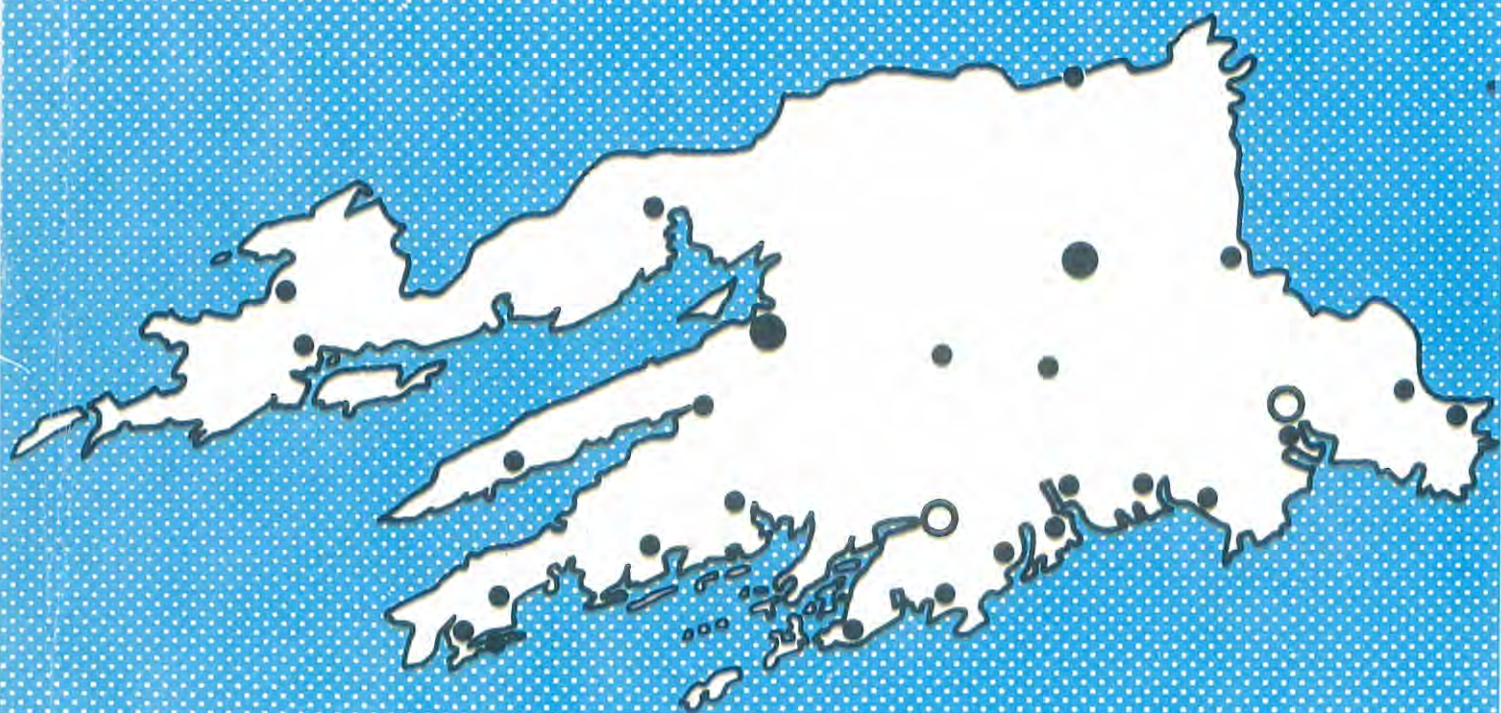


Plean Forbartha Chontae Chorcaí CORK COUNTY DEVELOPMENT PLAN



WEST CORK

CORK COUNTY COUNCIL
Comhairle Chontae Chorcaí **1986**

DEVELOPMENT PLAN
SECTION
PLANNING DEPARTMENT
CORK COUNTY COUNCIL

INTRODUCTION

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

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

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

Addendum:- The announcement earlier this year (1986) of a wide-ranging 'package' of grant aids for West Cork, came at a time when this Divisional Plan was in the final stage of being made by the Council. Because of their relevance to many of the development proposals in the Plan, it has been decided to make reference where appropriate throughout the document. This takes the form of asterisks denoted thus - *.

DEVELOPMENT PLAN
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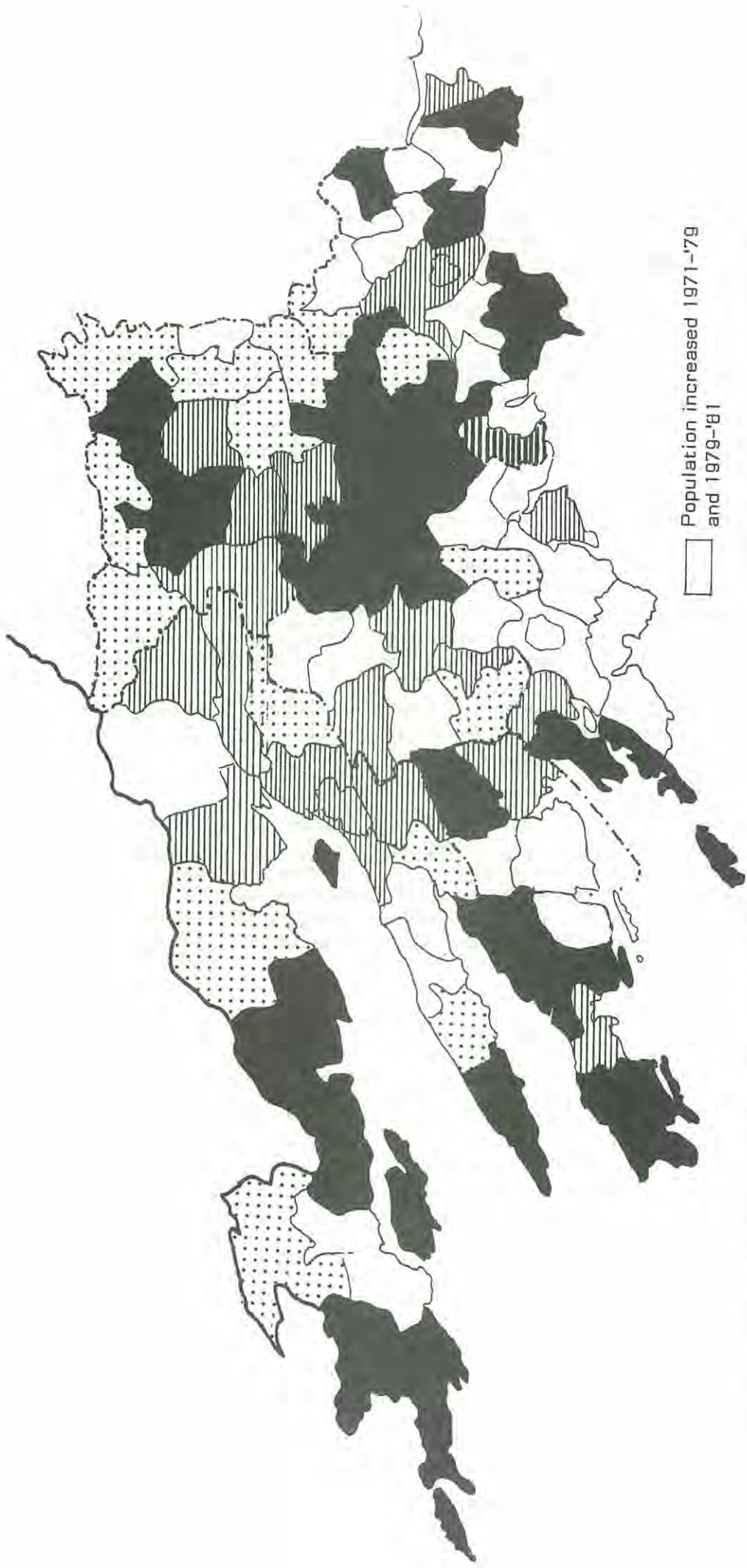
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CHAPTER 1 : POPULATION

- 1.0 Over the last decade (1971-1981), West Cork's population marginally increased. This compares favourably with the previous two decades when the population decreased by nearly 12% and 5% respectively.
- 1.1 However, the 1979-1981 period again registered a marginal decrease in the population of West Cork as a whole. Of more significance is the pattern of changes that has emerged. Analysis shows that the 1979-1981 period has been associated with either an absolute decline in population or a reduced growth rate for all the main towns and villages in West Cork with the exception of Skibbereen and Schull. Conversely, the rural population has increased and the population levels of smaller villages have stabilised.
- 1.2 This is somewhat surprising since population in rural areas declines more rapidly than in urban areas when trends are declining or static. A closer examination of DED's for West Cork reveals that more than half of the DED's lost population over the last intercensal period (1979-1981). In order for the aggregate rural figure to show an increase, it means that some DED's grew at such a rate so as to compensate for the loss of population in others. Map 1 shows that significant rural growth has occurred around Schull, Ballydehob, Drimoleague, Clonakilty and along the Bantry-Skibbereen road.
- 1.3 Based on recent and anticipated demographic trends, a current estimate of West Cork's population would be around 48,800 (1984). It is estimated that the population is likely to remain relatively static up to the end of the plan period.
- 1.4 The Council, however, considers that these trends can be reversed if the area's potential in tourism, mariculture and selected industrial development is more fully exploited. Therefore, the Council's development strategy for West Cork will be geared to a higher population level in West Cork by 1991 than anticipated by existing trends. Infrastructural investment and employment policies over the plan period will be consistent with this strategy.



MAP 1 : POPULATION CHANGE WITHIN WEST 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-'79 and 1979-'81

CHAPTER 2 : EMPLOYMENT

NON- SPATIAL

- 2.0 West Cork, like much of County Cork has experienced a substantial increase in the number of people unemployed since 1980 (See Table 1).

Table 1 : Numbers on the Live Register at the Local Offices in West Cork (at January in each year)

	1978	1979	1980	1981	1982	1983	1984
Bantry	247	208	222	333	373	449	475
Castletownbere	197	186	209	257	241	313	316
Clonakilty	185	176	197	318	354	435	485
Dunmanway	254	206	197	231	272	354	409
Skibbereen	321	267	300	451	525	664	657
Total	1,204	1,043	1,125	1,590	1,765	2,215	2,342

- 2.1 The scale of the problem can be seen from the fact that in the period 1980-1983 the number of people on the Live Register increased by nearly 97% (or approximately 25% per annum). In the period 1983-1984 the rate of increase was dramatically cut back to less than 6%. However, there is now a substantial number of unemployed people living in West Cork.
- 2.2 The escalating pace of redundancies in latter years reflects declines in all employment sectors (See Table 2). However, the agricultural, building and construction and personal service sectors (including tourism related jobs) would appear to have been the sectors affected most adversely.

