities within the village. This will also help to stimulate renewal in the village centre.
5. Renewal of other street properties, particularly some of the fine larger buildings, is desirable and will be encouraged and facilitated where possible. Efforts will also be directed to the removal and re-placement of the unsightly derelict property at the entrance to the town, on the Cork side.
6. Both water supply and public drainage facilities are adequate for anticipated demand over the plan period. Localised improvements will be related to development needs.
7. Innishannon not only possesses an interesting streetscape with a number of fine individual buildings, it also has potential for the improvement of riverside amenities including the tidying-up of its historic churchyard. In the context of the town's location as a main touring route to West Cork, the enhancement of the town is considered necessary if wider seasonal benefits are to accrue to it. The Council will continue to assist the local community in their efforts to secure further improvements.
8. Development proposals are shown on Map 1 and should be read in conjunction with the policy statement. Implementation of the proposals will be pursued during the currency of the plan, but will depend on the availability of finance and continuing local community involvement.

FIG. 1 : Inishannon

-  Development Site
-  Access Points
-  Pedestrian Route
-  Feature Building



BALLINEEN/ENNISKEAN

1. The villages of Ballineen and Enniskean, located on the inland regional route¹ R.586 linking Cork to Bantry, occupy a strategic position mid-way between Bandon and Dunmanway. Both have coalesced to form a continuous, and largely linear, built-up area. Consequently, the villages are considered as a single planning unit².
2. Over the past decade or so, the urban population has increased from 521 in 1971 to an estimated 550 in 1984. Based on these trends a further increase to c. 565 is expected by 1989. The Council is aware of the stabilising influence such growth can have on the surrounding rural areas and will facilitate, where possible, further expansion and village renewal within the limits shown on Map 1.
3. Ballineen/Enniskean's favourable manufacturing employment performance over the past ten years - from 195 in 1974 to 261 in 1984 - is fundamental to the village's expansion and, in the case of the local dairy processing plant, to the well-being of the rural community.
4. A wide range of facilities including a community centre and sports complex, adds to the suitability of Ballineen/Enniskean as a centre for additional population. Further services such as retailing should, if provided, be located in the village cores of either Ballineen or Enniskean and should only meet local needs. This should also help to achieve renewal of properties.
5. Both water supply, with a reserve capacity of c. 45,000 gallons per day, and drainage facilities, which serve Enniskean and part of Ballineen, will have adequate capacity to cater for anticipated demand over the next five years.
6. Development proposals, unless otherwise stated, are shown on Map 1.

¹ Designated for special funding, refer Chapter 5, South & West Cork Divisional Plans.

² They also lie in separate administrative areas of the County, Ballineen in West Cork, Enniskean in South Cork. As a result they are included in the divisional planning policy statements for both areas.

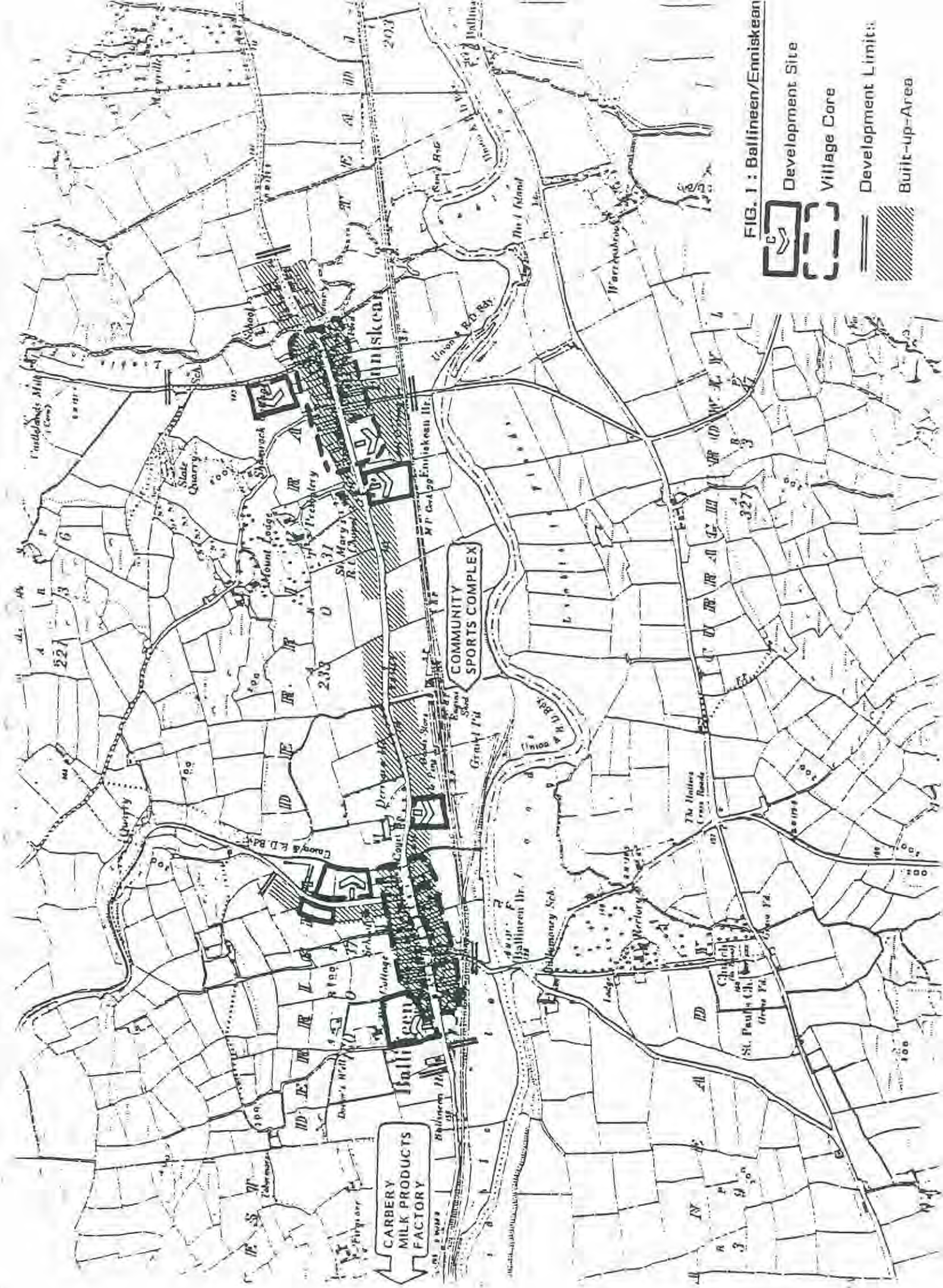


FIG. 1 : Ballineen/Enniskeen

-  Development Site
-  Village Core
-  Development Limits
-  Built-up-Area

MACROOM AND MID-CORK

INTRODUCTION

Consideration of this area centres largely on Macroom and its role in both the economic and cultural development of the neighbouring Muskery Gaeltacht and the exploitation of the recreational resources of the Lee Valley.

General policies for the town's environs are first presented, followed by proposals for the Gaeltacht and its principal settlements.

A plan for the Lee Valley's recreational and tourism development has also been prepared. Local village plans for "priority" villages in the valley and elsewhere in Mid-Cork conclude this section.

AREA AND LOCAL PLANS

1. Macroom Environs.
2. Gaeltacht Ui Fhloinn (Muskerry Gaeltacht)
3. Lee Valley.
4. Baile Mhic Ire/Baile Bhuirne (Ballymakeery/Ballyvourney)
6. Inchigeela.
7. Coachford/Dripsey.
8. Crookstown.
9. Donoughmore/Stuake.

MACROOM (ENVIRONS)

1. MACROOM ENVIRONS

- 1.0 Macroom, as an important market town and service centre for an extensive rural catchment in mid-Cork, has a considerable impact on the adjoining County. Developments within the Urban Districts, as well as those in its immediate environs are of mutual concern to both local authorities. An integrated planning approach is, therefore, called for.
- 1.1 Consideration was given to the preparation of an environs plan for the town. However, it was concluded that this would not be necessary as the urban boundary (see Fig. 1) is extensive enough to accommodate most of the anticipated development needs of at least the next five years, if orderly planning is undertaken.
- 1.2 Nevertheless, a number of issues of mutual concern to both authorities and principally relating to development control planning require to be addressed. Consequently, this statement concentrates on the following:-
 - (a) Ribbon development.
 - (b) Industrial location and effluent disposal.
 - (c) Shopping.
 - (d) Amenities and recreation.
- 1.3 Macroom, with a current population of c. 2,000, has in comparison to other urban districts in Cork County, the highest ratio of land availability to population due mainly to its extensive urban district boundary. Despite this, an almost continuous ribbon of "one-off" housing has developed in the Codrum area, immediately west of the urban boundary.
- 1.4 Since 1970, some thirty permissions have issued for single houses on a minor County Road in this area. The area, which had until recently been critically deficient in water supply, is currently under investigation for a public drainage scheme. Pending the outcome of this, the control of development is still considered desirable.
- 1.5 The scatter of industrial activities on the periphery of the urban district (see Fig. 1) also presents an un-planned picture. In addition to the I.D.A.'s serviced site of 6 ha. at Coolcour, it is desirable that accommodation be provided within the urban district for small industry if the town is to attract and encourage further employment creation.
- 1.6 Water quality criteria for the Lee reservoirs, into which the local watercourses discharge, impose more stringent obligations on both the urban district and County Council in respect of industrial, agricultural and domestic effluents. The need for such controls arises from the inherent nature of impounded water bodies and applies to both B.O.D. loadings and heavy metals. As stated earlier in Section 5B, the Council intends drafting a water quality plan for the river catchment and will use this as a guideline for future developments.
- 1.7 As statutory authority with responsibility for the national road network in Cork County, the Council plans to complete the construction of a new relief road for Macroom within the next five years¹. This will relieve the often severe congestion which presently occurs in the narrow streets of the town. It will indirectly also "open up" lands for development within the urban district.

¹ Refer also Chapter 5B - Infrastructure.

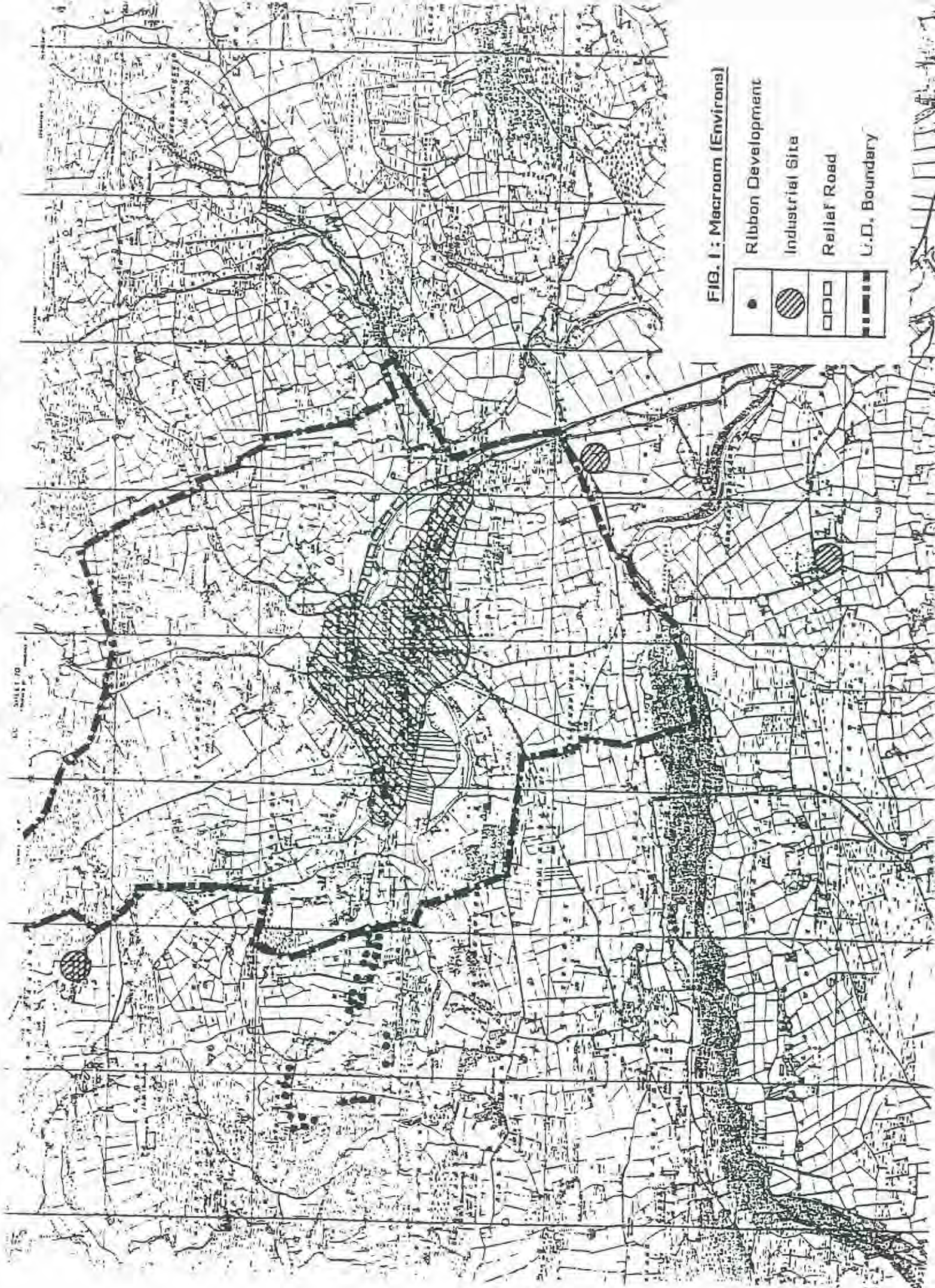






FIG. 1: Macroroom (Environa)

-  Ribbon Development
-  Industrial Site
-  Relief Road
-  U.D. Boundary

- 1.8 Based on a population projection of 2,800 for the town and its environs by 1989, it is considered that the town's role as a service or district centre for retailing and other facilities is capable of consolidation by further increases in floorspace.
- 1.9 Exploitation of the Lee Valley's amenity potential has already been referred to ². Macroom is strategically located to benefit from recreation and tourism developments on the adjacent reservoir lakes in addition to acting as a "gateway" to Kerry. Co-operation with the U.D.C., and Cork/Kerry Tourism and local interests will be undertaken with a view to maximising this potential.
- 1.10 In particular, the provision of river or lakeside amenities, protection and controlled use of the Gearagh for ornithological and botanical purposes and the establishment of an interpretative centre - based on the valley - in the town will be promoted.

² Refer to Chapter 3B - Tourism, Recreation & Amenities.

2 GAELTACHT MHÚSCRAÍ

- 2.0 Cé go bhfuil cuid beag¹ den Ghaeltacht seo i gceantar riaracháin Íarthar Chorcaí is mar aonad amháin pleanála a chuirfear síos ar an Ghaeltacht sa chaipéis polasaí seo do Chorcaigh Theas. I 1982 cuireadh ceantar níos cóngaraí do Mhaigh Chromtha leis an Ghaeltacht. Meastar gur tháinig méadú tuairim is 1.3% ar an daonra sa Ghaeltacht mhéadaithe seo sa tréimhse 1971-1981 agus go bhfuil daonra tuairim is 3,730 ann faoi lathair.
- 2.1 Des na sráidbhailte go léir níl staitiscí ar fáil ach amháin do Bhaile Mhic Íre, sráidbhaile go raibh méadú daonra 23% ann idir 1971 agus 1981. Agus an claonadh idir 1979-1981 a chur san áireamh meastar go bhfuil daonra tuairim is 320 ann faoi láthair.
- 2.2 Tá Údarás na Gaeltachta, atá freagrach as an gceantar ó 1980, tar éis eastát beag tionsclaíochta a bhunú i mBaile Mhic Íre agus cabhrú le fostaíocht in áiteanna eile go háirithe i gCuil Aodha agus i mBeal Átha an Ghaorthaidh. De bharr an cúlú eacnamaíochta agus dúnadh comhlachtaí tá an scéal éiginnte agus caithfear iarrachtaí leanúnacha a dhéanamh postanna nua a chur ar fáil in ionad na fostaíochta a cailleadh.
- 2.3 Tionscail a fhéadfadh toradh a bheith orthu ná próiseáil talmhaíochta agus muilleoireacht adhmaid b'fhéidir, chomh maith le forbairt sa bhreis ar an dturasóireacht agus an tionscal ceirdeanna san áireamh. Tá an ceantar, áfach, ag brath ar Mhaigh Chromtha mar phríomhionad seirbhísí agus fostaíochta agus leanfaidh an scéal amhlaidh. Ar mhaithe le Ghaeltacht Mhúscraí tá sé riachtanach deiseanna fostaíochta insroichte a chur ar fáil sa Bhaile seo.
- 2.4 Ag freagairt dos na nithe thuasluaite leanfar des na hiarrachtaí chun feabhas a chur ar fhostaíocht agus ar sheirbhísí sna grúpaí de shráidbhailte ag Baile Bhúirne/Baile Mhic Íre agus ag Béal Átha an Ghaorthaidh/Inse Geimhleach. Déanfar é seo in éineacht le hÚdarás na Gaeltachta agus dreamanna eile². I gcás Bhaile Bhúirne agus Bhaile Mhic Íre is féidir fostaíocht nach bhfuil bunaithe ar thalmhaíocht a chur ar fáil idir an dá shráidbhaile. D'fhéadfadh an fhostaíocht seo a bheith i dtionsclaíocht nó i seirbhísí nach mbeadh ag teacht salach ar thaitneamhacht radharcanna Loch Allua, loch a bheidh á fhorbairt mar chuid de thionscnamh Ghleann na Laoi³.
- 2.5 Mar a luadh cheanna féin sa chaipéis seo meastar go mbaineann an turasóireacht agus sainoidhreacht chultúrtha na Gaeltachta le rath an cheantair sna toadhcháí. Is gnéithe gur fiú cur leo na tradisiúin teangan agus ceoil i nGhaeltacht Mhúscraí ach go háirithe. Nuair a bhunaigh Coiste Gairmoideachais an Chontae an tIonad Cultúrtha i mBaile Bhúirne bhí sé ag obair ar mhaithe leis an aidhm seo.

¹ I 1981 ní raibh sa chuid seo ach 7% de dhaonra iomlán Ghaeltacht Mhúscraí.

² Féach pleannanna áitiúla.

³ Féach alt 3B freisin agus pleannanna áitiúla.

2. MUSKERRY GAELTACHT

- 2.0 While a small part¹ of this Gaeltacht lies within the West Cork administrative area, the Gaeltacht will be treated as a single planning unit in this policy document for South Cork. In 1982, the Gaeltacht was extended by the inclusion of an additional area nearer Macroom. On the basis of this enlarged area it has been estimated that the Muskerry Gaeltacht has shown a comparative increase of c. 1.3% over the 1971-1981 period and has a current population of c. 3,730.
- 2.1 Of the villages, statistics are only available for Ballymakeera, which recorded an increase of 23% in its population between 1971 and 1981. Based on the 1979-1981 trends, it is estimated to have a current population of c. 320.
- 2.2 Udaras na Gaeltacht, which assumed responsibility for the area in 1980, has established a small industrial estate at Ballymakeera and also assisted employment creation of other locations, notably at Coolea and Ballingearry. However, the economic recession and closures in existing firms have resulted in a volatile situation requiring continued efforts to replace job losses.
- 2.3 Potential exists for agri-processing, and possibly, for timber milling, as well as the further development of tourism, including the crafts industry. However, the area is - and will continue to be - dependent on Macroom as a major service and employment centre. Creation of accessible job opportunities in the town is necessary for the well-being of the Muskerry Gaeltacht.
- 2.4 Compatible with this the strengthening of the employment and service functions of the grouped villages at Ballyvourney/Ballymakeera and Ballingearry/Inchigeelagh will be pursued in conjunction with the Udaras and other interests². In the latter case the creation of non-agricultural employment between the two is possible. This could take the form of industrial or service activities compatible with the scenic amenities of Lough Allua, which itself is to be exploited as part of the Lee Valley project³.
- 2.5 As stated earlier in this document, tourism and the marketing of the Gaeltacht's unique cultural heritage are considered to be basic to the future prosperity of the area. In particular, the linguistic and musical traditions of the Muskerry Gaeltacht are features worthy of enhancement. The County's V.E.C., in establishing an "Ionad Cultura" in Ballyvourney, has contributed towards this aim.

¹ In 1981 this accounted for only 7% of the total population of the Muskerry Gaeltacht.

² Refer to local plans.

³ Refer also to Chapter 3B and local plans.

- 2.6 B'fhéidir go gcuirfidh forbairt nua buanú agus feabhsú tréithe teangan agus cultúrtha i mbaol. Tá dóchas-ann áfach go laghdófar an baol seo má tá mórpháirt ag muintir na háite sna cursaí seo. Na cursaí speisialta Gaeilge i rith an tSamhraidh is léiriú iad ar an slí nach ndeineann cuairteoirí dochar do bhuanna na Gaeltachta. B'fhéidir gur féidir an prionsabal seo a leathnú go dtí gníomhaíochtaí turasóireachta a bhaineann leis an gcultúr. Déanfaidh an Chomhairle comhoibriú le dreamanna áitiúla agus comhlachtaí reachtúla chun na gníomhaíochtaí seo a chur chun cinn ach ag an am céanna beidh meas ag an gComhairle ar thraidisiúin chultúrtha an cheantair.
- 2.7 Tá dhá bhealach turasóireachta thábhachtacha trí Ghaeltacht Muscraí mar atá an príomhbhothar Maigh Chromtha - Cill Áirne agus an bealach cois locha go Guagán Barra. An chead cheann tá sé a chur chun cinn mar bhealach turasóireachta⁴. I gcás an bhealaigh cois locha moltar pleananna chun a acmhainní caitheamh aimsire agus turasóireachta a fhorbairt⁵. Is sampla é Guagán Barra des na nithe is féidir a bhaint amach sna cursaí seo. An infheistíocht a dheim an Stát agus Comhairle Chontae Chorcaí chuir sí go mór leis an draíocht nó an taggaingt a bhaineann leis an Guagán, áit nár deineadh ach beagfhorbairt ar a hachmainní.

⁴ Féach alt 3B Turasóireacht, Caitheamh Aimsire agus Taitneamhnachtaí.

⁵ Féach plean áitiúil.

- 2.6 Maintenance and improvement of these linguistic and cultural traits may be threatened by new development. However, it is hoped that a strong local involvement in such activities will minimise this. The special Irish language summer courses in both Ballyvourney and Ballingeary are examples of how visitors to the area can be successfully integrated without harming the Gaeltacht's inherent attraction. An extension of this principle to other culturally related tourism activities may be possible. The Council will co-operate with local interests and other statutory agencies in their promotion while respecting the area's cultural traditions.
- 2.7 The Muskerry Gaeltacht straddles two important tourist routes in the County, namely, the main Macroom-Killarney road and the lakeside route to Gougane Barra. The former is being promoted as a tourist route⁴ and, in the case of the Lee Valley, plans to develop its recreational and tourism potential are proposed⁵. Gougane Barra, in this context, typifies what can be attained. Investment by the state and County Council has considerably enhanced the "attraction" of this relatively undeveloped amenity resource.

⁴ Refer to Chapter 3B, Tourism, Recreation & Amenities.

⁵ Refer to local plan.

3. THE LEE VALLEY

- 3.0 The valley (See Figs. 2 & 3) will be developed and promoted primarily as an (alternative) inland recreational resource for residents of and visitors to the Cork area. Ancillary tourism benefits are expected from the realisation of these efforts, notably at Ballincollig, Macroom and Gougane Barra where specific attractions will be enhanced.
- 3.1 Water-based recreational demands from Macroom, Ballincollig and the City will be catered for largely by planned activities on the Iniscarra reservoir, and to a lesser extent the Carrigadrohid reservoir. Such activities will be controlled by the E.S.B. and Council and must be compatible with other uses e.g. fishing, aquaculture, or constraints e.g. water quality, electricity generation. The principal activity areas are indicated on the maps.
- 3.2 As referred to earlier, it is intended to prepare a brochure illustrating the recreational and tourism potential of the valley and its immediate environs. It is hoped that this will stimulate holiday-making activities and result in a revival of the traditional role of places like Inchigeela and Ballingearry. Involvement of local community groups is, however, considered necessary if this is to succeed.
- 3.3 A number of specific proposals, which are deemed appropriate for the valley, are currently being examined and will be provided in conjunction with private and other interests.
- 3.4 Protection of the considerable scenic and ecological resources of the area will necessitate restrictions on in-appropriate uses and activities. In this context, the lakeside routes and shorelines of both Lough Allua and the reservoirs will be preserved free of development which could detract from scenic views. Measures are also being drafted to protect the unique ecology of the Gearagh².

¹ Refer to Chapter 3B, Tourism, Recreation & Amenities.

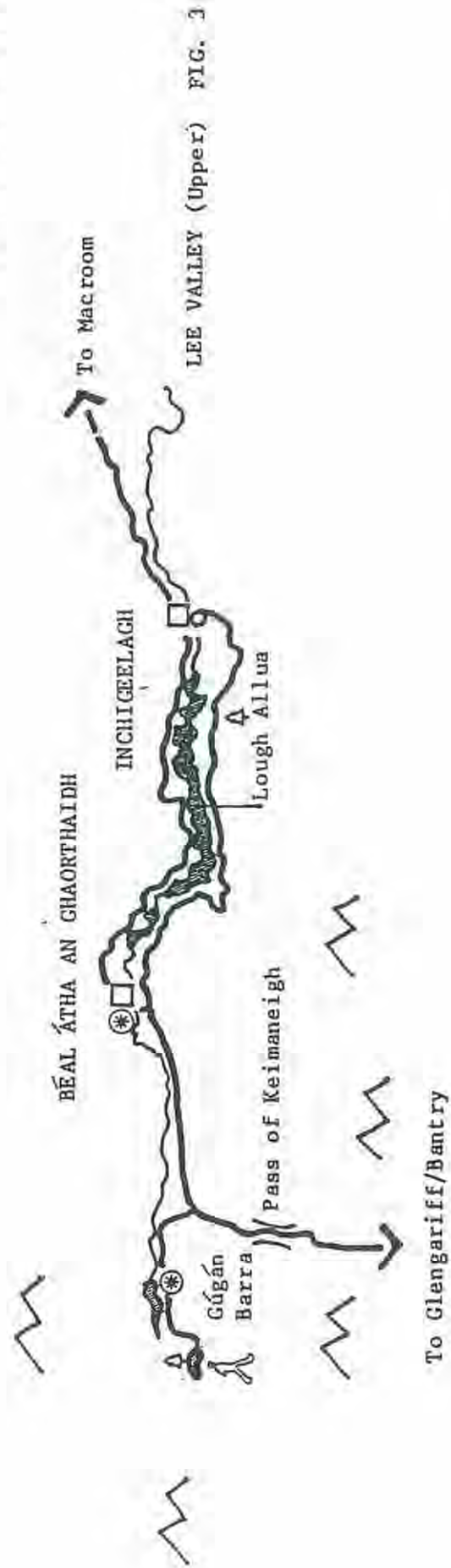
² Refer to Chapter 10, Development Control Standards.



LEE VALLEY (Lower) FIG. 4

- KEY:-
- Location for water based amenities
 - ⊗ Other Amenities
 - ⌒ Walks
 - ⌒ Forest Parks
 - ⌒ Ecological Area
 - ⌒ Ornithological features
 - ⌒ Mountains
 - Main Roads

SCALE 1/4" to 1 mile (Figs. 3 & 4)



LEE VALLEY (Upper) FIG. 3

BAILE MHIC ÍRE/BAILE BHUIRNE

BALLYMAKEERY/BALLYVOURNEY

1. Dhá shráidbhaile atá ag síneadh le chéile is ea Baile Mhic Íre agus Baile Bhúirne. Ar fad tá daonra tuairim is 345 iontu. Táid suite i nGaeltacht Mhúscraí tuairim is 13 KM ó Mhaigh Chromtha ar an bpríomhbóthar ó Chorcaigh go Cill Áirne (N.22). Is mar aonad amháin a chuirfear síos orthu sa phlean seo.
2. Toisc an Sulán ó dheas agus an talamh crochta ó thuaidh d'fhorbair an dá shráidbhaile, agus patrún líneach orthu, feadh an príomhbhóthair. Chomh maith leis sin cuireann an taobh tíre, a bhfuil radharcanna áille agus coillte ann, srian leis na sráidbhailte. Déanfar an taobh seo tíre a chosaint ar fhorbairtí ar shuíomhanna mí-oiriúnacha¹ go háirithe le hais na mbóthar sa cheantar a bhfuil radharcanna tíre ag baint leo m. sh. an príomhbhóthar N.22 taobh thoir agus taobh thiar de Bhaile Mhic Íre/Bhaile Bhúirne agus bothar Bhaile Bhúirne - Mhullach an Ois - Chathair Dúnaí².
3. I mBaile Mhic Íre/Baile Bhúirne tá réimhse leathan áiseanna ar a áirítear dhá mheánscoil a bhfuil luí acu leis an Gaeilge. Is cóir áiseanna no seirbhísí sa bhreis a bhunú san ionad gnó nó congarach dó. Ag freastal ar éileamh áitiúil amháin a bheidh na siopaí.
4. Cé go raibh laghdú ar an ráta fáis níos déanaí tháinig méadú suntasach de 21% nó níos mó ar dhaonra an dá shráidbhaile agus an cheantair tuaithe mháguaird. Sé cinneadh na Comhairle go mbeidh tús áite ag na sráidbhailte agus leanfar den pholasaí seo chun Baile Bhúirne/Baile Mhic Íre a neartú tré mhéadú ar an daonra agus ar na deiseanna fostaíochta.
5. Cé go bhfuil crot líneach ar na sráidbhailte tá brú sa bhreis ar an gComhairle forbairtí feadh na bpríomhbhóthar a chéadú. Polasaí na Comhairle a bheidh ann srian a chur le leathnú trí forbairtí do thithe aonaracha a threorú go suíomhanna oiriúnacha laistigh de theorannacha na sráidbhailte (Feach Learscáil 1).
6. Deineann fostaíocht éagsúil, bíodh sí i seirbhísí áitiúla nó i gcomhlachtaí ar Eastát Tionsclaíochta Údarás na Gaeltachta, feastal ar riachtanaisí na háite. D'fhéadfadh deiseanna fostaíochta sa bhreis a bheith ar Eastát an Údaráis nó i bhfoirgintí tionsclaíochta sna sráidbhailte a dhéan far a athnuachaint nó a fheabhsú. Déanfaidh an Chomhairle comhoibriú leis an Údarás nó le heagraíochtaí eile maidir leis seo.
7. An córas searachta atá ann faoi láthair tá sé á usáid go hiomlán agus cé go bhfuil scéim nua leagtha amach ní dócha go gcuirfear tús leis faoi cheann cuig bliana. Maidir leis an gcóras uisce tá tuairim 30,000 galún níos mó ná an t-éileamh ar fáil agus ba chóir gur leor é seo chun riachtanaisí a shásamh laistigh de thréimhse an phlean seo.