**TABLE 2 : Former Industrial Group of those on the Live Register Signing on at
Employment Exchanges in West Cork, July, 1983**

	West Cork	Bantry	Castletownbere	Clonakilty	Dunmanway	Skibbereen
Agricultural Forestry, Fishing	692	69	161	43	74	345
Mining and Quarrying	17	1	-	15	-	1
Food, Drink and Tobacco	59	4	1	29	21	4
Textiles, Clothing	43	9	12	13	7	2
Metals, Engineering, Manufacturing	76	25	3	23	5	20
Fertilisers, Chemicals	6	2	-	4	-	-
Paper, Printing	8	1	1	6	-	-
Building and Construction	301	103	26	51	54	67
Transport and Utilities	123	40	1	23	37	22
Distributive Trades	121	42	15	35	20	9
Public Administration & Finance	83	14	10	27	15	17
Professions	79	33	7	16	4	19
Personal services, Entertainments	155	46	10	48	20	31
Unspecified, including those who never worked	147	25	13	32	36	41
TOTAL	1,910	414	260	365	293	578

2.3 Despite the recession, West Cork has fared remarkably well in terms of manufacturing industry such as the period 1982-1984 when losses in other parts of County Cork have been very high (See Table 3). This is not to say of course that significant losses have not occurred in West Cork throughout the decade, but the net increase in the number of jobs over the period is most encouraging.

TABLE 3 : Number of People employed in Manufacturing Industry in West Cork Towns 1974-1984

	1974	1978	1982	1984	% Change	
					1974-1984	1982-1984
Bantry	118	186	170	198	+67.8	16.5
Castletownbere	59	24	65	52	-11.9	-20.0
Clonakilty	437	491	422	497	+13.7	+17.8
Drinagh	277	277	290	286	+3.2	-1.4
Dunmanway	39	66	105	141	+261.5	+34.3
Enniskeane	194	228	264	261	+34.5	-1.1
Skibbereen	292	313	310	482	+65.1	+55.5
Rest of West Cork	210	228	215	148	-29.5	-31.2
Total West Cork	1,626	1,813	1,841	2,065	+27.0	+12.2

2.4 Estimates of job needs based on population change, labour force and a range of other factors have been made for the plan period. Depending on future unemployment rates and redundancy levels, net and gross job requirements have been deduced (See Table 4).

TABLE 4 : Estimated Net and Gross Job Requirements for West Cork

Unemployment Rate	5%	10%	15%	20%
<u>Net Requirements</u>				
Bantry RD	+340	+200	+60	-80
Castletown RD	+190	+110	+30	-50
Clonakilty UD & RD	+510	+300	+90	-120
Dunmanway RD	+350	+200	+50	-90
Skibbereen UD & RD	+560	+330	+90	-140
Schull RD	+190	+110	+330	+550
NET TOTAL	+2,140	+1,250	+350	-530
<u>Gross Requirements</u>				
Bantry RD	+460	+320	+180	+40
Castletown	+270	+190	+110	+30
Clonakilty UD & RD	+680	+470	+260	+50
Dunmanway RD	+510	+360	+210	+60
Skibbereen UD & RD	+790	+550	+320	+80
Schull RD	+260	+180	+100	+20
GROSS TOTAL	+2,970	+2,070	+1,180	+280

- 2.5 In view of the range of parameters involved and the degree of uncertainty prevailing in terms of estimating trends for the next five years, these figures should only be regarded as broad indicators.
- 2.6 Acceptance of an unemployment rate of c. 13% would indicate a gross job creation need of around 1,500 new jobs over the plan period. Clearly, the scale of the problem is quite daunting. It will be the Council's intention to actively assist measures which would prevent a further deterioration in the level of unemployment and instead attain a net improvement in the provision of jobs.
- 2.7 Skibbereen, Clonakilty, Bantry and Dunmanway are the main centres of industrial and service employment in West Cork. They also have an important seasonal role for tourism. It is intended that these should continue to function as the main foci of non-agricultural employment as their geographical positioning facilitates the provision of accessible job opportunities over a wide area.
- 2.8 The peninsular extremities will depend, in the case of the Beara peninsula, on Castletownbere and for the Mizen, Schull, for the provision of accessible job outlets. Both these centres are important fishing harbours and the Council will assist their development where feasible. Tourism already plays an important part in the seasonal economy of both and will be further promoted by the Council in conjunction with the relevant statutory bodies and local interests.
- 2.9 In regard to the generation of small industry and new business creation, the Council intends to become actively involved through the provision of serviced sites and buildings in selected centres. Schull, where a crafts centre has been provided, Clonakilty, Skibbereen and Dunmanway are among those currently being considered for such subject to the availability of finance. The co-operation of the respective urban district councils will be sought.
- 2.10 Bantry Bay's inherent potential for port-dependent heavy industry will be guarded and promoted through the protection of strategic sites, the upgrading of infrastructure and the marketing of its deep-water resources in conjunction with the I.D.A.
- 2.11 Further development of the area's natural resources, including those of its coastline, will be promoted through co-operation with the relevant statutory agencies in respect of agriculture, fishing, aquaculture and afforestation. As yet, much of the potential for mariculture remains untapped and efforts will be directed towards its further expansion as a provider of jobs to coastal communities. *
- 2.12 Co-operative ventures, and particularly the larger agricultural Co-Ops, have proved remarkably successful in the South/West region, and it is the Council's opinion that greater use can be made of these structures for the successful utilisation of the area's resources, be it in the field of agriculture, aquaculture or tourism. The Council will, therefore, support such initiatives where they are well founded.
- 2.13 As the country's premier tourism region, Cork/Kerry will need to keep pace with changing consumer needs and trends. Protection of the scenic assets of West Cork and the exploitation and marketing of its attractions, including its coastal recreational facilities, is proposed in a series of measures designed to secure the optimum benefit to the local economy¹.

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

- 2.14 Over the next five years, the Council proposes to step up its investment in infrastructure for the main towns and villages, which are considered to have a particular development role to play in the area's economy². Proposals are also advanced for the improvement of the road network in the area with a view to ensuring that an adequate system, supportive of the Council's development programme, will be provided³.
- 2.15 Temporary employment measures, such as the Government's Social Employment Schemes and ANCO's community projects, will be relied on directly or indirectly by the Council as a useful job source in developing the area's potential further. In regard to the latter, the Council will assist community groups where possible in the design and submission of proposals for funding.

² Refer to Chapter 6, Housing & Settlement.

³ Refer to Chapter 5, Infrastructure.

CHAPTER 3 : TOURISM, RECREATION & AMENITIES

- ASSESSMENT**
- 3.1 With its highly scenic coastline, myriad islands and mountainous peninsulas, West Cork constitutes one of the most significant national tourism resources.*
 - 3.2 Glengarriff, Bantry, Baltimore, Schull, Rosscarbery, Castletownshend and Gougane Barra are but some of the key centres of interest to the visitor. Of these, Glengarriff is perhaps the best known internationally.
 - 3.3 Similarly, some of West Cork's scenic areas are of international renown or capable of achieving it. Bantry Bay and its enclosing peninsulas, the Allihies-Eyeries and Kilcatherine-Ardgroom areas and Gougane Barra are particularly outstanding. Many other areas and localities such as Lough Ine, Sheep's Head, Mizen Head, the Shreelane, and Inchigeelagh lakes and Pass of Keimaneigh possess equally attractive features.
 - 3.4 The concept of key centres is an integral element in the promotion of the area's tourism economy. Some of the remote peninsular areas are lacking in this respect due, in part, to the weak settlement structure and it is desirable that selected villages be encouraged to expand.
 - 3.5 Touring traffic in the area tends to overlap with day-trip and holiday based activities, both coinciding along a relatively narrow sea-board strip. This gives rise to difficulties in relation to the function and capacity of the constituent resorts and the adequacy of the coastal road network and its related signposting for touring purposes.
 - 3.6 The area is traversed by both the main coastal touring route, N.71, via Clonakilty/Skibbereen, and the inland route, via Dunmanway, to Bantry. Every effort will be made to up-grade the latter road to National Secondary status. Access from Macroom, via the Pass of Keimaneigh is also of relevance. The relationship and perceived function of these corridors is important for the maximisation of benefit to both coastal and inland towns and villages.
 - 3.7 Water-based recreational activities are widely catered for in the area. Glandore, Castle Haven, Schull, Bere Island and Baltimore in particular are noted for sailing. Other coastal towns and villages also have a capacity to attract similar uses if promoted in a planned manner.
 - 3.8 The many islands off the West Cork coastline are considered to have a diversity of interest e.g. Sherkin Island, Oilean Cleire, Garinish, Bear and Dursey, which is capable of attracting visitors if marketed and developed in a co-ordinated way.*
 - 3.9 West Cork is rich in antiquities, particularly on the Beara peninsula, where a sizeable number and range of pre-historic monuments exist.*

- 3.10 Oileán Cléire, one of the smallest Gaeltacht areas in the County, is well positioned to benefit from tourism development. However, the risk of conflict with the cultural and linguistic characteristics of the island will require careful assessment. This is particularly so in the case of holiday home developments.
- 3.11 Caravanning is a major cause of concern to the Council in this area. Some resorts e.g. Ownahincha and Barley Cove, have suffered from the impact of large-scale parks and the enhancement of these areas will be of primary concern. The absence of authorised caravan parking facilities west of Castletownbere is, on the other hand, detrimental to the touring potential of the Beara peninsula.
- 3.12 Planning pressures for holiday homes are strongest in West Cork. While anxious to accommodate these in a reasonable manner, the Council is aware of the over-riding importance of protecting the environment and related tourism economy of the area.

**SPATIAL
IMPLICATIONS**

- 3.13 Intensive efforts will be made in conjunction with Kerry County Council and Cork/Kerry Tourism to extend the touring route from Glengarriff-Kenmare further west to Castletownbere-Allihies-Eyereis-Ardgroom by highlighting the many archaeological historical and scenic attributes of the area and utilising the existing tourist facilities; this will entail the following:-
- (a) production of a brochure on the peninsula similar to that produced for the Blackwater Valley in North Cork;
 - (b) compilation of a brochure on the archaeological attractiveness of the peninsula;
 - (c) promotion of Dunboy Castle and environs as a key focal point on the peninsula;
 - (d) consolidation and enhancement of Castletownbere, Eyeries and Allihies as the principal settlements and service centres for holiday activities;
 - (e) construction of amenity works including scenic viewing point, picnic areas etc.
- 3.14 Promotion of the Mizen Peninsula will be undertaken in a somewhat similar manner involving:-
- (a) production of a brochure on its attractions⁴;
 - (b) improvement of the amenities at Barley Cove including beach access, car parking and ancillary facilities;
 - (c) improvement of pedestrian access to Three Castle, Mizen and Brow Heads and the provision of ancillary facilities including car parking;
 - (d) consolidation and enhancement of Crookhaven, Schull, Goleen and Ballydehob as the principal service centres in the area through the improvement of amenities and services, control of incompatible uses and attraction of appropriate activities

⁴ An antiquities pamphlet has already been printed.