¹ Feach treoracha na Comhairle maidir le leagadh amach tithe aonaracha féin dtuaithe "Building in the Countryside".

² Feach Caibidil 10 "Areas Controls & Standards" maidir le bealaigh le radharcanna.

1. Ballymakeery and Ballyvourney, with a combined population of c. 345, are contiguous villages located in the Muskerry Gaeltacht some 13 km. from Macroom on the main Cork-Killarney road (N.22). For the purpose of this plan they will be treated as a single settlement.
2. Both villages have developed in a linear pattern along the main road due to the constraints of the Sullane River to the south and rising ground to the north. A highly scenic and wooded landscape further contains the villages and will be protected from insensitively sited developments¹, particularly on the scenic routes (i.e. the main road, N.22, east and west of the settlement and the Ballyvourney - Mullaganish - Caherdowney road) in the locality².
3. A wide range of facilities, including two second level schools orientated to the preservation of the native tongue, exists in the settlement. Further service functions should ideally locate in or near the centre, with shopping provision serving local needs only.
4. Over the 1971-1981 period the population of both villages and surrounding rural area increased dramatically by over 21%, although some levelling off occurred subsequently. Consolidation of the village through further localised growth in population and employment will be pursued in the Council's decision to designate the settlement a "priority" village.
5. While the villages are essentially linear in character, there is further pressure for ribbon development on the main roads leading into them. It will be the Council's policy to contain further sprawl by directing new "one-off" housing into suitable sites within the villages limits (See Map 1).
6. A diverse employment base, ranging from local services to the manufacturing firms on Udaras na Gaeltachta's centrally located industrial estate, cater for local needs. Further potential exists for employment expansion on the Udaras site and the re-vitalisation or renewal of other under used industrial premises within the settlement. The Council will co-operate with the Udaras and other interests in the promotion and expansion of same.
7. The existing sewerage system is at capacity and while a new scheme has been designed, it is unlikely that works will be initiated within the next five years. An excess of approx. 30,000 gallons over current demand exists in the water supply system and this should be sufficient to meet foreseeable needs over the plan period.
8. Ballyvourney/Ballymakeera possess a wealth of antiquities in their immediate hinterlands². Some, such as St. Gobnat's Church and well, have been attractively restored. Similarly, the area possesses a linguistic and folklore tradition which has been carefully protected and developed. The Council considers that both of these local characteristics could be beneficially exploited to the benefit of the area and will co-operate in the establishment of a local interpretative centre aimed at their promotion and development.
9. Development proposals, unless otherwise stated, are shown on Map 1. Their implementation will depend on the availability of the necessary finance and support of the local community and other interests over the plan period.

¹ Refer to Council's single house design guidelines "Building in the Countryside".

² Refer to Chapter 10 - "Areas Controls & Standards" re scenic routes.

8. Tá teacht ar shaibhreas seaniarsmaí i gceantar Bhaile Bhúirne/Bhaile Mhic Íre². Ar chuid díbh seo, agus Séipéal agus Tobair Ghobnatan san áireamh, deineadh cóiriú taitneamhach. Ar an gcuma céanna tá traidisiún teangan agus béaloidis sa cheantar a deineadh a chosaint agus a fhorbairtgo cúramach. Measann an Chomhairle gur féidir tairbhe a bhaint as na buanna seo agus déanfaidh sí comhoibriú chun ionad áitiúil a bhunú a mhíneoidh agus a léireoidh saibhreas na dtréithre seo agus a dhéanfaigh forbairt orthu.
9. Muna gcuirtear a mhalairt in iúl taispeántar na moltaí forbartha ar Learscaíl 1. Braithfidh a gcur i bhfeidhim ar an airgeadas riachtanach a bheith ar fáil agus ar thacaíocht ó phobal na háite agus eagraíochtaí eile a fháil thar tréimhse an phleain.

² Feach Caibidil 10 - "Areas Controls & Standards" maidir le bealaigh le radharcanna.

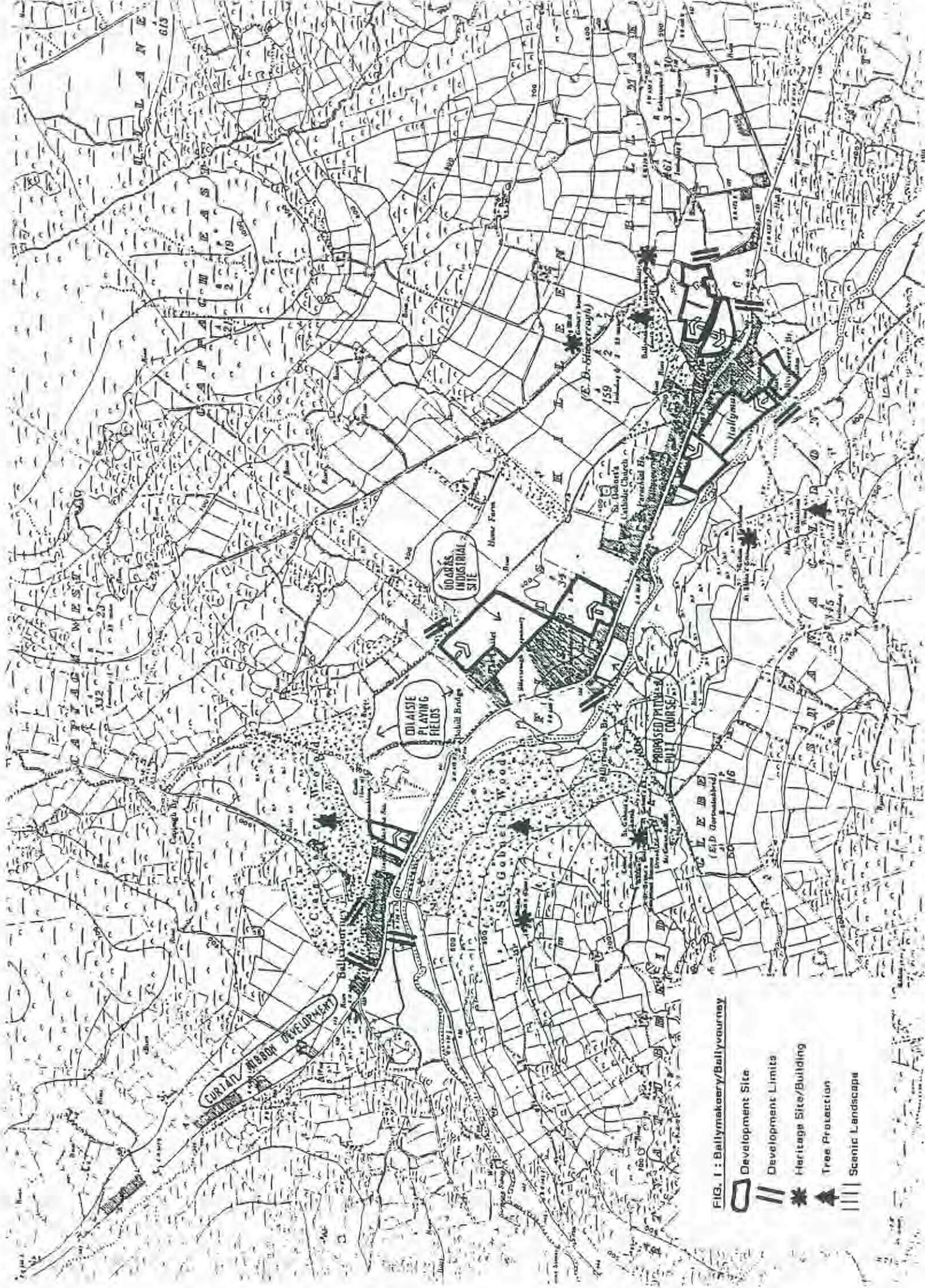


FIG. 1 : Ballymore/Ballyjourney

- Development Site
- Development Limits
- Heritage Site/Building
- Tree Protection
- Scenic Landscape

BÉAL ÁTHA AN GHAORTHAIDH

BALLINGEARY

1. Tá Béal Átha an Ghaorthaidh, an tarna sráidbhaile is mó i nGaeltacht Mhúscraí, in shuí go taitneamhach ar an dtaobh thiar de Loch Allua. Agus an dreach tíre mar atá sé tá crot líneach ar an sraibhaile agus cuirtear teorainn le líon na suíomhanna oirúnacha tionsclaíochta atá ar fáil.
2. Feidhmíonn an sraibhaile mar ionad áitiúil seirbhísí agus fostaíochta. Tá tionscal séasúrach turasoireachta ann atá bunaithe cuid mhaith ar bhothar Mhaigh Chromtha - Bheantraí agus a chongaraí is atá sé don Pháirc Fhoraise Naisiúnta ag Guagan Barra.
3. Tá áitrimh thionsclaíochta ag Údarás na Gaeltachta, comhlacht a chuireann deiseanna fostaíochta chun tosaigh agus atá páirteach i gcothú agus i gcur chun cinn tradisiún cultúrtha (teangan) na Gaeltachta trí chúrsaí Samhraidh i gColáiste na Mumhan.
4. An réimhse leathan seirbhísí agus áiseanna áitiúla, cuireann siad go mor le hachmhainní forbartha Bhéal Átha an Ghaorthaidh. Dhéanfaidh bunú gníomhaíochtaí sa bhreis an sráidbhaile a neartú agus na seirbhísí atá ann chéanna féin a chothú agus a leathnú.
5. Faoi láthair tá na háiseanna uisce agus draenála á n-úsaid go hiomlán beagnach agus déanfar a bhfeabhsú a mheas de réir na riachtanaisí forbartha. Moltar freisin feabhsú an bhóthair réigiúnda idir Béal Átha an Ghaorthaidh, Beantraí agus Maigh Chromth¹.
6. Measann an Chomhairle go bhfuil an sráidbhaile tabhachtach mar ionad seirbhísí agus fostaíochta maidir le forbairt an cheantair mháguaird. Déanfaidh an Chomhairle comhoibriú le hÚdarás na Gaeltachta maidir leis seo.
7. Maidir le forbairt achmhainní i nGleann na Laoi déanfar an sráidbhaile a chur chun cinn mar áit inar còir gníomhaíochtaí a bhaineann le turasoireacht a spreagadh, m.sh. tithíocht saoire.
8. Muna gcuirtear a mhalairt in iúl taispeántar na moltaí forbartha ar Learscáil 1. Braithfidh a gcur i bhfeidhm ar an airgeadas riachtanach a bheith ar fáil.

¹ Feach Caibidil 5B "Infrastructure, Non - L.U.T.S. Area".

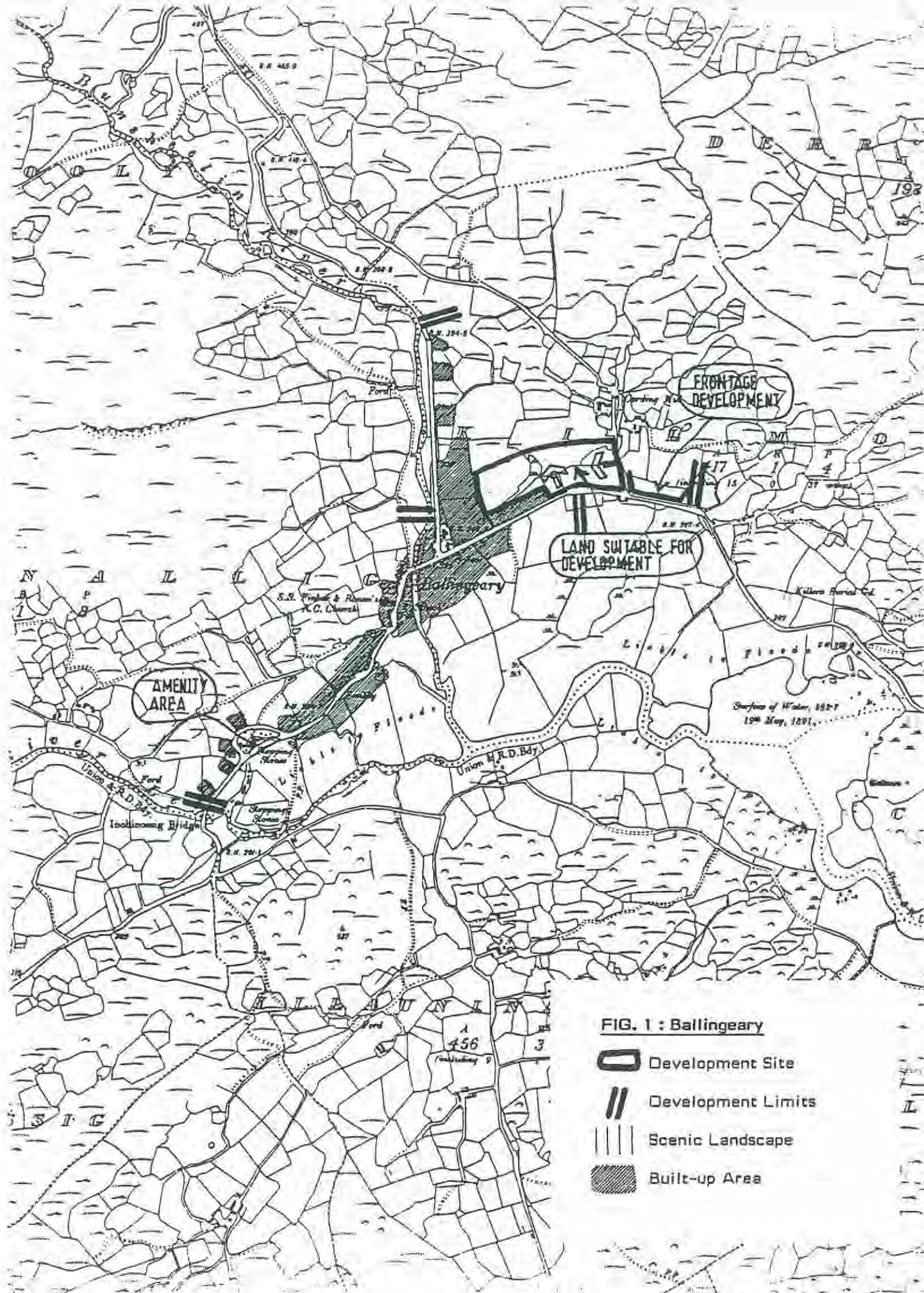






FIG. 1 : Ballingearry

-  Development Site
-  Development Limits
-  Scenic Landscape
-  Built-up Area

1. Ballingeary, the second largest village in the Muskerry Gaeltachta, is attractively situated on the west end of Lough Allua. Local topography constrains the village into a linear shape and limits the availability of suitable development sites.
2. The village functions as a local service and employment centre and has a seasonal tourism trade, which is based largely on the location on the Macroom - Bantry road and its proximity to the National Forest Park at Gougane Barra.
3. Údarás na Gaeltachta, which promotes the development of employment opportunities, has industrial premises in the village. It also engages in the maintenance and promotion of the cultural (linguistic) traditions of the Gaeltacht through summer courses run in the local Coláiste na Mumhan.
4. A wide range of local services and facilities, contribute to the development potential of Ballingeary. Consolidation of the village through the location of further activities would ensure their maintenance and expansion.
5. Water supply and drainage facilities in the village are currently near capacity and depending on development needs, consideration will be given to their improvement. Improvement of the regional road linking Ballingeary to Bantry and Macroom is also proposed¹.
6. The Council considers that the village has an important role to play in the development of the surrounding area, both as a service and employment centre, and will co-operate with Údarás na Gaeltachta in this regard.
7. Within the context of the Lee Valley's amenity potential, the village will be promoted as a location where tourism-related activities e.g. holiday housing, should be encouraged.
8. Development proposals, unless otherwise stated, are shown on Map 1. Their implementation will depend on availability of the necessary finance.

¹ See Chapter 5B - Infrastructure, Non- L.U.T.S. Area.

INCHIGEELAGH

1. This small village of less than 200 in population is attractively situated near the east end of Lough Allua and on the River Lee. It now spans both sides of the river, but is largely centred on the north bank. Inchigeelagh is also situated on the scenic Macroom (Gougane Barra) - Bantry road which is a seasonal touring route.
2. The village has a local service role and its range of facilities include two hotels, which testify to the traditional recreational/tourism functions of the area. Consequently, it has been designated a "priority village" for the purposes of this plan.
3. Population in the area (i.e. Inchigeelagh and Bealock D.E.D.'s) has declined over the last decade (1971-1981) by 3%, indicating the need for some policies aimed at stabilising and reversing this trend.
4. The village's industrial base has also declined dramatically over the past decade from an employment figure of 71 to 13. Further employment opportunities are urgently required if this process is to be reversed. Sites have been identified which are considered suitable for such uses (See Map 1).
5. Infrastructural services are limited; both water supply and public drainage, although capacity exists for a further 20 dwellings if localised improvements are made. Improvement of the regional roads linking Inchigeelagh to Dunmanway and Ballingeary are also proposed¹.
6. Ballingeary has a reasonably compact urban form, although some ribboning is evident on the Macroom road. Potential, however, exists for infill development which would maintain the existing village structure.
7. A significant local amenity, which has the potential to enhance the village considerably, exists on the south bank of the river. A considerable investment was put into this "pleasure island" by the local community and tourism interests some years ago but lack of maintenance has resulted in its deterioration. The Council will consider assisting the local community to renew the amenity provided there is a local commitment to the works and their continuing maintenance.
8. Within the context of the Lee Valley's promotion as a major regional recreational resource, the village will be also promoted as a location where tourism-related activities should be encouraged.
9. Development proposals are, unless otherwise stated, shown on Map 1. Their implementation will be pursued during the currency of this plan and subject to the availability of the necessary finances.

¹ See Chapter 5B, Infrastructure, Non-L.U.T.S. Area.

CROOKSTOWN

1. Crookstown is a developing village situated some 11 km. south-east of Macroom and a short distance off the National Primary Route, N.22. Within 2 km. of Crookstown, the smaller villages of Cloughduv to the east and Kilmurry to the west have also capacity to accommodate limited development. Combined, the villages provide a good range of facilities and services to their immediate hinterland. For the purposes of this plan, however, Crookstown alone is considered worthy of designation as a "priority village".
2. From 124 people in 1971 to 283 in 1981 the village has more than doubled in size. Further growth will depend on attracting further "one-off" housing demands into the village and in maintaining both local and convenient employment opportunities.
3. In order to maintain the distinct identity of both Crookstown and Cloughduv villages, limits will be put to the expansion of the former and encouragement given to in-depth and road frontage development within these boundaries (see Map 1).
4. The Council itself has facilitated village consolidation by building housing schemes in both villages. Further (private) housing is possible if an existing permission for a cluster-type development is utilised.
5. Water supply is adequate and can be improved, if necessary. In the absence of public drainage, individual and communal septic tanks will be permitted. Improvement of the road linking the west end of the village to the N.22 will be pursued.
6. In order to enhance the amenities of the village, the Council considers that the provision of a village park is desirable. Protection of the ruinous Castlemore and Clodagh castles adjacent to the village is also proposed¹.
7. Development proposals are shown on the attached Map 1. Subject to the availability of finance and the co-operation of the local community, the Council will endeavour to implement these during the plan period.

¹ Refer also to Chapter 5B - "Area Controls & Standards".

STUAKE/DONOUGHMORE

- 1.0 Situated some 15 km. north-west of Blarney, the village of Stuake and Donoughmore are considered as a single planning unit because of their close proximity i.e. c. 1 km. Combined, they have a range of local services and facilities, which make them suitable for designation as a "priority village" to accommodate housing demands in the area.
- 1.1 As extensive "one-off" and ribbon development has occurred in the rural hinterland of the settlement, it will be the Council's policy to direct further such demand either into in-depth sites within each village, or, alternatively to accommodate road frontage development linking the two. This latter option should be particularly attractive as panoramic views can be had of countryside to the south.
- 1.3 In the case of both villages, the Council will encourage private housing close to the village and will, if necessary, consider the acquisition of land itself. The eventual construction of a link road as part of such a development at Donoughmore is proposed.
- 1.4 At Stuake, the re-development of a prominent derelict site with a well-designed two-storey unit would enhance the village's visual amenities considerably. The Council will actively promote this.
- 1.5 While water is adequate to meet foreseeable needs, there is no public sewerage system. Depending on the rate and density of development, this need not be seen as a prohibitive constraint on the settlement's growth over the next five years.
- 1.6 Development proposals are shown on Maps 1 and 2. It will be the Council's intention to achieve these over the next five years subject to the availability of finance and the co-operation of the local community.

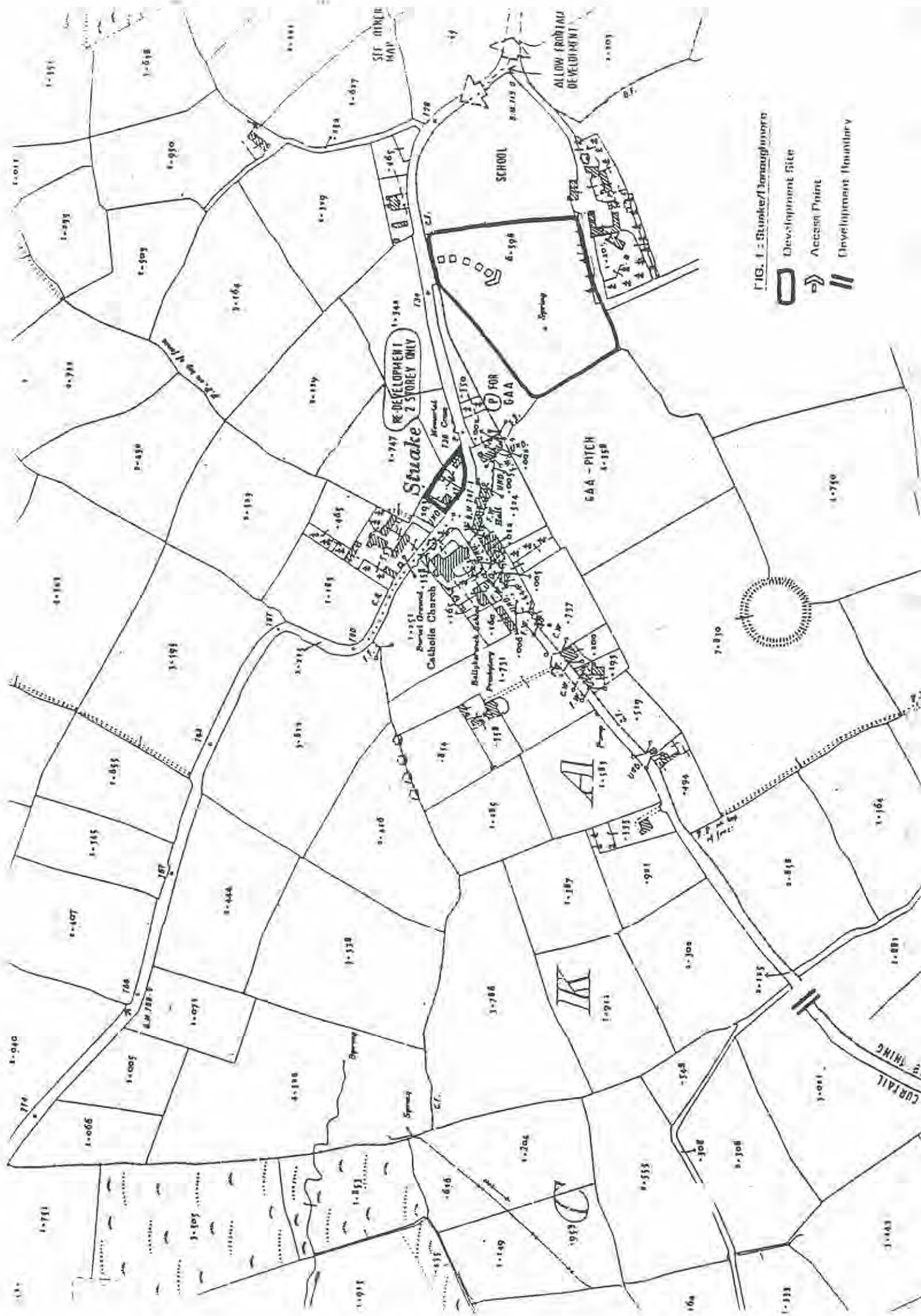


FIG. 1 - Stake/Development

-  Development Site
-  Access Point
-  Development Boundary

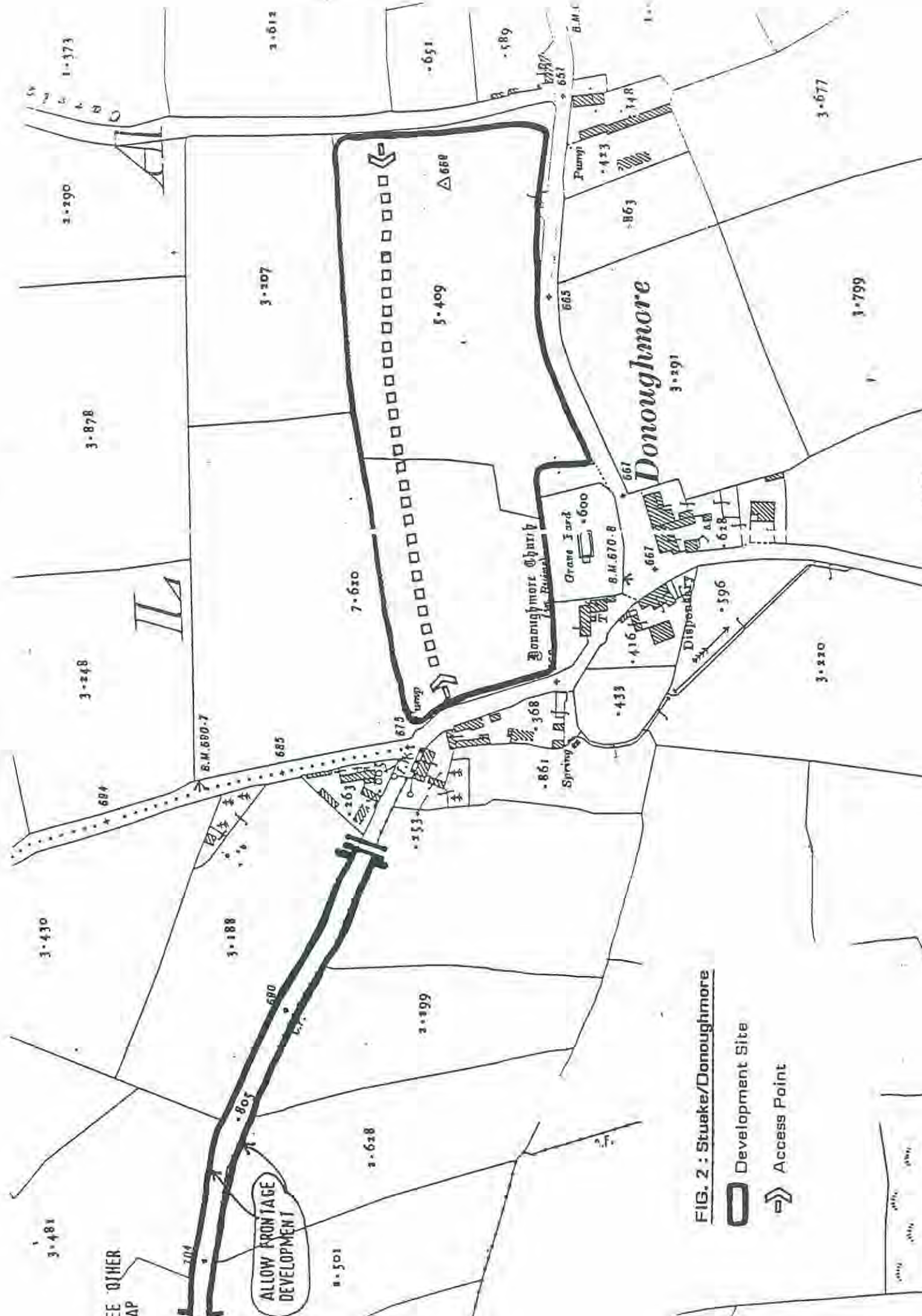


FIG. 2 : Stueke/Donoughmore

-  Development Site
-  Access Point

ALLOW FRONTAGE DEVELOPMENT

SEE OTHER MAP

COACHFORD/DRIPSEY

1. Coachford and Dripsey are located on the scenic northern lakeside route connecting Cork and Macroom. Dripsey consists of three nuclei, Lower and Upper Dripsey and Model Village. Due to the proximity of the two villages to each other and their location relative to the Lee Valley reservoirs, they are strategically placed to act both as a focus for residential growth and growth in ancillary service developments in connection with the promotion of the Lee Valley as a major tourist and recreational resource.
2. Population growth in Coachford, Dripsey and the surrounding rural area has been dramatic over the past decade (See Table I). Much of this growth reflects the Council's housebuilding programme.