- 3.15 Marketing, in conjunction with Cork/Kerry Tourism of the attractions of the smaller coastal villages of Courtmacsherry, Glandore, Castletownsend and Baltimore as holiday centres will be effected by encouraging appropriate uses e.g. yachting, angling, and their sensitive expansion through new building.
- 3.16 Special protection of the County's most outstanding scenic areas of national importance will entail controls on the location, siting and design of new housing in the coastal belt from Bantry to Adrigole, Castletownbere to Eyeries and the Kilcatherine/Ardgroom area, in the interests of the area's tourism economy.
- 3.17 The Council will assist other public bodies in the exploitation of major amenity resources like Glengarriff woodlands and Lough Hyne and will itself extend conservation measures to protect other important sites.*
- 3.18 Infrastructural and environmental improvements in the primary resorts of Ownahincha, Inchydoney and Tragumna will be effected to enhance the expand the capacity of these holiday centres, particularly for caravan and holiday home developments.
- 3.19 Castletownsend and Rosscarbery are designated as "village of historic interest". Conservation and sensitive infilling of other attractive villages such as Ballydehob, Schull, Glandore, Union Hall, Durrus, Allihies, Eyeries, Rossmore and Butlerstown will also be encouraged.
- 3.20 Dunmanway, as the 1982 winner of the National Tidy Towns Competition, is considered a key town on the inland touring route from Cork-Bantry and special measures will be taken to further enhance its strategic tourism role in the area.
- 3.21 In addition to the prime scenic areas listed previously, the Council will in the case of prominent development situated in areas of high scenic amenity, or adjacent to scenic routes, insist on appropriate design to harmonise with the landscape.
- 3.22 Consideration will be given, in conjunction with Cork/Kerry Tourism, to the marketing of the West Cork Islands (e.g. Oileán Cléire, Sherkin, Hare, Whiddy, Garnish, Bear and Dursey) as a linked touring "package" having a diversity of attractions and amenities.
- 3.23 Coastal walks or easements will be sought in a number of locations close to the main resorts (e.g. Bantry/Glengarriff, Ownahincha/Warren Strand, Inchydoney). Efforts will also be made to develop mountain walks or "green road" routes in the Glengarriff, Adrigole-Castletownbere-Allihies-Eyeries-Ardgroom areas, and on the Mizen, Three Castles and Brow Head promontories. A programme of works based on selected routes will be identified and initiated.
- 3.24 Assistance will be given to *Údarás na Gaeltachta* to promote the cultural and linguistic traditions of *Óileán Cleire* in a manner conducive to their preservation and consolidation.

CHAPTER 4 : RETAILING

- 4.0 Traditionally, shopping has tended to be a localised service. West Cork has a hierarchy of settlements offering a related scale of service. The main towns of Bantry, Castletownbere, Clonakilty, Dunmanway, Skibbereen and Schull, constitutes the "back bone" of the area's retailing by providing a wide range of retailing and other services.
- 4.1 The smaller towns and villages, such as those the size of Ballineen/Enniskeane, Rosscarbery, Drimoleague or Ballydehob primarily provide essential convenience outlets and cannot be compared to larger towns. However, they do perform an important local and occasional tourism function, which due to reasons of distance and convenience is of considerable community benefit.
- 4.2 Because of the wide area of influence of shopping and related facilities in Clonakilty and Skibbereen, new retailing facilities in both towns are considered of relevance to the contiguous County hinterland areas and consequently necessitate a co-ordinated approach by both planning authorities⁵.
- 4.3 The Council considers the towns of Bantry, Castletownbere, Clonakilty, Dunmanway, Skibbereen and Schull, to be the primary service or district retailing centres for West Cork and will consider new developments in the light of the foregoing and it's County-at-large policies.
- 4.4 Localised considerations and the potential impact of new shopping developments on the centres of town are dealt with in some detail in the individual town plans, as is the necessity for essential convenience shopping in residential districts outside the core areas⁶.

⁵ Urban Development Plans for the 1980's, D.O.E., 1983 and Local Government (Planning & Development) General Policy, Directive, 1982. S.I. No. 264 of 1982.

⁶ Refer to County-at-large policies.

CHAPTER 5 : INFRASTRUCTURE

- 5.0 The term "infrastructure" will be used to denote the principal services in addition to public transport, telecommunications, port facilities and marine transport, energy networks and waste disposal facilities.
- 5.1 In the last five years, the Council has spent c. £6.13 m. on the principal services in West Cork, of which c. £4.13 m. constituted capital expenditure on sanitary services.
- 5.2 The Council has identified £37 worth of capital infrastructural works on roads, water supply and drainage from which a detailed work programme for the next five years will be drawn. *
- 5.3 Improved drainage and water supply in a number of towns and villages such as Bantry, Courtmacsherry, Castletownshend, Ballineen and Eyeries, together with improvement works on important regional and national routes, will facilitate growth and the development of the area's resources.*
- 5.4 As in the County's other administrative divisions, deficiencies which inhibit development are in need of remedy. Traffic congestion (and drainage) problems in Skibbereen have a wider influence outside of the town and access to the peninsulas - notably west of Ballydehob and Glengarriff - if improved would stimulate commercial activity and tourism.
- 5.5 As an element of regional development effective transportation links are considered by the Council to be vital to the successful promotion of the un-developed areas of West Cork. Additionally, up-grading of selected regional and intra-County routes elsewhere in the division is seen as conducive to further development of important local centres. In this context, the Council will press for special funding of the routes shown on Map 4*.
- 5.6 In regard to development areas, the Council's policy on priority towns and villages⁷ suggests that improvements be made to essential services in these settlements to accommodate future demand directed from them.
- 5.7 Subject to the necessary funds being made available by the Government, the Council anticipates a substantial increase in it's capital works programme over the plan period⁸.

Water Supply and Drainage

- 5.8 The Council's programme for the next five years is shown in Tables 5A and 5B and Map 3. Furthermore, on account of the priority status being accorded to some villages, which would not otherwise have improvements made to their sanitary infrastructure during the plan period, the Council will press for early funding for water supply improvements in Dunmanway and drainage works in Castletownshend, Drinagh, Inchydoney, Timoleague, Tragumna and Kilcrohane⁹.*
- 5.9 Some of the proposed works, as indicated, 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 line with the proposed time scale.

⁷Refer to Chapter 6, "Housing & Settlement".

⁸'Bantry Package' monies will contribute to this.

⁹Ibid.

TABLE 5A : WEST CORK WATER SUPPLY PROGRAMME

SCHEME	STATUS	TIME SCALE TO COMPLETION	COST (1984 Figures)	REMARKS
Bantry Water Supply Augmentation Scheme	Contract documents being prepared.	Post 1987	£2.0m.	
Skibbereen Water Supply Improvement Scheme	Under construction	1985-1987	Est. £2.2m.	
Dunmanway Water Supply	Contract Documents being	Post 1987	£2.566m.	
Timoleague/Courtmacsherry	Contract Documents prepared.	Post 1987	£1.0m.	
Clonakilty Water Supply	Preliminary Report being prepared.	Post 1987	-	Improvement to supply in western areas.

TABLE 5B : WEST CORK DRAINAGE PROGRAMME

SCHEME	STATUS	TIME SCALE TO COST COMPLETION (1984 Figures)	REMARKS
Castletownbere	Contract Documents being prepared.	Post 1987	£0.65m.
Skibbereen	Contract Documents being prepared	Post 1987	£2.65m.
Castletownshend	Preliminary Report being prepared.	Post 1989	N.A.
Drinagh	Contract Documents being prepared.	Post 1989	£0.30m.
Leap	Under construction.	1985-1988	£0.15m.
Rosscarbery	Under construction.	1985-1987	£0.8m.
Cionakilty	Under construction.	1987	£1.21m.
Inchydoney	Contract Documents with Department of the Environment.	Post 1989	£0.40m.
Timoileague	Preliminary Report being prepared.	Post 1989	N.A.
Tragumna	Contract Documents approved. Tenders to be invited.	1986	£0.125m.

Part of an overall plan incorporating flood relief, drainage and road-works. Will extend beyond plan period. U.D.C. Scheme.

Construction via Small Schemes Programme.

U.D.C. Scheme.

TABLE 5B : WEST CORK DRAINAGE PROGRAMME

SCHEME	STATUS	TIME SCALE TO COMPLETION	COST (1984 Figures)	REMARKS
Ballylickey) Kilcrohane) Durrus) Drinoleague) Bantry)	Proposals being prepared			('Bantry Package' funding.* ((((
Barr yroe) Butlerstown)	Proposals being prepared.			(- (

- 5.10 The proposed improvement of Skibbereen's drainage system is linked to the construction of the proposed relief road and new river crossing. When completed, relief from flooding and traffic congestion should accompany an up-graded sanitary system.
- 5.11 Dependent on the renewed interest in Bantry Bay's marine industrial potential, consideration will be given to related improvements in Bantry's regional water supply system.

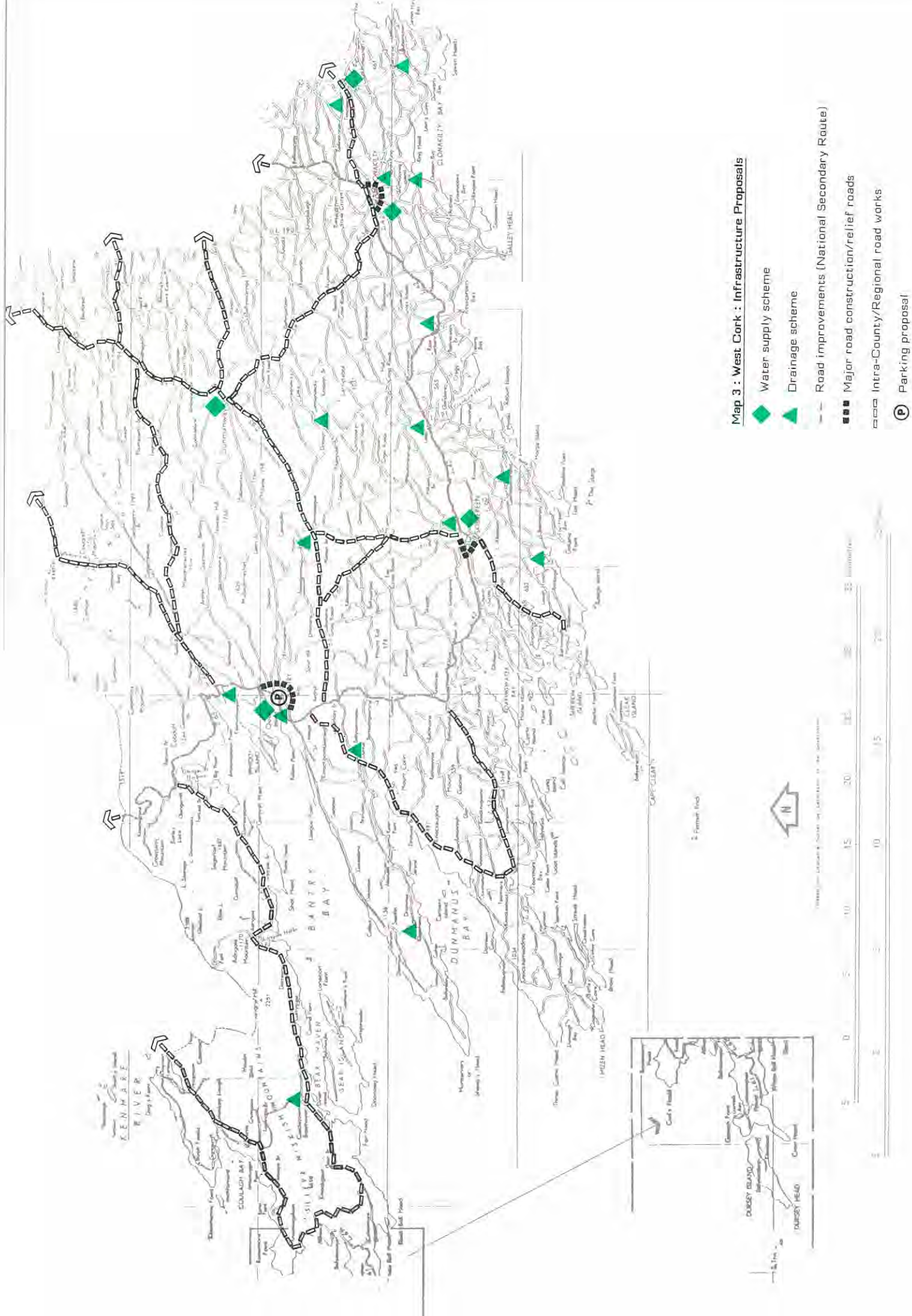
Roads, Parking and Traffic Management

- 5.12 Continuing improvements in the area's National Secondary and Regional Route network is planned over the next five years (Table 6).^{*} In the case of the latter, as stated earlier, special consideration has been given to the identification of suitable routes whose improvement would help to realise the economic potential of West Cork and, to some extent, adjacent parts of County Kerry.
- 5.13 Further up-grading of the N.71 is appropriate to this road's function as a service corridor for industrial and touring traffic. Important regional routes which, in the Council's opinion, require improvements are the coastal roads in the Beara, Mizen and Baltimore peninsulas as well as a number of intra-County roads linking the main centres of activity in West Cork.
- 5.14 The proposals are listed in Table 6 and shown on Map 3. In relation to the Council's policy for selected regional routes, it is anticipated that the Government will view these favourably in the light of recent commitments to road investment in the current National Plan.
- 5.15 The Council is seriously concerned at the deteriorating condition of the County Road network and the lack of adequate finance to maintain it. It will continue to press the Government for the necessary subventions.
- 5.16 The continued reservation of a route for a relief road at Clonakilty and the (revised) Bantry By-Pass¹⁰ will be necessary. In the latter case, construction of this proposed facility may be warranted at an earlier stage if the development potential of Bantry Bay is realised. A minor relief road is also proposed for Castletownbere.
- 5.17 Traffic management measures, including both on and off-street parking, are required in Skibbereen and Bantry. Car parking provision in a number of smaller towns, villages and coastal resorts e.g. Schull, Courtmacsherry and Barley Cove is also proposed and is referred to in more detail in the local plans and coastal policy statements. Construction will depend on both Government allocations and the revenue from development levies.
- 5.18 Access to West Cork's islands, particularly the larger inhabited islands at Sherkin, Clear (Oilean Cleire), Bere Island, Whiddy, Bear and Dursey has been facilitated by Council investment in the mainland access roads to piers, improvement of piers and other works. Within the resources available to it, the Council will continue to up-grade these facilities in line with needs.^{*}

Public Transport

- 5.19 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.

¹⁰ Refer also to local plans.



Map 3 : West Cork : Infrastructure Proposals

- ◆ Water supply scheme
- ▲ Drainage scheme
- - - Road improvements (National Secondary Route)
- — —** Major road construction/relief roads
- ⊖ Intra-County/Regional road works
- Ⓟ Parking proposal

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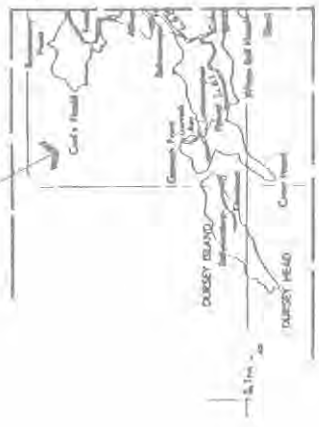


TABLE 6 : WEST CORK ROADS PROGRAMME

	<u>Expenditure</u> (1985 Figures)
<p><u>* National Secondary Routes:-</u></p> <p>N.71 Renewal, realignment, widening and new road construction including Skibbereen Relief Road.</p>	£12.40m.
<p><u>* Regional and intra-County Routes:-</u></p> <p>R.572, 575 "Ring of Beara") R.591, 592 "Ring of Mizen") R.595 Skibbereen-Baltimore) R.586 Bandon-Dunmanway-Bantry) R.593 Link road Skibbereen to R.586) R.599 Clonakilty-Dunmanway) R.600 Clonakilty-Dunmanway) R.587 Dunmanway-Macroon) R.584 Macroon-Bantry) R.585 Crookstown-Kealkil)</p>	£9.37 m.
<p><u>(iii) Special County Road</u></p> <p>Access to Drinagh (industrial traffic)</p>	£0.25m.
TOTAL	£22.11m.

primarily for surfacing, re-alignment and new bridge construction.

- 5.20 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".

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 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.

Harbours & Ports

- 5.25 West Cork's economy relies heavily on its maritime resources. The State has invested considerable monies in the designated fisheries harbour at Castletownbere and plans to improve Schull pier. In regard to Schull, the Council welcomes the proposed investment. For both locations further road access improvements are deemed necessary and will be pursued by the Council in its strategy for an efficient regional road system in West Cork.
- 5.26 The Council will also endeavour to secure finance for improvements in harbour facilities at Bantry, Baltimore, Glengarriff, and Union Hall, including where necessary provision for ancillary activities.*
- 5.27 In other locations, where maricultural activities are likely to develop or expand, the Council will seek the assistance of the Department of Fisheries & Forestry in the provision of adequate on-shore facilities.
- 5.28 Bantry Bays capacity for deep-water, port-related industry has been referred to earlier.¹¹ The re-opening of the Whiddy Island oil terminal is viewed by the Council as a positive indicator of its potential, which will be protected by appropriate measures compatible with other marine uses and environmental constraints.
- 5.20 Easy access to populated islands off the West Cork coastline is crucial to their development and the maintenance of island communities. The Council will, within its financial resources, endeavour to maintain these piers and roads which facilitate transport between the islands and mainland. In the case of Dursey Island, the Council will investigate ways and means of securing greater (seasonal) use of the cable-car.

¹¹ Refer to Chapter 2, EMPLOYMENT.

6. 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 West Cork. This has helped the area to accommodate its development needs in an economic manner as well as sustaining existing communities.
- 6.1 However, the population trends of the 1971-1981 period show in many cases declines in the main towns and villages accompanied by increases in their rural hinterlands and in the smaller villages. A well defined pattern of ribbon building and rural scatter is evident outside of these centres. This is not in the best interests of either village/town renewal or the economic servicing of the settlements in question.¹²
- 6.2 Accordingly, the Council intends to control ribboning in the areas shown on Map 4 and direct growth into the "Priority towns and villages"¹³ shown and listed in Table 7. Unless this is done, the area will continue to have a weak settlement structure, which will not be conducive to a development promotion strategy for West Cork. Some of these towns and villages also have an important seasonal role as holiday centres. This is additional to their function as priority settlements.

TABLE 7 : WEST CORK : PRIORITY TOWNS AND VILALGES

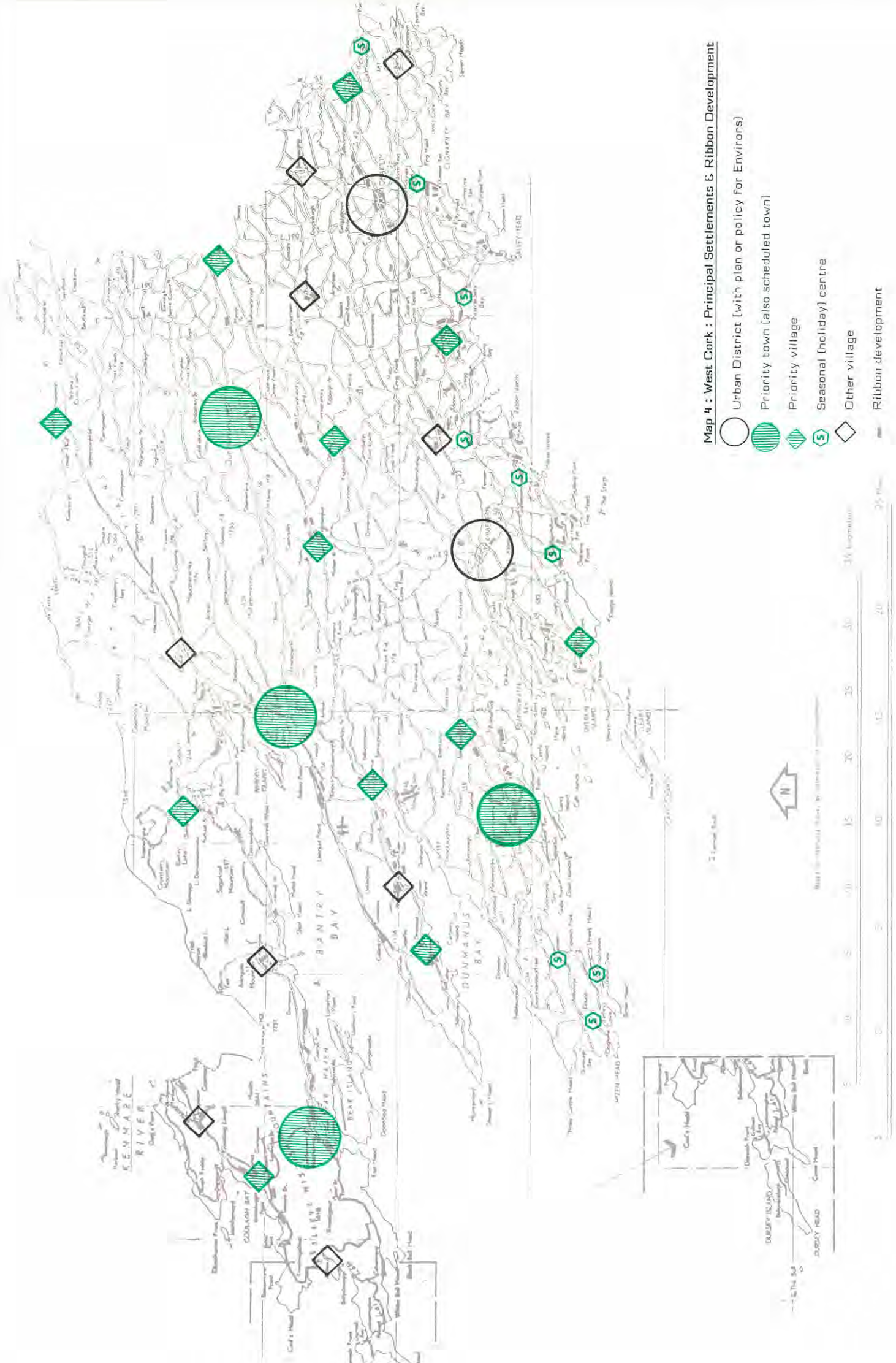
<u>TOWNS</u>	Separate administrative authorities - Clonakilty & Skibbereen
	Scheduled in 1963 Planning Act - Bantry & Dunmanway
<u>OTHER TOWNS</u>	Castletownbere and Schull
<u>VILLAGES</u>	Timoleague, Rosscarbery, Baltimore, Ballydehob, Durrus, Glengarriff, Eyeries, Drinagh, Kilcrohane, Ballineen/Enniskean, Drimoleague.

- 6.3 The 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.
- 6.4 Holiday housing continues to have a significant impact on the West Cork coastline. The issues raised by this have necessitated the draughting of a policy aimed at reconciling these demands with recreational provision and the protection of scenic and heritage resources¹⁴. Within the context of County-at-large policies, it has been considered appropriate to prepare local plans for the seasonal resorts or centres, listed in Table 8, where these pressures are greatest. Provision is also made as stated earlier, for seasonal holiday activities in priority towns and villages like Schull, Glengarriff and Rosscarbery.

¹² Refer to County-at-large policies and Chapter 1, Population.

¹³ Also included in Divisional Plan for South Cork.

¹⁴ Refer to "Coastal Policies".