Table I - Population Growth 1971-1981

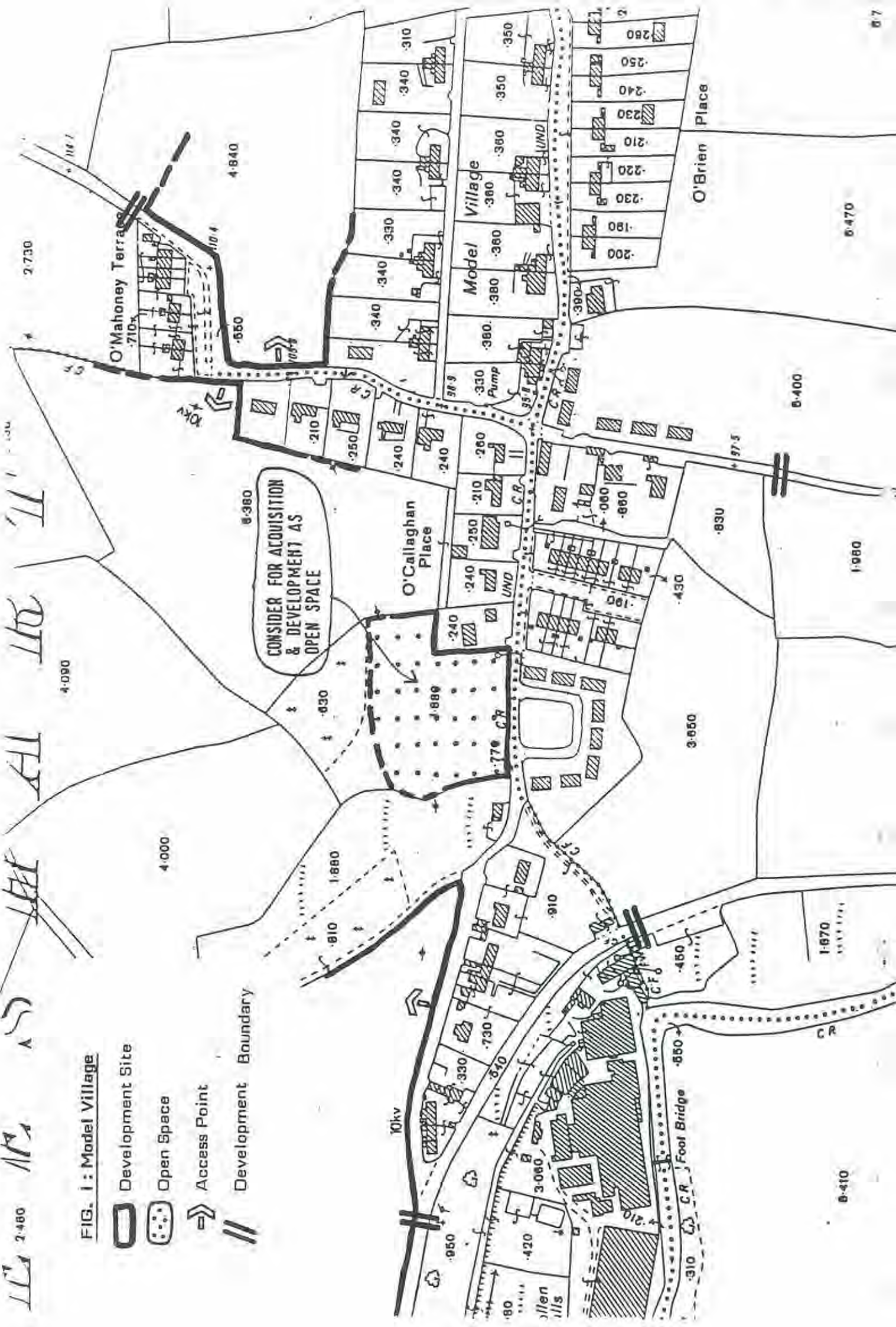
	1971	1979	1981	Change 1971-1981
Coachford	323	365	413	+28%
Model Village	198	256	343	+73%
Rest of Dripsey and Magourney DE's	1,209	1,433	1,463	+21%

3. Coachford has a good range of facilities and services including a small secondary school. Lower Dripsey has a school, shop and bar, while Upper Dripsey and Model village have local shops, bars and post offices.
4. There is no public sewerage system at Lower and Upper Dripsey. A public sewer leading to a communal septic tank serves a Council housing scheme in the Model Village; there is some spare capacity available. Coachford likewise has a public sewerage system with a communal septic tank. Whilst there is spare capacity in the system, local topographical constraints may necessitate the need for pumping if further land is developed.
5. Upper Dripsey and Model Village are supplied by the same water scheme, of inadequate water quality. There is a proposal to take water from the Cork Harbour & City Scheme to improve the situation. The connection will be made within the next five years. Spare capacity in the water system at Coachford is limited, although the capacity should be sufficient to accommodate development in the next five years.
6. Road alignments and local topography mitigate against much development at Lower Dripsey. There is some scope for development at Upper Dripsey although similar constraints apply. However, both Coachford and Model Village have suitable opportunities for indepth development. The Council will, subject to service improvements, encourage development within the villages as an alternative to further rural and roadside development outside the village bounds.
7. Inadequate provision of recreational open space, particularly at Model Village needs to be remedied. Opportunities to avail of the amenity resources of the Lee Valley present themselves both at Coachford, in the vicinity of Nadrid House south of the village, and on the riverside lands downstream of Dripsey (Upper) Bridge (See Fig. 2). In regard to the latter, participation in the Lee Valley Working Party will ensure co-operation from other public bodies and tourism interests in the achievement of the proposed amenities.

2-480 MS AS AH IR II

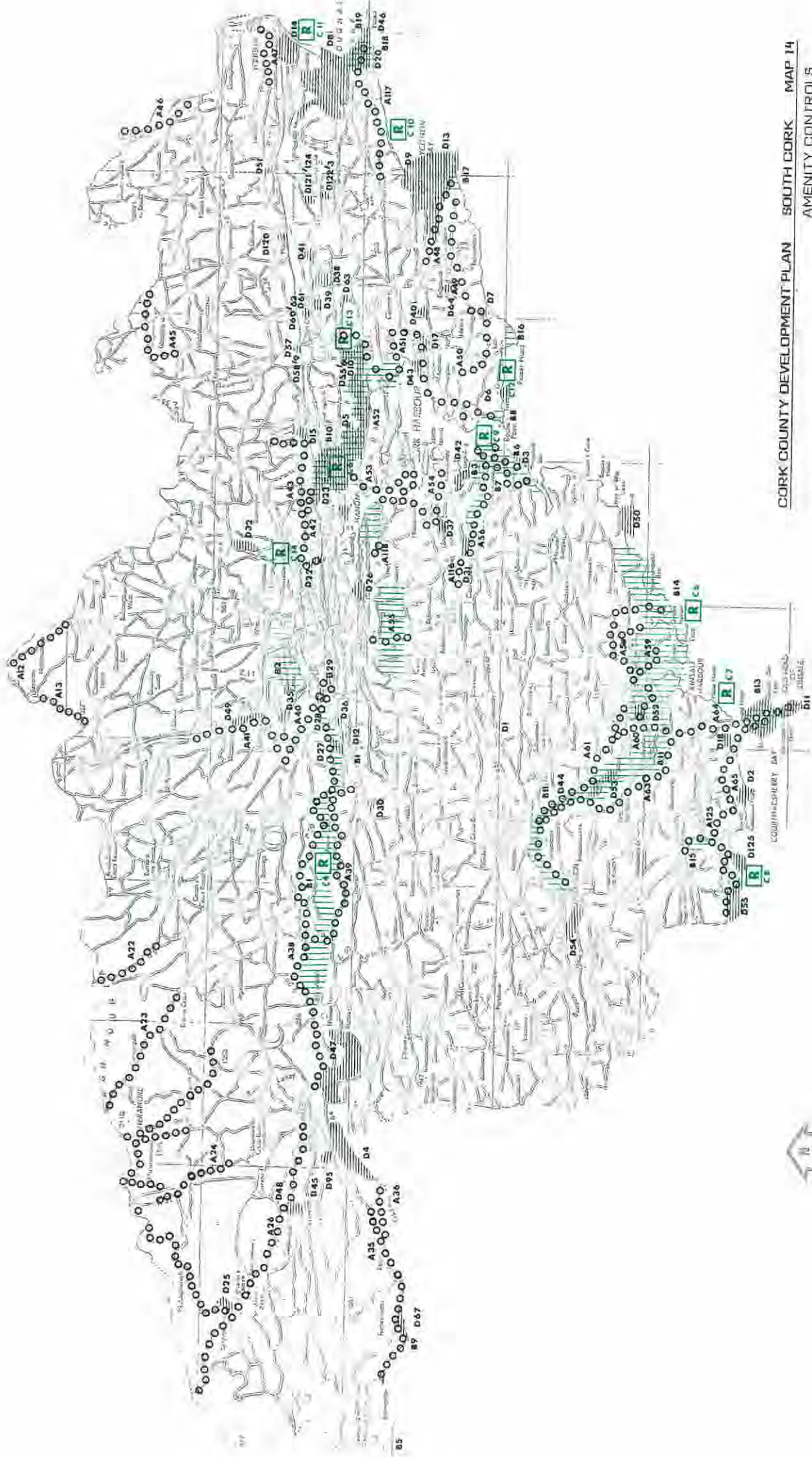
FIG. 1: Model Village

-  Development Site
-  Open Space
-  Access Point
-  Development Boundary



CHAPTER 10: DEVELOPMENT CONTROLS & STANDARDS

- 10.1 This Chapter takes cognisance of the policies outlined in the County-
wide planning document. These policies override and displace to a large extent
the location-specific policies for each administrative area of the County,
including South Cork.
- 10.2 Areas of visual/scenic importance, recreational utility and scientific interest
- as well as scenic views - are shown on Map 74 and listed in the following
Tables 1-4. It is the intention of the Council to protect these areas and
views. Protection in this context means the strict control of any
development which might prove injurious to the listed items, and when
such development is normally exempt from planning permission, its removal
from this category.
- 10.3 A provisional listing of heritage buildings and sites for the area is given
in Tables 5(a)-5(d) inclusive. Completion of the County archaeological
survey in 1986 will extend this listing. It is intended to produce a published
inventory incorporating further items at a future date. Due to their number
and scale it was not considered feasible to represent them adequately on
a map in this document. However, sufficient detailed references are given
to establish their exact location. It is the intention of the Council to protect
these buildings and sites in a similar manner to that indicated in paragraph
10.1.
- 10.4 Controls on development within the vicinity of Cork Airport will be continued
in the interests of safety and to facilitate expansion of the airport runways.
- 10.5 Protection of mineral resources (limestone, sand and gravel, and silica/clay
deposits) will be introduced for sites near Gallincollog, Carrigaline,
Carringtonill, Middleton and Cloyne, to ensure that future development
potential can be realised if required.
- 10.6 Development, other than farmbuildings, industry or the subdivision of cottage
plots for the cottier's family, will be strictly curtailed along the N.8, N.25,
N.20 (until the new road is built), N.22, N.71, R.609/612, R.600, R.624/5
and re-aligned Ringaskiddy and Mallow roads.
- 10.7 Effluent discharges to the Lee and Bandon river catchments will be assessed
in the light of the respective Water Quality Plans proposed for each.
- 10.8 Other controls e.g. those on housing, advertising, open space provision
and car parking are outlined in the "County-at-large" document or in
guidelines available from the Council, details of which are given in the
Appendix.



CORK COUNTY DEVELOPMENT PLAN SOUTH CORK MAP 14 AMENITY CONTROLS

- 0000 Scenic route
See List A
- ||||| Area of visual/scenic importance
See List B
- [R] Area of recreational importance
See List C
- ||||| Area of scientific importance
See List D



TABLE 1 : SCENIC ROUTES (VIEWS & PROSPECTS)

<u>Item No.</u>	<u>Views to be preserved or improved</u>
	Views from:-
A22	Roads from Mushera to Ballynagree, Lackdotia, Millstreet and Rylane Cross.
A23	Road from Glenaknockane towards Donoughmore.
A24	Road at Carriganima
A25	Road from Ballyvourney to Mullaghanish to Caherdowney
A26	Road between Macroom and Derrynasaggart Mountains.
A27	Road between Coolea and Coom
A28	Road between Lissacresig and Mouth of Glen
A29	Road between Gougane Barra and Mouth of Glen
A34	Road between Inchigeela and Ballingeary to Keimaneigh (runs into West Cork)
A35	Road between Inchigeela and Rossmore
A36	Road between Dromcarra and Rossmore
A38	Road between Leemount and Macroom via Coachford.
A39	Road between Classis, Currabeg and Coachford
A40	Roads between Clogheen, Tower and Blarney and road by Blarney Lake
A41	Road between Blarney and Grenagh
A42	Road from Dunkettle to Glanmire and eastwards to Caherlag and Glounthaune
A43	Road at Cashnagarrieffe, N.W. Carrigtwohill and westwards to Caherlag
A44	Road between Leamlara and Middleton
A45	Road between Ardglass and Monaleen Bridge
A46	Road between Youghal and Tallow
A47	Road between Youghal and Ballyvergan
A48	Road between Cloyne and Ballycotton (back road)

<u>Item No.</u>	<u>Views to be preserved or improved</u>
	Views from:-
A49	Road between Inch and Ballycotton via Ballybranagan
A50	Road between Inch and Aghada
A51	Road from Ballynacorra via East Ferry to Whitegate and Roche's Point
A52	Road at N.E. Great Island
A53	Road between Cobh and Belvelly
A54	Road between Passage West and Ringaskiddy
A55	Road between Frankfield and Ballygarvan Townland
A56	Road between Carrigaline and Crosshaven
A57	Roads between Crosshaven and Myrtleville, Church Bay, Camden, Weaver's Point and Fountainstown
A58	Road from Kinsale to Ringville and to Ballinaclashet and Oysterhaven
A59	Road between Kinsale and Clonlee via Summercove
A60	Road between Kinsale and Ballythomas (Coast Road)
A61	Road between Inishannon and Kinsale via Shippool
A62	Road between Bandon and Innishannon
A63	Road from Innishannon to Ballinadee to Kinsale Western Bridge
A64	Road between Barrett's Cross and Old Head
A65	Road from Old Head in Timoleague via Garrettstown, Coolmaine and Harbour View
A66	Road between Timoleague and Courtmacsherry
A116	Road along Ballea Woods and the river, Carrigaline.
A117	Road between Garryvoe and Knockadoon
A118	Road along wooded stretch to Rochestown
A123	Winding road joining Coolea - Coom road to Lissacresig Road
A125	Road from Kilbrittain to the junction with the Kinsale-Courtmacsherry Road

TABLE 2 : AREAS OR FEATURES OF VISUAL/SCENIC IMPORTANCE

<u>Item No.</u>	<u>Item</u>	<u>Location</u>
B1	Lee Valley from Carrigadrohid to City Boundary	West of City
B2	Bride Valley from Templenakilleeny to City Boundary	N.W. of City
B3	Woodlands at Currabinny	Currabinny, Cork Harbour
B5	Gougane Barra	Shehy Mountains (extends into West Cork)
B6	Crosshaven/Ringabella	Cork Harbour
B7	Estuary of Owenaboy	East of Carrigaline
B8	Roches Point	Cork Harbour
B9	Lough Allua	Inchigeelagh (extends into West Cork)
B10	Foaty Island	Cork Harbour
B11	Bandon Valley	From Bandon to Kinsale
B13	Old Head	Kinsale
B14	Kinsale Harbour to Oysterhaven and Newfoundland Bay	Kinsale to Oysterhaven
B15	Valley along scenic route A125	Kilbrittain Area
B16	Power Head	Gyleen
B17	Ballycotton Head	Ballycotton
B18	Knockadoon	Knockadoon
B19	Capel Island	Knockadoon

TABLE 3 : AREAS OF RECREATIONAL IMPORTANCE

<u>Item No.</u>	<u>Item</u>
C4	Inniscarra Reservoir/Farran Wood Area
C5	Foaty Island
C6	Oysterhaven
C7	Kinsale Harbour
C8	Garrettstown
C9	Crosshaven/Fountainstown Area
C10	Ballycotton Bay
C11	Youghal/Redbarn
C12	Roches Point - Inch Bay
C13	Ballynacurra Estuary
C14	Glashaboy River Valley

Table 4 : Areas or Features of Scientific (High Amenity) Importance¹

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Interest</u>	<u>Value</u>	<u>Grid Ref.</u>
D1	Ballyheedy	Quarry	Geological	(I)	97.4
D2	Glanvirane	Courtmacsherry	Geological Geomorphological	(I)	124.14
D3	Ringabella	Ringabella Bay and Point	Geological	(I)	99.15
D4	The Gearagh	Woodland	Ecological	(I)	71.9
D5	Foaty Island	Foaty Island/ Belvelly Rossleague	Ornithological Ecological	(I)	75.7/11
D6	Trabolgan	Trabolgan	Botanical	(I)	100.1
D7	Ballycroneen	Ballycroneen Bay	Geological	(N)	100.4
D8	Ballymacoda/ Clonpriest/Kilmore	Grassland/ Mudflats	Ecological	(N)	78.9/2
D9	Ballynamona	Garryvoe	Geological	(N)	89.7
D10	Great Island	Channel Mudflats	Ecological	(N)	75.11/12 76.9/10
D11	Old Head	Old Head of Kinsale	Ecological, Geological	(N)	137.137A
D12	Ballincollig	Ballincollig Caves	Geological	(R)	73.15
D13	Ballycotton	Ballycotton Bay	Ecological	(R)	89.12
D14	Ballyvergan	Ballyvergan Marsh	Botanical	(R)	67.15
D15	Terrysland/ Carrigtwohill	Caves, Sink	Geological	(R)	75.8
D17	Cloyne	Cloyne Esker/Cave	Geomorphological	(R)	88.
D18	Garrylucas	Marsh	Ecological	(R)	124.16
D20	Knockadoon	Knockadoon Head	Geological	(R)	78.15
D22	Tivoli/Dunkettle Shore	Mudflats	Ecological Ornithological	(R)	75.5
D23	Ballytrasna	Rock Farm Quarry	Geological	(R)	76.10

¹ "I" denotes International Importance, "N", National; "R" Regional and "L" Local on this scale.