Map 4 : West Cork : Principal Settlements & Ribbon Development







-  Urban District (with plan or policy for Environs)
-  Priority town (also scheduled town)
-  Priority village
-  Seasonal (holiday) centre
-  Other village
-  Ribbon development



TABLE 8 : Seasonal Resorts/Centres : Local Plans

<u>Villages</u>	Courtmacsherry, Glandore/Union Hall, Castletownshend, Goleen.
<u>Resorts</u>	Ownahincha, Inchydoney, Tragumna, Crookhaven, Barley Cove.

- 6.5 Conservation will have a particular role to play in the planning of some of the villages and resorts. Rosscarbery and Castletownshend, which are being designated "villages of historic interest", as well as Schull, Timoleague, Courtmacsherry, Glandore/Union Hall, and Ballydehob require particular attention to their built environment. In relation to natural features, conservation and enhancement of amenities at Courtmacsherry, Ownahincha, Inchydoney, Glengarriff and Barley Cove, must accompany development.
- 6.6 West Cork has much of the County's best scenery and it is appropriate that this resource will be adequately protected through controls on the siting and design of holiday housing. To this end, the Council has prepared a design guide for single houses which it considers particularly appropriate for sensitive areas.
- 6.7 Estimates of future housing needs for West Cork over the next five years, indicate a need for c. 920 new dwellings. Depending on the success of measures referred to earlier in relation to the main towns and villages, these estimates are shown by location in Table 9.

TABLE 9 : Housing Construction Requirements in West Cork

Clonakilty and environs	120
Skibbereen	80
Bantry	110
Dunmanway	50
Schull	15
Castletownbere	35
Ballineen/Enniskean	15
Rest of West Cork	505

- 6.8 The Council will actively encourage and where possible, assist the establishment of employment in or adjacent to the selected towns and villages¹⁵. This is seen as essential to their longer term stability and growth.

¹⁵ Refer to Chapter 2, Employment.

CHAPTER 7 : The Plan : An Integrated Policy

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

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

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

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

7.2 General Policy

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

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

- 7.2.3. The situation in West Cork is further complicated by the overlapping of holiday housing demands on those of the resident population along most of the sea-board. While the needs of both groups may differ somewhat it must be accepted that the impact of ribboning on the intervening rural, and other highly scenic, areas is a matter of direct relevance to the future growth of both coastal urban centres and villages. The influence of major urban shopping facilities on the rural catchment also needs to be considered as also does the provision of new employment opportunities in the main centres.

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

- 7.2.5. Therefore, a number of villages and small towns which have capacity to accommodate growth, have been designated as "priority settlements". Villages are chosen in areas where the pressures are greatest, or, in areas of serious population decline. Most of these settlements were previously not referred to specifically in the County Development Plan. Plans for these settlements are largely descriptive with emphasis being put on specific objectives rather than zoning.
- 7.2.6. Larger "key" settlements in the County have been designated as priority towns. For most of these towns, additional plans have already been made in the present and previous Development Plans but towns for which no plans were made so far, have been included in this category. Within the parameters of the population and employment targets for the next five years, referred to in earlier sections of this document, a strategy has been formulated for the key settlements.
- 7.2.7. For a number of key settlements, priority villages outside the main town play a role of accommodating (mainly) residential development that would otherwise take place in the form of ribbon development outside the main town. Besides designation of priority villages near to the priority towns, a policy of limiting ribbon development in between the town and the village, through effective development control, will be of equal importance. For that purpose, these areas have been marked on the map.

7.3. Infrastructure

The main infrastructure for West Cork is formed by the National Road Network and Regional road system. The plan clearly indicates these elements of the transportation system, which need to be improved if the full economic potential of the area is to be achieved.

Road reservations for realignment and by-pass routes have been marked on the map although they may not always be implemented during the plan period. Major water supply and drainage improvements planned for the next five years are also indicated diagrammatically. An extensive electrical and automated telecommunications serves the area.

7.4. Residential Development

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

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

In the case of individual (holiday) houses in scenic areas, careful consideration will be given to siting, design and landscaping requirements.

7.5 Industrial Development

In an approach similar to that for residential development, areas for industrial or commercial activities have been marked on the map. This includes industrial estates owned by either the I.D.A. or the County Council, and areas in general where industrial development is considered to be suitable and desirable. Again, most of the areas for industrial development can be found near priority towns where employment will be provided close to residential development and ancillary services. In the case of Bantry Bay, which has a potential to accommodate deep-water related industry, suitable sites have been identified and will be reserved specifically for such purposes.

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

7.6 Tourism, Recreation & Amenities

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

Locations of scientific, natural or amenity value have been given a designation of "amenity 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 chapter will also include lists of sites and buildings of heritage importance whose protection is considered essential. Sites where recreational activities will be encouraged are indicated also.

8. CHAPTER 6 : Town and Environs Zoning Policy

- 8.0 The following zoning definitions and limitations apply to the plans for the scheduled towns of Bantry and Dunmanway, Schull and Castletownbere. In the case of the smaller priority towns and villages, the zoning ordnances do not represent objectives as defined in the 1963 Planning Act. Instead the plans outline constraints and identify opportunities for development. The plans also highlight opportunities for environmentally improving the settlements. In the event of planning applications being made for land so designated, the Council will have regard to the provisions of the plans in making decisions.
- 8.1 For the reasons quoted earlier in the Plan, a fresh approach has been made to the definition of zoned areas and the specification of objectives, bearing in mind the probable efficacy of both during the plan period.
- 8.2 The principal change here, compared to early plans, is the reduction in zoning. It is hoped that this will more realistically reflect the development needs of the towns over the plan period, while allowing for a judicious element of flexibility.
- 8.3 The reduction is partially demand-related, partially control-related. Most of the towns in West 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.

8.4 Town Core

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

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

8.6 Residential

The Plan distinguishes between prime serviced areas suitable for immediate development and other areas which will require neighbourhood layout plans¹⁶ before development will be permitted, thereby, avoiding piecemeal development of the land. The latter has resulted in bad layout, failure to provide open space, multiple accesses onto public roads, no footpaths/lighting and eventually (for the landowner) uneconomic use of development land. Where necessary community facilities will be allowed in residential areas, but shopping facilities will be controlled in line with the Council's shopping policy.

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

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

8.8 Existing Built-up Areas

Generally such areas have not been zoned. Where this is the case, it is the Council's policy that the predominant land use(s) will prevail. Incompatible developments will 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.

8.9 Development Limits

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

8.10 Land not indicated for any use

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

8.11 Miscellaneous

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

WEST CORK
Town & Village Plans

WEST CORK COASTLINE

INTRODUCTION

Due to the importance of this coastal belt in the economy of West Cork, the number of towns and villages on or adjacent to it, its marine, recreational/tourism potential and highly scenic landscape, planning policies outlined in this plan have been detailed for both the main towns and villages and their respective coastal catchments.

Consequently, contextual policies for sections of the coastline precede the individual town and village plans.

A separate section incorporates proposals for Bantry Bay based on its potential for accommodating marine-based, employment generating uses.

1. Context

- 1.1 In the context of the divisional policies for West Cork and the County-at-large policies for tourism and recreation, the West Cork coastline constitutes an area with both opportunities for development and responsibilities for conservation in the interests of the County, region and state.
- 1.1 Apart from the prime scenic assets of the coastline, it's economic well being is dependent to some extent on the marine activities off-shore. Traditionally, fishing has played an important role in the life of residents of a number of West Cork's coastal towns. Opportunities also exist for further exploitation of mariculture in a number of locations.
- 1.2 Industrial potential based on deep-water marine access has been slow to produce local employment opportunities. The vagaries of international trading and transport of commodities have largely dictated the extent to which this potential is realised.
- 1.4 Similarly, in relation to offshore exploration and development for oil and gas, the unpredictability of world energy prices combined with the financial risks inherent in funding and exploiting proven resources have continued the uncertainty as to the real potential of natural deep-water harbours like Bantry Bay.
- 1.5 Holiday housing or second-home development has been a contentious issue in the scenic coastal area of West Cork over the years as efforts are made to balance seasonal economic gains to the area against the conservation of the very resource which attracts people to this coastline. In recent years changes in the economic climate both nationally and elsewhere in the E.E.C. has reduced the scale of earlier proposals, thereby allowing for a re-assessment of Council policy in this area.
- 1.6 Other changes in tourism patterns and the performance of West Cork's main holiday centres over the past five years require new measures to stimulate, in some instances, appropriate activities and in other cases impose controls to curb potentially damaging developments.
- 1.7 As in the 1979 County Plan, preservation of important amenities and heritage sites of aesthetic, historic/archaeological and scientific importance is required. Sensitive exploitation of these resources is called for in certain instances if they are to be adequately protected.

CLONAKILTY CATCHMENT

2. Clonakilty catchment

- 2.1 This planning sub-unit extends from Courtmacsherry Bay to Rosscarbery Bay and includes the coastal villages of Timoleague, and Courtmacsherry, and the holiday resorts of Inchydoney and Ownahincha.
- 2.2 This coastline is both a popular day-trip destination from Cork City and the L.U.T.S. area as well as having accommodation for based holidays at a number of centres viz. Courtmacsherry, Ownahincha and Inchydoney.
- 2.3 Proximity to the National secondary Route, N.72, which acts as a principal touring route for visitors to West Cork, also confers an added function on the principal town in the area, Clonakilty, and Rosscarbery village. Due to the indented nature of the coastline a major coastal touring route is not feasible.
- 2.4 In order to assist the Council's development planning and control process, functional roles have been assigned for the principal resorts in the area. Depending on suitability of each centre, policies are either directed towards development promotion or control and conservation (See Table 10). Local plans have also been prepared for a number of centres and these specify the Council's proposals.
- 2.5 Of all the centres, outside of Clonakilty, that with the greatest potential for enhancement is Rosscarbery, which is being designated a "village of historic interest", and its coastal environs from Warren Strand to Long Strand. The Council will actively encourage the development of tourism and recreational activities in both in co-operation with the local community, the Department of Fisheries and Forestry (in regard to Castlefreke demesne), Cork/Kerry Tourism and commercial interests.
- 2.6 Apart from occasional fishing, little potential exists for significant commercial marine activities in the area without substantial investment in infrastructure. However, many seasonal activities, other than yachting, can be accommodated and will be encouraged. Some scope exists for mariculture in the inlets of Rosscarbery Bay and will be further investigated.
- 2.7 Coastal erosion is a particular problem at Inchydoney and Ownahincha where the protection of the sand dune systems is necessary. The support of local landowners in both instances is essential to the proper management of the dunes.
- 2.8 Protection of scenic landscapes, of which Wood Point, Dunworley and Galley Head are the most important, and coastal scenic routes (Timoleague to Courtmacsherry, Dunworley to Lion's Cove and Duneen to Dunnycove Bay) are proposed.
- 2.9 Areas of scientific interest e.g. Argideen Estuary and Inchydoney (ornithological) and Castlefreke/Long Strand (ecological) will also be protected and where possible exploited for appropriate recreational uses.
- 2.10 Details of the foregoing proposals are shown on the maps set nos. 6.1 to 6.3 which follow and in Table 10. Following these, are local plans for the main centres in the area.

TABLE 10: WEST CORK COASTLINE - CLONAKILLY CATCHMENT, FUNCTIONAL ROLES

CENTRE	STATUS	PRIMARY FUNCTION	OTHER FUNCTIONS	POLICY EMPHASIS
Timoleague	Minor	Touring and day trip.	Specialist (historic)	Conservation (abbey) and renewal.
Courtmacsherry	Minor	Based and day trip.	Specialist (angling, botanical-woodland).	Development control and amenity works.
Broadstrand	Minor	Day trip.	Access to coast walk.	Development control.
Coolbawn	Minor	Day trip.	-	Development control.
Dunworly	Minor	Day trip.	-	Development control and amenity works.
Ballinglanna	Minor	Based holiday	-	Development.
Simons Cove	Minor	Day trip.	-	Development control.
Ring	Minor	Based holiday	Specialist (boating, fishing)	Promotion as a centre for holiday housing.
Inchydoney	Major	Day trip and based holiday	Specialist (ornithological)	Development. Upgrading of infrastructure/amenities.
Dunowen	Minor	Day trip.	Specialist (historic)	Development control.
Red Strand	Minor	Based holiday	Day trip.	Development control.
Ownahincha	Major	Based holiday and day trip.	Specialist (ecological)	Development, renewal and promotion; conservation (ecology).
Rosscarbery	Major	Based holiday and touring	Specialist (historic)	Renewal and promotion as touring centre.
Warren Strand	Minor	Day trip.	Access to coastal walk.	Conservation and amenity works.
Mill Cove	Minor	Specialist (boating, fishing)	-	Development control.
Tralong Bay	Minor	Day trip.	-	Development control.

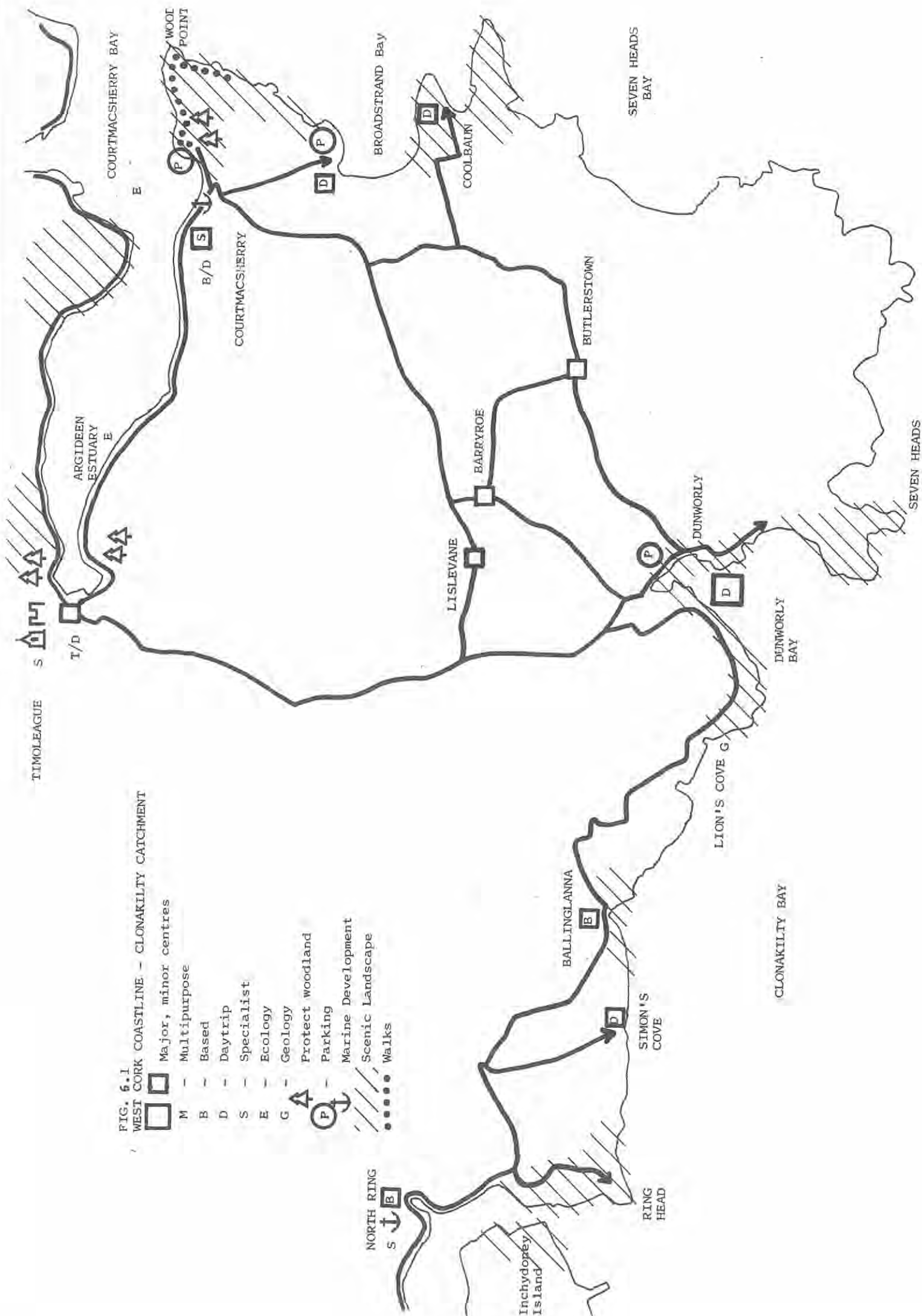


FIG. 6.1
WEST CORK COASTLINE - CLONAKILTY CATCHMENT

- Major, minor centres
- M - Multipurpose
- B - Based
- D - Daytrip
- S - Specialist
- E - Ecology
- G - Geology
- ▲ Protect woodland
- Parking
- ▨ Marine Development
- ⋯ Scenic Landscape
- Walks



FIG. 6.2
WEST CORK COASTLINE - CLONAKILTY CATCHMENT

- | | | | |
|-----|----------------------|-------|----------------------|
| □ □ | Major, minor centres | E | Ecology |
| M | Multipurpose | * | Environmental Scheme |
| B | Based | (P) | Parking |
| D | Day trip | //// | Scenic landscape |
| S | Specialist | | Walks |

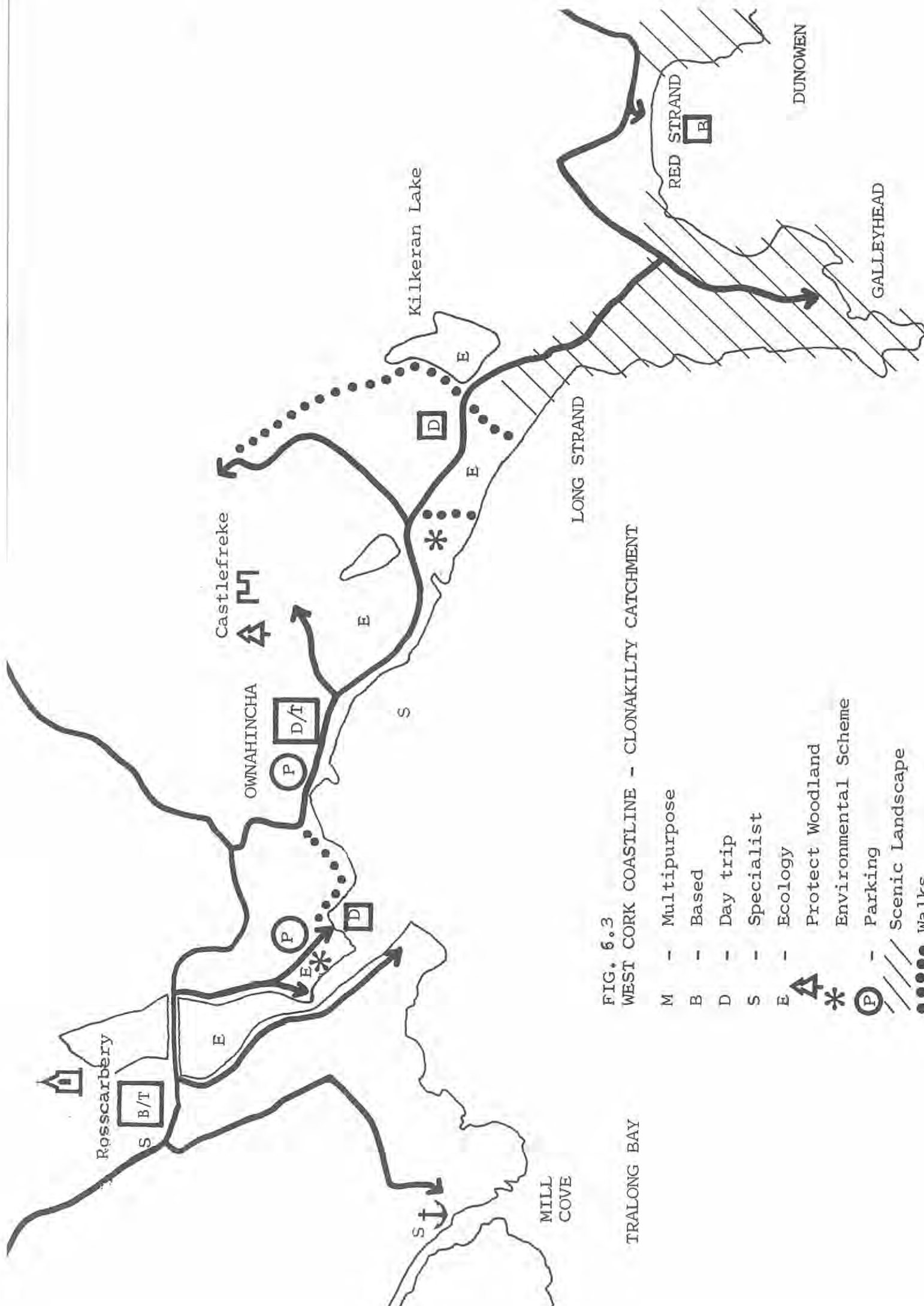


FIG. 6.3
WEST CORK COASTLINE - CLONAKILTY CATCHMENT

- M - Multipurpose
- B - Based
- D - Day trip
- S - Specialist
- E - Ecology
- ▲ - Protect Woodland
- * - Environmental Scheme
- Ⓟ - Parking
- // - Scenic Landscape
- - Walks