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Interest</u>	<u>Value</u>	<u>Grid Ref.</u>
D25	Slievareagh	St. Gobnet's Wood (Ballyvourney Forest)	Botanical	(R)	58.7/8
D26	Douglas River	Mudflats	Ecological Ornithological	(R)	74.16
D27	Ballincollig/ Great Island Coolyduff	Powder Mills/ Riverbank	Ecological Botanical/ Ornithological	(R&L)	73.10/11
D28	Carrigrohane Beg	Healy's Bridge (Riverbank & Wood)	Ecological	(R)	73.7
D29	Mount Desert	Riverbank and Wood	Ecological	(R)	73.8
D30	Carrigane	Ovens Limestone Outcrop	Ecological Geological	(R)	74.13
D31	Carrigaline	Limestone Outcrop	Geological	(R)	87.13
D32	Butlerstown	Wooded Valley	Ecological	(R)	64.9
D35	Shean Lower	Quarry and Cave	Ecological Geological	(L)	74.16
D36	Greenfield	Limestone Outcrop	Geological	(L)	74.15
D37	Shanbally	Limestone Outcrop	Ecological Geological	(L)	87.10
D38	Butlerstown	Butlerstown Lake	Ecological Ornithological	(L)	76.8
D39	Carrigshane	Hill-exposed rock	Botanical	(L)	76.8
D40	Carrigacrump	Caves	Geological	(L)	88.8
D41	Farrantrenchard	L. Aderry	Ornithological	(L)	77.1
D42	Lough Beg	Mudflats	Ornithological	(L)	87.14
D43	Rostellan	Lake	Ornithological	(L)	88.6
D44	Shippool	Woodland	Ornithological	(L)	111.6
D45	Sullane Bridge	Woodland	Ecological	(L)	70.2
D46	Capel Island	Capel Island	Ornithological	(L)	78.12
D47	Mashanaglass	Upper Lee Reservoir	Ornithological	(L)	71.13
D48	Inchinahoury	Woodland west of Macroom	Botanical	(L)	70.5
D49	Ardmadane	Woodland from Waterloo to Blarney	Botanical	(L)	62.12
D50	Ringroe	Reanies Point	Ornithological	(L)	113.10

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Interest</u>	<u>Value</u>	<u>Grid Ref.</u>
D51	Killeagh	Killeagh Bog	Ornithological	(L)	112.3
D52	Cappagh/ Cammogue	Wildfowl Habitat Kinsale	Ornithological	(L)	111.16
D53	Dundareike	Deciduous Woodland	Botanical	(L)	70.11
D54	Castle Bernard Park	Deciduous Woodland	Botanical	(L)	110.3
D55	Ballintubbrid	Goat Hole Cave	Geological	(L)	76.9
D56	Ballintubbrid	Ballintubbrid Rising	Geological	(L)	76.9
D57	Water Rock	Water Rock Sink & Cave	Geological	(L)	76.2
D58	Knockgriffin	Pipe Cave	Geological	(L)	76.2
D59	Broomfield	Broomfield Quarry Cave	Geological	(L)	76.2
D60	Midleton	Distillery Cave	Geological	(L)	76.3
D61	White Rock	Ball's Rock Cave	Geological	(L)	76.4
D62	Park North	Park North Caves	Geological	(L)	76.3
D63	Carrigagour	Carrigagour Caves	Geological	(L)	76.12
D64	Ballyfin	Ballyfin Cave	Geological	(L)	88.12
D120	Mogeely	Mogeely Cave	Geological	(L)	66.14
D121	Ballyvourisheen	Sink	Geological	(L)	77.3
D122	Ightermurragh	Poul na harka Rising & Sink	Geological	(L)	77.7
D123	Dower	Dower Bridge Rising	Geological	(L)	77.7
D124	Knockane	Knockane Caves	Geological	(L)	77.3
D125	Kilbrittain - Harbour View	Sandy Estuarine Inlet	Ornithological	(L)	124.9/13

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

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u> <u>Map Ref.</u>
E60	Glantane East	Remains of Megalithic Tomb	(P.O.)	48.10.6
E61	Glantane East	Stone Circle with Fosse & Monolith	(P.O.)	48.10.6
E62	Knocknakilla	Cairn Remains	(P.O.)	48.11.4
E63	Knocknakilla	Stone Circle	(N.M.)	48.11.4
E64	Knocknagoun	Hut Circles, Stone Circle & megalithic tomb	(P.O.)	49.16
E65	Kilmartin Lower	Stone Circle & Ringfort	(L.O.)	50.13.5/6
E66	Glenaglogh South	Ringfort & Souterrain	(L.O.)	60.3
E67	Kilberrihert	Wedge Shaped Gallery Grave	(L.O.)	60.10.2
E68	Oldcastle	Cairn	(P.O.)	61.10.2
E69	Loughnane East	Lisnaraha	(P.O.)	62.10
E70	Youghal Lands	North Abbey	(N.M.)	67.8.4
E71	Gortanacra	Stone Circle	(L.O.)	69.3.2
E72	Gortanimill	Stone Circle	(L.O.)	69.3.6
E73	Carrigaphooca	Castle and Stone Circle	(N.M.)	70.7
E74	Rathonane	Ringfort	(P.O.)	72.13
E75	Ballineadig	'Cille na Cluaine' monastic site	(N.M.)	72.11/12
E76	Keamcorravooly	Wedge Shaped Megalithic Tomb	(L.O.)	80.4.6
E77	Kilcrea Abbey	Franciscan Abbey	(N.M.)	84.4.1
E78	Garranes	Ringfort	(P.O.)	84.14.2
E79	Inniskenny	Ringfort	(L.O.)	85.8
E80	Kilmichael	Group of Standing Stones	(N.M.)	99.11
E81	Kinsale Town Plots	The French Prison	(N.M.)	112.13
E82	Old Fort	James Fort, Kinsale	(N.M.)	112.13.6
E83	Fort Hill	Charles Fort	(N.M.)	125.2.1

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

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F3	Gortafudig	Cromlech	(L)	80.7
F4	Rossalougha	O'Mahony's Tomb & Callanan's Cross	(N)	80.5/6
F5	Gorteenakilla	Gallaun	(L)	81.4
F6	Inchinaneave	"Giant's Grave"	(L)	82.5
F7	Callas	Fort	(L)	61.16
F8	Cloghphillip	Castle	(L)	62.15
F9	Gornaveigh	Castle	(L)	67.2
F11	Ballycatteen	Rath	(N)	124.10/11

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

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F17B	Innishannon	Church tower	(L)	97.13

TABLE 5D : ITEMS AND STRUCTURES OF HISTORIC, ARCHAEOLOGICAL, ARCHITECTURAL, OR ARTISTIC IMPORTANCE FOR PROTECTION¹ OTHER THAN THOSE PROTECTED BY THE O.P.W. OR VESTED IN THE COUNTY COUNCIL.

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F263	Glenville	C. of I. Church	(L)	43.16
F264	Carriganimmy	R.C. Church	(L)	48.14
F265	Carriganimmy	Stone Circle	(L)	48.15
F266	Annaganihy	Stone Circle	(L)	49.11
F267	Annaganihy	Two Stone Circles	(L)	49.11
F268	Carrigulla	Two Stone Circles	(L)	49.13
F269	Oughtihery	Stone Circle	(L)	49.15
F270	Coolicka	Portal Dolmen	(L)	50.14
F271	Knockantota North	Stone Circle	(L)	51.2
F272	Ballyglass	Ringfort	(L)	51.5
F273	Garraune North	Bi-vallate Ringfort	(R)	51.13
		8 Ringforts	"	"
		5 Fulacht		"
		Megalithic		"
F274	Ballyvaloon	Large Circular Enclosure	(L)	41.14/15
F275	Kilmona	Portion of Large Circular Enclosure		51.15
F276	Ballynagloch East	Moated Site		52.8
F277	Rye field East	Wedge Shaped Gallery (N)		52.13
		Grave		
F278	Carrignavar	Castle		52.14
F279	Trantstown	2 large bi-vallate ringforts		53.13
F280	Rathdrum	2 bi-vallate ringforts		54.13

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

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F281	Garrylaurence	Bi-vallate ringfort		54.12
F282	Garryduff	Large Ringfort Stone Alignment		54.16 54.16
F283	Ballyknock North	Castlefarm Ogham Stone Soutterain Site of Castle and Ringfort		55.1/2
F284	Ballydonagh North	Tri-vallate Ringfort	(L)	55.13
F285	Barrariddane	Inch R.C. Church	(L)	55.16
F286	Ballyglavin	Ringfort		56.14
F287	Slievereach	Ballyvourney Monastic Site, Cross Slab Ogham Stones.	(L)	58.10
F288	Ballyvourney	Catholic Church C. of I. Church Bridge, Rectory	(R&L)	58.10
F289	Carrigonirtane	Portal Dolman	(L)	59.2
F290	Knockraheen	Stone Circle Adjacent Monuments	(L)	59.3
F291	Cabragh	Alignment	(L)	59.6
F292	Scrahanard	Wedge-shaped Gallery Grave	(L)	59.7
F293	Caherbirrane	Wedge-shaped Gallery Grave	(L)	59.7
F294	Lackaduv	Wedge-shaped Gallery Grave	(L)	59.7
F295	Garranenagappul	Garrane R.C. Church	(L)	59.15
F296	Knocknagappul	Wedge Tomb		60.1
F297	Ballinagree West	Standing Stones		60.1
F298	Dooneens	Stone Circle	(L)	60.2
F299	Oughtihery	Ringbarrow		60.3/4
F300	Rylane	Ringbarrow		60.4
F301	Laharankeal	Stone Circle (5 Stones)	(L)	60.6

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F302	Mount Rivers	Two ringbarrows		60.8
F303	Caherbarroul	Megalithic Tomb	(L)	60.9
F304	Caherbarroul	Monastic Site		60.9/10
		Stone		"
		Pair of Standing Stones		"
F305	Kilberrihert	Burial Ground		60.10
F306	Coolineagh	Ogham Stone 4th Century & 6th Century	(N)	60.12
F307	Coolanid Dane	Hanover Hall	(L/R)	60.13
F308	Kilcullen South	Earthwork		61.2
		Two Standing Stones		"
		Site of Soutterain		"
F309	Ballyhennessy	Standing Stone		61.3/4
F310	Reagrellagh	Ringfort		61.7
F311	Carhue	Ringfort		61.7/8
F312	Lisnashandrum East	Ringfort	(L)	61.12
F313	Aghavrin	Early 19th Century Folly	(L)	61.13
F314	Garraun South	Large Ringfort (endangered)		62.1
F315	Ballynaraha	Ringfort		62.3/4
F316	Loughnane East	Rectangular Medieval Earthwork	(L)	62.6
F317	Ballygibbon	Fulacht Fiadh Complex	(R)	62.7
F318	Coolowen	Fulacht Fiadh Complex	(R)	62.8
F319	Coolowen	Moated Medieval Homestead	(R)	62.8
F320	Vicarstown	Moated Medieval Homestead Possible Ringfort	(R)	62.9
F321	Curragnalacht	Fulacht Fiadh Complex	(R)	62.12
		Ringfort		62.12
F322	Cloghroe	Rectangular Moated Site		62.13

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F323	Kilnamucky	St. Ann's Hydro "Kursaal"	(L)	62.15
F324	Blarney/ Monacnapa	Blarney Castle Old Castle 18th Century Mansion House Ruins Rock Close & Demesne R.C. Church Blarney Castle Bridge C. of I. Church & Mills	(R) (I) (L) (L) (L)	62.16
F325	Whitechurch	Moated Medieval Homestead St. Patrick's R.C. Church	(R) (L)	63.1 63.1
F326	Templemichael	Templemichael Bridge	(L)	63.3
F327	Killavarrig	Moated Medieval Homestead	(R)	63.6
F328	Monard	Spade Mills, 18th Century	(N)	63.9
F329	Kilcully	Annarse Bridge	(L)	63.14
F329A	Knocknahorgan	Silverspring - Starch Works	(L)	63.16
F330	Rathfilode	Two Ringforts (endangered)		64.2
F331	Killalough	Bi-vallate ringfort		64.5
F331A	Ballingohig	Ashton Grove (Murphy's Fort)	(L)	64.5/6
F332	Leamlara	R.C. Church	(L)	64.8
F333	Hermitage	Two Standing Stoens	(L)6	64.9
F334	Ballynagaul	Two Ringforts		64.10
F335	Riverstown	Sallybrook Mill & Glansillagh Mills		64.13
F336	Riverstown	Riverstown House Row of 8 cottages east of bridge	(I) (R&I)	64.13 64.13
F337	Brookville	Country House & Gates (modernised)	(L)	64.13
F338	Brooklodge	Brooklodge House	(L)	64.13
F339	Ballyvisteale Demesne	Ballyvisteale House	(L)	64.14

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F340	Ballinbrittig	Group of 4 Ringforts Church Site		64.15
F341	Lisgoold	Church, Schoolhouse	(L)	65.2
F342	Glenawillin	Ogham Stone		65.3
F343	Sandy Hill	Cairn		65.3
F344	Ballyedmond	Gardens & Lodge (House gone)	(L)	65.6
F345	Ballyleary	Bi-vallate Ringfort		65.9
F346	Woodstock	Bi-vallate Ringfort		65.13
F347	Curragh	Hillfort		65.13
F348	Cahermore	Cahermore Country House Stable ' Tower House	(L)	65.16
F349	Dungourney	Village - R.C. Church National School 1861	(L)	66.1
F350	Donickmore	Bi-vallate Ringfort		66.1
F351	Glenaphuca	Hillfort or early ecclesiastical site		66.1
F352	Mount Uniacke	Village		66.4
F353	Castlequarter	Bi-vallate Ringfort		66.5
F354	Aghadoe	"Sheela-na-gig"		66.11
F355	Dromdihy	Dromdihy Country House & Stables	(L-R)	66.12
F356	Killeagh	Village - C. of I. Church Houses in Main Street R.C. Church R.I.C. Barracks	(R)	66.12 " " "
F357	Garroutragh	Ringfort		66.14
F358	Mogeely	R.C. Church Market House	(R) (R-L)	66.14 "
F359	Rath	Ringfort & Souterrain		67.1
F360	Youghal	Aghanacoustha Bridge	(L)	67.1
F361	Curraghboy	Two Mile Bridge	(L)	67.2
F362	Foxhole	Rincren Bridge	(L)	67.3