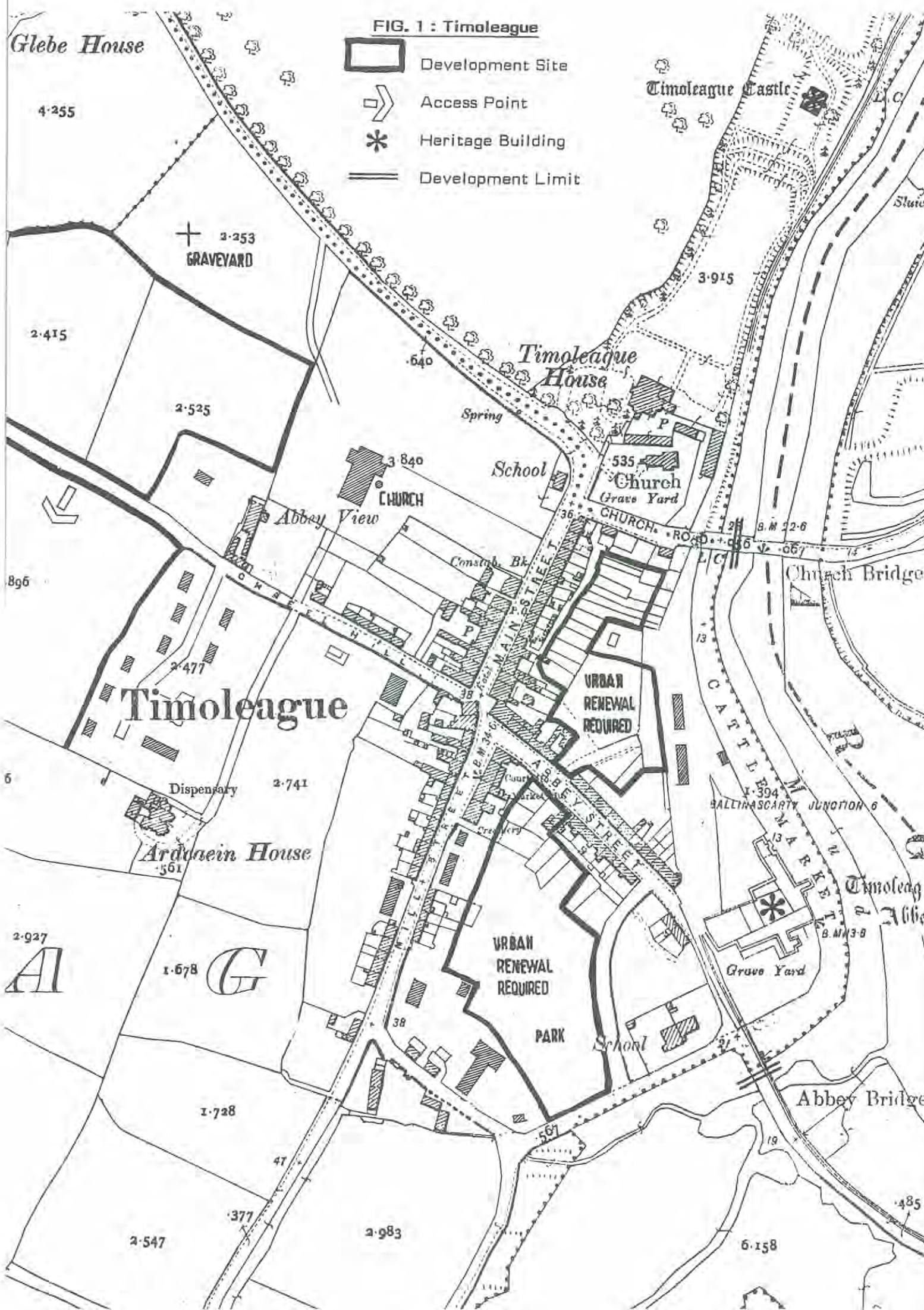
TIMOLEAGUE

1. This large village is situated in the West Cork part of Courtmacsherry Bay. Nearby service centres are Clonakilty (10 km. in western direction) and Bandon (13 km. in northern direction).
2. While the population remained static between 1972 and 1979, it declined from 275 persons in 1979 to 259 in 1981. A small number of Council dwellings was built over recent years.
3. Timoleague has for its size considerable amenity potential. The abbey, castle and gardens and wooded enclosing shorelines will be protected and consideration given - in co-operation with Cork/Kerry Tourism - to the establishment of a local interpretative centre dealing with the historic features of the area.
4. Timoleague because of its facilities, location and attractiveness is considered suitable for designation as a "priority village". There is much scope, however, for town renewal, in particular north and south of Abbey Street.

In the latter instance, a village park should be incorporated in such a renewal project, with pedestrian links.

5. Active local involvement has done much to improve the amenities of the village and, in particular, the abbey and its immediate environs. The Council will continue to assist such efforts.
6. Up-grading of the coastal route, R.600, linking Kinsale to Clonakilty is proposed in an effort to stimulate tourism development in the area.
7. The existing sewerage system which is presently operating at capacity is in need of improvement. A new system, which would provide a sizeable reserve capacity, is proposed for construction during the plan period. Timoleague's water supply, which is shared with Courtmacsherry, is at capacity in the summer. A new scheme designed to remedy the deficiency is unlikely, however, to be constructed during the next five years.
8. Although housing development on Chapel Hill will be visible from an eastern direction, these lands can be considered suitable for development. Timoleague abbey forms an impressive landmark and development east and south of the estuary should be discouraged so as to maintain its dramatic and unspoilt setting.
9. For development proposals and policies, see the attached map. Their implementation will depend on both the co-operation of the local community and the availability of finance to undertake proposed works.

FIG. 1 : Timoleague





COURTMACSHERRY

Courtmacsherry

1. Attractively situated on the end of a wooded peninsula near the mouth of Courtmacsherry Bay, some 14 km. east of Clonakilty, Courtmacsherry functions predominantly as a seasonal holiday centre. The "priority village" of Timoleague only 4 km. away is more accessible and acts as the main local service centre for the rural hinterland.
2. The village's population has increased from 210 in 1971 to 231 ten years later. In summer, the population is much higher due to the seasonal influx of holidaymakers.
3. At one time, Courtmacsherry's quayside attracted commercial marine traffic. Latterly, this has tended to be replaced by recreational activities. The present condition and location of the harbourside facilities, the relative remoteness of the village from larger centres of population and the recreational uses inhibit the potential for a renewal of harbour traffic. However, the Council will endeavour to facilitate appropriate commercial activities provided they are compatible with the maintenance of recreational uses.
4. As a holiday centre, the village has a range of facilities to cater for based and, to a lesser extent, daytrip users. Improvement and development of ancillary amenities (e.g. foreshore walk to Wood Point and southwards to Broad Strand, and the public acquisition and management of woodlands¹) are desirable and will be pursued with the appropriate agencies.
5. Courtmacsherry has a very attractive streetscape including a number of feature buildings. Unfortunately, some of the buildings appear to be in poor condition and in need of renewal. The Council will endeavour to promote improvements in such instances and in the case of other streetscape alterations will require a high standard of treatment of facades.
6. The linear shape of the village has been influenced by the steep topography. As a result opportunities for further housing development are restricted. Recent sewerage has, however, "opened up" some lands to the south in the vicinity of Ramsay Hill. These, together with some lands at the east and west ends of the village, are deemed suitable for housing.
7. At the east end of the village, the caravan park occupies a prominent site clearly visible from the north shore of the bay. An extension of this facility will only be permitted to the south and subject to proper landscaping.
8. Completion of the village's new sewerage scheme has alleviated the previous inadequacies and provided capacity for further development. However, the Courtmacsherry/Timoleague water supply is barely sufficient to meet summer demands, although adequate for the rest of the year. Improvements are not proposed during the plan period.
9. Provision of public car parking facilities are desirable at the east end of the village, near the caravan park, and at nearby Broad Strand. The Council will endeavour to secure these during the plan period.
10. Development proposals are, where relevant, shown on the attached map. Their implementation will depend on the availability of finance and the support of the local community and other development agencies.

¹ A Tree Preservation Order was made for the woodlands at the east end of the village.

INCHYDONEY

1. Inchydoney is situated c. 3 km. south of Clonakilty and retains its insular qualities, being approached by causeway roads from the north-west. It is a popular holiday resort largely due to its fine beach but apart from hotel and holiday homes currently possesses few services or facilities. The Council, however, considers that the resort has a capacity to cater for based holidays as well as daytrip activities.
2. Due to inadequacies in services - there is no public drainage system and the water pressure is low in the more elevated terrain - development opportunities are limited at present and have to be considered on their merits.
3. Recent access improvements (i.e. the introduction of a one-way system) have relieved seasonal congestion, but it is still difficult to get at suitable development sites.
4. Much of the existing development has occurred randomly and without attention to servicing and design. More recently some prominent hilltop housing has done much to detract from the scenic qualities of the resort. Controls are needed if the very attractions of Inchydoney are not to be further despoiled. In this regard, the Council will encourage the replacement of sub-standard dwellings with well designed units and to acceptable sanitary standards.
5. Apart from the limited infill opportunities that are possible, favourable consideration will be given to the comprehensive and fully serviced development of a site overlooking the estuary to the north of the island as a caravan park. Detailed landscaping proposals, which will ensure privacy for existing residents, will be an essential pre-requisite to such a facility together with widening of the existing access road and the creation of a pedestrian way linking the site to the beach area.
6. Protection of the fragile dune system abutting Muckruss Strand and the local ecology (birdlife) in the estuary and marshes surrounding the "island" is also proposed.
7. Consideration will be given to the design of an amenity scheme for the lands at Virgin Mary's Point and for the sand dune system to the west.

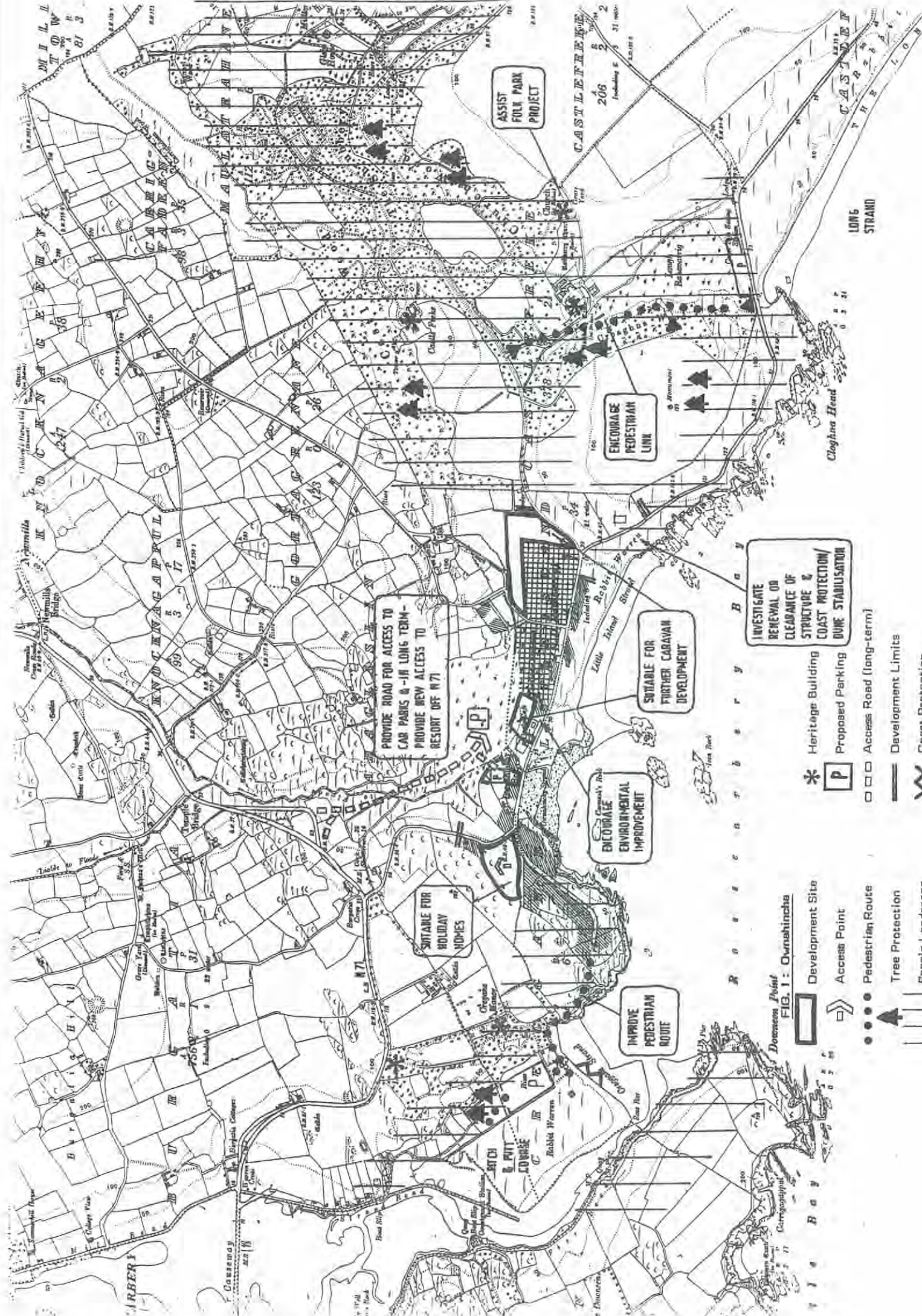


FIG. 1 : Inchydoney

- Development Site
- Access Point
- Widen Road
- Pedestrian Route
- Protect Ecology
- Scenic Landscape