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F363	Muckridge	"Smyths" Pottery Works Youghal Brick Works Heathfield House	(N/R) (R) (L)	67.3 67.3 67.3
F364	Inchiquin	Inchiquin Castle C1200	(N)	67.13
F365	Dysart	Dysart House		67.16
F366	Reenanenee	R.C. Church	(R)	69.7
F367	Lisscreasig	Stone Circle	(L)	70.2
F368	Kilnagurteen	Mount Massey C. House & Stables	(N)	70.4
F369	Carrigaphoooca	Carrigaphoooca House	(L)	70.6
F370	Gurteenroe	Macroom Castle	(N)	70.8
F371	Rockborough	Rockborough House	(L)	70.8
F372	Kylefunchin	Ringfort with interior House sites	(L)	70.10
F373	Raleigh North	Raleigh House	(L)	70.11
F374	Teergay	Stone Circle	(L)	70.15
F375	Dromkeen	Dromkeen House	(R)	70.16
F376	Bailick/Kill	Portal Dolmen	(L)	71.1/5
F377	Shanakill	Two Standing Stones Two Stone Circles		71.2 71.2
F378	Knockacroghera	Ringfort and Gallan		71.4
F379	Bealick	Pair of Standing Stones Wedge Tomb		71.5 71.5
F380	Coolyhane	Coolyhane House & Lodge	(R/L)	71.5
F381	Bealick	Laney Bridge Iron Foundry	(L) (R/L)	71.5 71.5
F382	Maghereen	Corn Mill (horizontal mill and mill works survive)	(R/N)	71.5
F383	Maghereen	Flour Mill (still in use)	(R/L)	71.5
F384	Ummerra	Gallan Fulacht Fiadh		71.5/6 71.5/6
F385	Coolata	Ringfort		71.7

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F386	Caum	Church in ruins	(R/L)	71.7
F387	Carrigadrohid	Carrigadrohid Bridge	(N)	71.7/8
F388	Carrigadrohid	Carrigadrohid Castle	(R)	71.8
F389	Sieveen East	New Bridge	(R)	71.9
F390	Farranavarigane	Macloneigh House	(L)	71.9
F391	Coolacoosane	Stone Circle	(L)	71.11
F392	Bawnatemple	Megalithic Tomb Medieval enclosure	(L)	71.11 71.11/15
F393	Rosnascaip	Boulder Dolmen		71.14
F394	Shandangan	Standing Stones		71.15/16
F395	Knockavullig	Two Megalithic Tombs	(L)	71.16
F396	Rockrove	Standing Stone		72.1
F397	Deeshart	Dripsey Woollen Mills	(N)	72.2
F398	Carrignamuc	Carrignamuc or Dripsey Castle	(L/R)	72.2
F399	Kilgobnet/ Agharinagh	Dripsey Bridge	(L/R)	72.2/3
F400	Carhoo Lower	Fulacht Fiadh		72.5
F401	Carhoo Lower	Carhoo House		72.5
F402	Glebe	Coachford C. of I. Church (L) (ruined)		72.5
F403	Nadrid	Country House	(R/L)	72.5/6
F404	Nadrid	St. John's R.C. Church	(L)	72.5/6
F405	Cronodymore	Pigeon House	(N/R)	72.7
F406	Roovesbeg	Stone Alignment		72.9
F407	Rocvesmore	Ringfort and Soutterain		72.9/10
F408	Aghlish	Early Christian Enclosure (church and graveyard)		72.10
F409	Mullaghroe	Ringfort	(L)	72.12
F410	Clashanure	Two conjoined ringforts	(L)	72.12
F411	Clashanure	Mills	(R)	72.12

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F412	Clashanine	Mills	(R)	72.12
F413	Knockshanawee	Ringfort		72.13
F414	Kilcrea	Kilcrea Castle	(R)	72.15
F415	Cloghroe	Castle inside Ringfort	(L)	73.1
F416	Ardrum	Ardrum House (in ruins) (farm buildings, gardens)	(L/N)	73.1
F417	Dromin,	Sheep Bridge	(L)	73.2
F418	Coolflugh	Tower Bridge	(L)	73.2
F419	Curraleigh	Charter House	(R)	73.5
F420	Carrigyknaveen	St. Senan's C. of I. Church	(L)	73.5/6
F421	Carrigrohane Beg	Church and graveyard	(L)	73.7
F422	Carrigrohane	Bannow Bridge	(L)	73.7
F423	Coolroe	Inniscarra Bridge, Causeway		73.10
F424	Garravagh	Standing Stone Inniscarra Church	(L) (R)	73.10 73.10
F425	Carrigrohane	Castle & Stronghouse	(I)	73.11/12
F426	Carrigane	Catholic Church, St. Mary's	(L)	73.13
F427	Knockanemore	Ovens R.C. Church	(N)	73.13
F428	Knockanemore	Ringfort		73.13
F429	Kilnaglory	Kilnaglory Church and Graveyard		73.14/15
F430	Maglin	Limekiln	(L)	73.15
F431	Ballincollig	Ballincollig Castle 15th Century Gunpowder Mills Long and Short Range	(R) (I) (N/R)	73.15 73.15 73.15
F432	Poulacurry South	C. of I. Church	(R)	74.4
F433	Poulacurry South	"Glen Mervyn" and "Colaiste an Piarasaigh", mid 18th Century House	(R&L)	74.4
F434	Lota More	Lota House, 18th Century and interior	(N)	74.8

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F435	Lota More	Lota Lodge ("Vienna Woods") (R)		74.16
F436	Lota Park	Lota Park (R)		74.8
F437	Douglas	Mill Cottages, Douglas Village (West) (L)		74.15
F438	Douglas	St. Lukes C. of I. Church (R)		74.15
F439	Maryborough	Maryborough, early 18th Century House & interior (R)		74.15
F440	Maryborough	Maryborough Gate Lodge (L)		74.16
F441	Maryborough	Windsor House & interior (R)		74.16
F442	Maryborough	Bloomfield House (R)		74.16
F443	Maryborough	"Journeys End", 20th Century House (R)		74.16
F444	Poulacurry South	Cloth Mill and mill race (L)		75.1
F445	Ballinglanna	Glanmire Bridge and nearby cottages to east (R)		75.1
F446	Lackenroe	Glounthaune R.C. Church & Soutterain (L)		75.2/6
F447	Ballynaron	2 Ringforts (L)		75.2
F448	Garrancloyne	Coppinger's 3 Chimney House (R)		75.4
F449	Kilcoolishal	Father Matthew Tower, 1845 (R)		75.5
F450	Kilcoolishal	Dunslan House (L)		75.5
F451	Dunkettle	Dunkettle House, late 18th Century (N)		75.5
F452	Ballyhennick	Rock Grove (R)		75.6
F453	Carrigtwohill	Cotter and other monuments Tower of Medieval Church (N&L)		75.8
F454	Foaty	Fota House, 19th Century Mansion and Folly Tower (N)		75.11
F455	Pembroke	Rockenham (R)		75.14
F456	Pembroke	Horsehead (L)		75.14
F457	Pembroke	R.C. Church & Methodist Church (L)		75.14

<u>Item No.</u>	<u>Townland</u>	<u>Item.</u>	<u>Value</u>	<u>Grid Ref.</u>
F458	Belvelly	Castle & Martello Tower	(R)	75.15
F459	Rossleague	Martello Tower	(N)	75.16
F460	Cahermone	Castle, near Middleton	(L)	76.3/4
F461	Ballyedekin	Ballyedekin House	(R)	76.4
F462	Roxborough	R. House (in ruins)	(R)	76.4
F463	Clashduff	Large triple limekiln	(L)	76.4
F464	Ballyannan	Ballyannan Castle including deer park walls and sun shelters	(N)	76.6
F465	Castleredmond	Lake View Country House	(R)	76.7
F466	Ballynacorra	Ballynacorra House	(R)	76.7/11
F467	Ballyvodock West	Castle in ruins	(L)	76.10
F468	Ballynacorra West	Industrial buildings, Maltings	(R)	76.11
F469	Ballynacorra	Rosehill House	(N)	76.11
F470	Ballynacorra	Tumulus & medieval church site	(R/N)	76.11
F471	Ballyellane	Large Triple Limekiln	(L)	76.13
F472	Rathcoursey	Rathcoursey House	(R)	76.14/15
F473	Kilva	Church and standing stone		76.15/16
F474	Sculleen	Ardavilling Country House	(R)	76.16
F475	Farrantrenchard	Ballintotis R.C. Church	(N)	77.1
F476	Killamucky	Castlemartyr/Imogeely Glebe House	(L/R)	77.2
F477	Grange	Castlemartyr School	(L)	77.2
F478	Castlemartyr	Settlement - House (now Carmelite Priory) Remains of Desmond Castle with 18th Century Gothic Gateway. Artificial river etc.	(R)	77.2/6
		C. of I. Church	(L)	77.2/6
		Market House	(R)	77.2/6
		18th Century Bridge, terrace of three houses	(L)	77.2/6

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F479	Clasharinka	Clasharinka Country House	(L)	77.3
F480	Knockane	Knockane House	(R)	77.3
F481	Bridgefield	Bridgefield House	(L)	77.3/7
F482	Carrignashinny	Carrignashinny House	(R)	77.3
F483	Coole Abbey Upper	Castlemartyr, 18th Century Double Cube West Room	(L)	77.6
F484	Ightermurragh	Castle near Castlemartyr 1641	(N)	77.7
F485	Inchicreagh	Castle Richard	(R/N)	77.7
F486	Kilcredan	C. of I. Church with Monuments 1636 (ruined)	(R)	77.12
F487	Barnabrow	Barnabrow House	(R)	77.13
F488	Ballymaloe More	Ballymaloe Castle	(R/N)	77.14
F489	Garryvoe	"Pocket Castle"	(L)	77.15
F490	Ballycrenane	Early 17th Century Castle	(L)	77.16
F491	Ballykinealy	Rectangular earthwork	(L)	78.6/10
F492	Barryscourt	Barryscourt Castle 13th Century-16th Century	(L)	78.8
F493	Ballydaniel	R.C. Chapel	(L)	78.9/10
F494	Ballymacoda/ Ballydaniel	Thatched House	(L)	78.9/10
F495	Knockadoon	"Knockadoon Head" Promontary Fort	(L)	78.11
F496	Drumcarra North	Alignment	(L)	82.2
F497	Toons East	Small Circular Enclosure		83.1
F498	Duniskey	De Le Cour Villa and Mausoleum, Souterain, Castle Site	(R/L)	83.2
F499	Crossmahon	Crossmahon House, possible medieval house	(N/L)	83.3
F500	Carrigderrery	Athsellis Bridge		83.3/7
F501	Ardaneen	Boulder Dolmen & Boulder Burial	(L/R)	83.5

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F502	^W Dumarklun ^	Ringfort	(L)	83.5/6
F503	Ardaneneen	Ardaneneen House	(L/R)	83.5
F504	^W Dumarklun ^	Country House (abandoned)	(R/L)	83.5/6
F505	Kilbarry	Warrencourt Stables & Gates (now a dwellinghouse)	(L)	83.6
F506	Clodagh	Castle	(L)	83.8
F507	Greenville	Rectangular Earthwork		83.9
F508	Coolduff	Kilmurry C. of I. Church	(L)	83.10/11
F509	Cloghmacow	Two Ringforts Boulder Burial (Clogh-na-finna)	(L)	83.11
F510	Cloghmacow	St. Andrews C. of I.	(L/R)	83.11
F511	Bellmount Lower	Bellmount Mills	(L)	83.12
F512	Knocknaneirk	Bridge	(L)	83.14
F513	Belmount Upper	Stone Circle & Portal Dolmen	(L)	83.16
F514	Currabeha	Stone Circle	(L)	83.16
F515	Laghtneill	Wedge Shaped Gallery Grave and Outlier	(L)	83.16
F516	Shandangan East	Canneway Dispensary	(L/R)	83.16
F517	Knockshanawee	Gallain		84.1
F518	Kilcrea	Kilcrea Bridge	(N)	84.3/4
F519	Kilcrea	Castlemore Castle	(R)	84.3
F520	Castlemore	Dun Drinain	(L)	84.5
F521	Rye Court	House gone, estate, farm buildings, bridge	(L)	84.5
F522	Coolmucky	St. Joseph's R.C. Church	(L)	84.6
F523	Rathard	C. of I. Church	(L)	84.7
F524	Rathard	Kilbonane School (ruined)	(L)	84.7
F525	Rathard	Lodge House	(L)	84.7
F526	Kilbrenan	Abbey		84.13/14
F527	Ballinguilly	Fulacht Fiadh Complex	(L)	85.2

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F528	Ballygroman Upper	Desertmore House and graveyard		85.5
F529	Mylane	Two Ringforts		85.5/6
F530	Windsor	Moated Site		85.6
F531	Ballinphellig	Fulacht Fiadh		85.16
F532	Ballyhank	Ringfort		85.10/11
F533	Ballyleigh	Ringbarrow Ringfort		85.11/12
F534	Old Abbey	Ballymacadane Abbey		85.11/12
F535	Kill	Ringfort		85.13
F536	Corran	Circular Earthen enclosure		85.14/15
F537	Chetwynd	Chetwynd Viaduct	(N)	86.1
F538	Curraghconway	Vernon Mount, 18th Century House, Painted Ceilings	(N)	86.2
F539	Curraghconway	Frankfield C. of I. Church	(R)	86.2
F540	Curraghconway	"Greystones"	(L)	86.2
F541	Curraghconway	Mount Conway	(L)	86.2
F542	Curraghconway	Our Lady of the Assumption R.C. Church	(R)	86.3
F543	Grange	Mill Houses, Grange Terrace	(L)	86.3
F544	Grange	Mill Houses, Donnybrook	(L)	86.3
F545	Ballea	Ballea Castle	(R)	86.16
F546	Monkstown	Monkstown Castle, 19th Century	(L)	87.2/6
F547	Ardmore	Marmullane Church and cemetery	(L)	87.1/2
F548	Monkstown	Catholic R.C. Church	(L)	87.6
F549	Monkstown	St. John's Church	(L)	87.6
F550	Ballyvaloon	Cionmel Church (ruined)	(L)	87.3
F551	Barnahely	Barnahely House	(R)	87.10
F552	Barnahely	Castlewarren Strong House	(R)	87.10
F553	Carrigaline	C. of I. Church, Warehouse	(R)	87.13

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F554	Currabinny	Hill-top Cairn	(L)	87.14
F555	Coolmore	Coolmore House 1750 (abandoned)	(N)	87.14
F556	Ballymore	Sacred Heart R.C. Church	(L)	88.1
F557	Walterstown	Bawn wall, site of castle		88.2
F558	Garranekinnefeake	Holy Trinity C. of I. Church	(R)	88.2/3
F559	Jamesbrook	Jamesbrook Hall	(L/R)	88.2/3
F560	Castle Mary	Castle near Cloyne House	(R)	88.3/4
F561	Monearaniska	Round Tower at Cloyne	(N)	88.4
F562	Townpark	Cloyne Cathedral St. Colman's R.C. Church 18th Century Warehouse	(N) (L) (L)	88.4 " "
F563	Rostellan	Chambered Grave Rostellan Demesne - Coastguards Houses, Battery	(N) (L)	88.6 88.6/7
F564	Carriglusky	Violet Hill	(L)	88.8
F565	Whitegate	18th Century House C. of I. Church	(R&L)	88.9
F566	Aghada	St. Erasmus R.C. Church Presbyterian Church	(L) (L)	88.10 88.10
F567	Ballytigueen	Schoolhouse	(L)	88.13
F568	Mosestown	Schoolhouse, Shopfronts	(L)	88.13
F569	Corkbeg	St. Michael's & All Angels Church	(L)	88.13
F570	Ballinrostig	St. Mary's R.C. Church	(R/L)	88.14
F571	Ballymaloe More	B. House and Gatehouse	(N)	89.1
F572	Shanagarry	Castle near Cloyne Shanagarry House Remains of the Penn House	(N)	89.3
F573	Shanagarry	R.C. Church	(L)	89.7
F574	Ballycotton	Coastguard Station St. Coleman's Church Star of the Sea R.C. Church	(L/R) (L) (L)	89.11 89.11 89.11
F575	Ballylanders	Univallate Ringfort Position of circular enclosure	(L)	89.14 89.14

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F576	Bengour East	"Lisnahinny" Ringfort	(L)	95.3
F577	Coolanagh	R.C. Church	(L)	95.7/11
F578	Shanaclogh	Three Ringforts	(L)	95.9
F579	Farranthomas	St. Patrick's C. of I. Church	(L)	95.11
F580	Castletown	R.C. Chapel	(L)	95.13
F581	Killaneer	Killaneer House	(R/L)	95.14
F582	Knockaneirk	Stone Circle	(L)	95.14
F583	Scarriff	Methodist Church	(L)	96.1
F584	Garranes	Templemartin C. of I. Church	(L)	96.2
F585	Garranes	Boulder burial	(L)	96.2
F586	Russell Hill	St. Patrick's R.C. Church	(L)	96.4
F587	Castlelacht	Alignment and Boulder burial	(L)	96.7
F588	Castlenalacht	Ruins of Castle	(L)	96.7
F589	Kilmore	Tuck Mill	(L)	96.7/8
F590	Clashanimud	Hillfort	(L)	96.8
F591	Brinny/Garryhankard	Dardan Bridge	(L)	96.8
F592	Brinny	School	(L/R)	96.8
F593	Brinny	Flour Mills	(L/R)	96.8
F594	Brinny	Church	(L)	96.8
F595	Garryhankard	Upton House	(L/R)	96.8
F596	Roughgrove East	Carding and Spinning Mill	(R/N)	96.9
F597	Finnis	Finnis Bridge	(L)	96.10
F598	Kilpatrick	Remains of Iron Works	(L)	96.12
F599	Kilbrogan	Kilbrogan Chapel (ruined)	(L)	96.15
F600	Dunkereen	Dunkereen House	(n/R)	97.5
F601	Lissagroom	Crossbarry Bridge	(L)	97.1
F602	Annaghmore	Annaghmore House (abandoned) Chimney and Forge	(N/R)	97.6
F603	Coolcullitha	Coolcullitha House & Yard	(L/R)	97.6/10

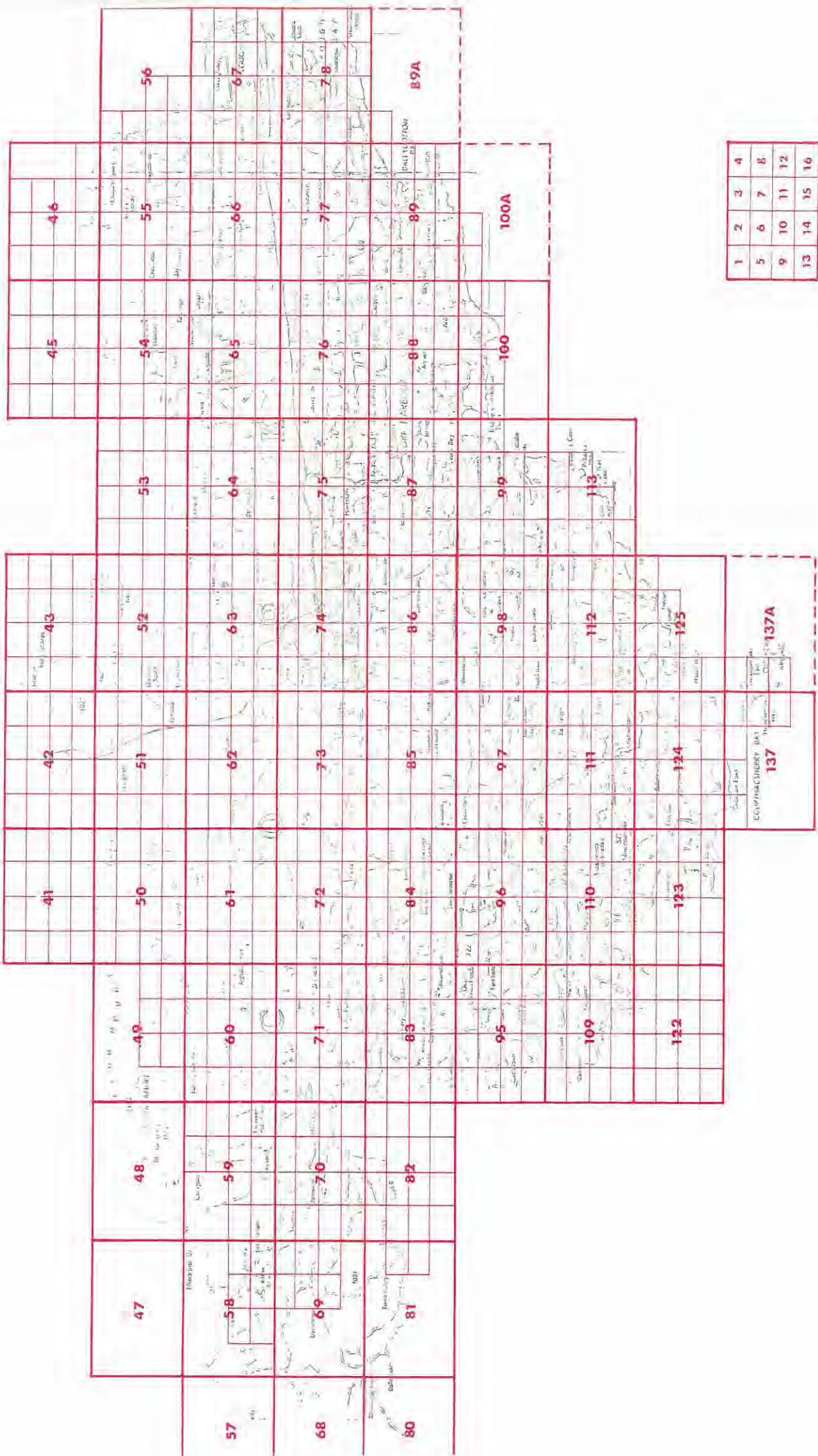
<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F604	Skevanish	Dundaniel Castle, 15th Century	(L)	97.9
F605	Laherfineen	Innishannon - Christ Church	(L)	97.9
F606	Laherfineen	Dispensary	(L)	97.9
F607	Farnaahoe	Church	(L)	97.9
F608	Barna	Ringfort	(L)	97.9
F609	Arlinstown	Ringfort	(L)	97.12
F610	Arднаclug	Innishannon Bridge	(L/R)	97./13
F611	Slievegallane	Moated Site		97.14/15
F612	Kilmoney	Kilmoney House	(R)	95.4
F613	Kilmoney	Kilmoney Abbey	(L)	95.4
F614	Glinney	Glinney House & Barn	(R)	98.6
F615	Piercetown	Stone Alignments	(N)	98.7
F616	Mill land	Ballymartle Church C. of I.	(L)	98.9
F617	Corruragh	Waterford Bridge	(L)	98.9/10
F618	Shanavally	Earthwork	(L)	98.9/13
F619	Cullan	Monastic Site, Church and Graveyard		98.10/11
F620	Slieveroe	Heathburn Hall & Yard		98.11
F621	Ballinling West	Ballinling House	(L)	98.16
F622	Knocknagore	Crosshaven House	(N)	99.3
		Yacht Club	(L)	"
		Coastguard Station	(L)	"
		Catholic Church	(L)	99.3/4
		C. of I. Church		99.3/4
F623	Knocknagore	Fort Camden	(R)	99.3/4
F624	Hoddersfield	Hoddersfield House (ruined)	(L/R)	99.7
F625	Templebreedy	Templebreedy Church and graveyard	(L)	99.7
F626	Willowhill	Willowhill House	(R)	99.9
F627	Gortgrenane	Fountainstown House	(R/N)	99.10

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F628	Garrigrenane	G. House and farmbuildings (ruined)	(L/R)	99.10/14
F629	Tubrid	Tracton Abbey	(L)	99.13
F630	Tubrid	Tracton Country House	(L)	99.13
F631	Knocknamanagh	Minane School (abandoned)	(L)	99.13
F632	Knocknamanagh	Minane Bridge	(L)	"
F633	Ringabella	Ringabella House	(L)	99.15
F634	Ringabella	Earthwork		"
F635	Trabolgan	Ringfort		100.1
F636	Trabolgan	Arch & Folly	(L)	100.1
F637	Trabolgan	Coastguard Station	(R)	100.1
F638	Inch	Ringfort		100.3
F639	Ballintra East	Coastguard Station	(R)	100/6/7
F640	Lahard	Dunpower Promontory Fort	(L)	100.7
F641	Palaceanne	Ruins, Gabled Brick early 18th Century	(N)	109.2
F642	Dromavane	Dromavane House & Mill	(L)	109.3
F643	Mawbeg West	National School	(L)	109.3
F644	Mawbeg More	Mawmore House	(L)	109.3/8
F645	Killowen	C. of I. Church & House	(R)	109.4
F646	Derrigra	Enniskean R.C. Church	(R)	109.5
F647	Kilcolman	Rectangular Earthwork	(R)	109.7
F648	Knocknacool	Garrivol C. of I. Church	(L)	109.7
F649	Knocknacool	Church Hill House	(L)	109.7
F650	Cashelmore	Period Residence (Beamish Family)	(L)	109.16
F651	Carhoon East	Mount Bernard C. House & Bridge	(R)	110.1
F652	Laragh	Laragh House	(L)	119.1
F654	Shinagh	Shinagh House	(L)	110.2
F655	Gully	Row of Estate Cottages	(L)	110.3

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F656	Coolfadda	Christ Church former C. of I. Church	(N)	110.2
		Old Shambles, circular walled buttressed enclosure	(N)	110.3
		Town Hall	(R)	110.3
		Bandon Bridge	(N)	"
		Courthouse	(N)	"
		North Main St. houses	(R)	"
	Coolfadda/Gully Gulley	Town Hall	(R)	"
		Methodist Church	(N)	"
		Garda Station, Sth. Main St.	(N)	"
		(St. Peter's C. of I. Church)	(N)	"
		No. 87 South Main St.	(R)	"
		Terrace of Six 3 storey houses on Cavendish Quay	(R)	"
		The Wool Store, Sth Main St.	(R)	"
F657	Curravarahane	"The Farm" Period Residence	(L)	110.5
F658	Castle Bernard	Castle Bernard 19th Century ruin	(L)	110.6
F659	Knockenagarrane	Old Cotton Mill (ruined)		110.6
F660	Knockengarrane	Milton House (period residence) Mount Prospect (period residence)		110.6 110.6
		Crossmahon National school 1887		110.6
F661	Currauneda	Dolmen		110.6
F662	Ballymodan	Graveyard, chapen in ruins		110.6
F663	Knockaveale	Kilhassen Chapel & Graveyard (ruined)		110.9
F664	Shippool	Poulnalong Castle 16th Century	(L)	111.6
F665	Rathgrougth	Two rectangular enclosures	(L)	111.9/13
F666	Ratharoon	One Square Enclosure	(L)	111.9/13
F667	Ballinadee	Glebe House & C. of I. Church	(L)	111.10/14
F668	Ballinadee	Annesville House	(L)	111.10/14
F669	Ardcloyne	White Castle	(L)	111.12
F670	Kilgobbin	Kilgobbin Castle - towerhouse	(L)	111.14
F671	Ballymore	Square Enclsoure	(L)	111.14
F672	Ballywilliam	Ballywilliam House	(L)	111.15
F673	Hollyhill	Hollyhill House	(L)	111.15

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F674	Dooneen South	Ballintober, near Kinsale	(L)	112.1
F675	Lybe	Flour Mills	(L)	112.8
		Belgooly Village	(L)	112.8
F676	Ballyronane South	Gallen	(L)	112.4/8
F677	Farrangalway	Hettyville House	(R)	112.5
F678	Rathmore	Mount Carmel R.C. Church	(R/L)	112.9
F679	Browns Mills	Browns Mills	(L/R)	112.9
F680	Mountlong	Mountlong Castle	(N)	113.10
F681	Nohoval	C. of I. Church	(L)	112.12
F682	Ardbrack	Rincurran C. of I. Church and Rectory	(L)	112.13
F683	Kinure	Walton Court	(R/N)	112.15/16
F684	Coolnagang	Kilmonoge R.C. Church	(L)	112.15
F685	Farranbrien East	Two Ringforts (endangered)	(L)	113.1
F686	Farranbrien West	Ringfort (endangered)	(L)	113.1
F687	Brifieldstown	Signal Tower	(R)	113.3
F688	Killowen	Mill	(L)	113.6
F689	Killowen	Fort Richard	(R/N)	113.6
F690	Killowen	Doonsorske, medieval	(L)	113.6
F691	Clogagh South	Graveyard and church (ruined)	(L)	123.9
F692	Tobar na Trinoide	Holy Well	(L)	123.16
F693	Kilbriittain	Kilbriittain Castle	(L)	124.5
F694	Kilbriittain	Bateman's Bridge	(L)	124.5
F695	Ballinvronig	Enclosure	(L)	124.6
F696	Artiteige	Bi-vallate Ringfort	(L)	124.6/10
F697	Ballycatteen	National School	(L)	124.10
F698	Kilmore	Templetrine C. of I. Church	(L)	124.10
F699	Ballinspittle	R.C. Church	(L)	124.11
F670	Ballinspittle	Village	(L)	124.11
F671	Kilmore	Bi-vallate Ringfort	(L)	124.11

<u>Item NO.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F672	Coolmaine	Coolmaine Castle	(L)	124.13
F673	Ga rrettstown	G. Ruins, Stables, Greenhouses etc. 18th Century	(L)	124.14
F674	Kinure	Coastguard Station	(L)	125.3
F675	Lispatrick Lower	Fulacht Fiadh (White Strand)		137.4
F676	Lispatrick Upper	Signal Tower	(R)	
F677	Downmacpatrick	De Courcy Castle Old Lighthouse	(L)	137.8/12



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

APPENDIX : STANDARDS & DESIGN GUIDELINES

Standards for Car Parking

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

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

¹ A requirement of 6 spaces per 100m² nett leasable floorspace will be accepted for large purpose built centres with a wide range of commercial activities.

² This includes provision for visitor and resident parking

Car Parking Standards (continued)

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

Open Space Standards

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

Residential Density

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

Rural Housing

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

Advertising

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

(i) General Advertising

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

(ii) Fingerpost Signs

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

Other Advice

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