OWNAHINCHA

1. This seaside-resort has daytrip and based holiday functions. There are two good beaches: Little Island and Long Strand. All facilities such as hotels, caravan sites and holiday homes are concentrated at Little Island Strand. A ribbon of bungalows (most of which are holiday homes) has been built between Ownahincha and the Warren which is also a day-trip centre.
2. Preferred sites for holiday home and caravan development have been marked on the attached map and in the case of the latter will require special attention to landscaping.
3. Access to the area is satisfactory, except for the link road from Burgatia Cross to Ownahincha Strand. Parking facilities for day-trip visitors to Little Island Strand need to be improved but the road at Long Strand is wide enough to accommodate roadside parking. However, it would appear that most of the capacity of Little Island Strand is absorbed by resident tourists, while Long Strand is used for day trip recreation.
4. Construction of the proposed long-term access road from the National Secondary Route, N.71, to the west end of Ownahincha will facilitate both the flow of traffic and the landscaping of the approach. This latter proposal will enhance the initial visual impact of the resort as visitors approach it.
5. There is ample reserve capacity in the public water supply scheme and the sewerage system, which has a small pumping station and a septic tank with outfall to the sea, has adequate reserve capacity also.
6. Through negotiation with the existing hotel owners at Ownahincha, it is proposed to improve both the appearance and layout of the extensive parking areas fronting these buildings.
7. Renewal or clearance of the holiday chalets at the east end of Little Island Strand will be investigated and the re-instatement and protection of this sensitive sand dune area promoted.
8. The extensive state forest at Castlefreke and the remains of Castle Freke itself are major attractions supplementing the coastal facilities. Extensive woodland walks and ancillary amenities link the Castle, Rathbarry Church and Castle and Long Strand and could be added to.
9. Promotion of the ruined Rathbarry Castle site as a centre for a regional folk park will be actively encouraged and the continued support of the Forestry & Wildlife Service sought.*
10. A number of buildings of architectural importance, including the ruinous Castle Freke, are listed for protection.
11. The Council will complete it's amenity works at Warren Strand, which include car parking, landscaping and footpath construction and incorporate a link between this strand and Ownahincha. Funding for these and other amenities will depend on continuing access to monies from current government social employment schemes.



Downes Panel
FIG. 1: Owlishincha

- Development Site
- Access Point
- Pedestrian Route
- Tree Protection
- Scenic Landscape
- Heritage Building
- Proposed Parking
- Access Road (long-term)
- Development Limits
- Coast Protection

ROSSCARBERRY

1. Rosscarbery is a large village to the north of the Clonakilty - Skibbereen National Secondary Route about 7 miles from Clonakilty. The village developed on the hillside, north west of Rosscarbery Bay. More recently residential development has continued around the bay and to a certain extent on lower land around Newtown, west of the original village.
2. The village functions as a local service centre with a good range of local shops including a supermarket, churches, pubs, garages and schools. Other facilities include a playground and tennis court on reclaimed land at Church Road. The village also has an important tourist role located as it is on the main coastal touring route to West Cork. A further asset is its proximity to local beaches at Creggane and Ownahincha. There is also a scheme of holiday homes in the village off the main square and a further one planned on high ground to the north of the village.
3. Rosscarbery's population increased dramatically between 1971-1979, by nearly 30%, although there was a slight decline between 1979-1981. Population in the surrounding rural area (Rosscarbery DED) has remained largely static (See Table 1).

TABLE 1 : Population Change in Rosscarbery Village and DED

	1971	1979	1981
Rosscarbery	354	458	445
Rosscarbery DED (minus village)	287	278	291

4. The existing sewerage scheme consists of a series of pipes and drains discharging to the lake and various streams. A new scheme is due to be completed very shortly and will cater for the town of Rosscarbery and some outlying areas.
5. Water supply is adequate and there is a sufficient reserve capacity to cater for the foreseeable demands of residential development in the village.
6. Due to local topography and features i.e. steep, rocky terrain to the north of the village and proximity to the Bay, Rosscarbery has a particularly attractive setting. The streetscape within the village and some of the buildings notably the Cathedral, the Catholic Church and the Convent contribute to the attractiveness of the village. Proposals have accordingly been drafted in the context of protecting and enhancing its environment.

7. The Council will promote Rosscarbery as a major based holiday and touring centre and will encourage further residential and holiday home development within the specific development boundary for the village. Opportunities for development include:-
 - (a) renewal, infill and conversion of former commercial properties within the main village centre. Existing building lines are to be retained;
 - (b) infill roadside development along Mill road, the old Clonakilty road and Strand Road, up to the development boundaries; attention should be paid to landscaping/tree planting at the roadside boundary fronting the bay;
 - (c) indepth development off Tanyard St. and at Newtown will be encouraged.
8. Rosscarbery is being designated an "historic village" because of it's attractive built form and individual buildings of historic interest. Measures will be taken to protect and promote it's unique character. The active assistance of the local community will be sought in this regard.
9. The square in the centre of the village forms an attractive enclosed urban space. This sense of enclosure should be maintained and the streetscape protected through strict controls on new buildings, renewal and facade alterations. A scheme to environmentally improve the Square will be considered.
10. Efforts will be made to secure the development of an attractive and informal village park on the open land between St. Fachtna's Cathedral and Church Road.
11. Any additional shopping facilities should be restricted to local needs only and new developments should be located in or adjacent to the Square.
12. Land to the north of the village, at Burgatia Hill and on the west side of the bay is designated scenic landscape. No development should occur in these areas, other than that committed i.e. holiday housing off Caim Hill.
13. The Ardagh School, the Convent, St. Fachtna's Church and Cathedral as well as the former dispensary and courthouse at Newtown are listed for protection.
14. Provision of amenities and environmental improvements will be further effected at the nearby Warren Strand where the Council has provided land and premises for a pitch and putt club (Refer also to Ownahincha plan).
15. Restrictions will be imposed on shoreline development, north of the causeway and east of the "lake" on higher ground. Similar controls will be exercised in respect of roadside development along the west shoreline, south of the causeway. These should ensure the retention of the scenic environs of the village.
16. Unauthorised infilling of the "lake" north of the causeway will be prohibited and measures taken to eliminate unsightly dumping.
17. Opportunities for maricultural activities, south of the causeway must be considered in the context of the effluent disposal needs of the village and the scenic amenities of area as well as the natural marine characteristics of the estuary.
18. Implementation of many of the foregoing proposals will depend on the availability of finance and the support of the local community.

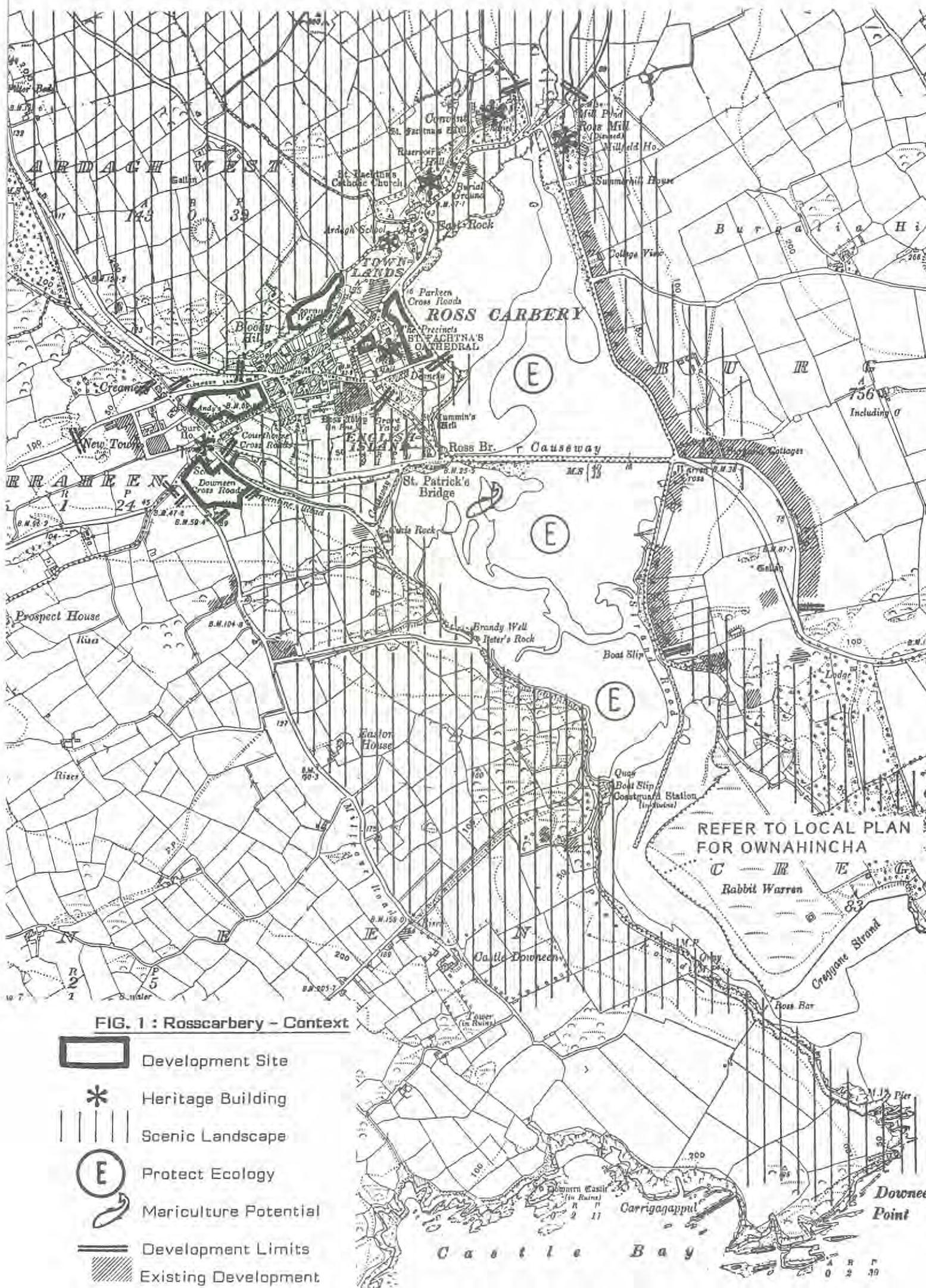




FIG. 2 : Roscarbery Village

-  Development Site
-  Heritage Building
-  Open Space
-  Development Limit
-  Scenic Landscape



CLONAKILTY - ENVIRONS

1. Clonakilty is a major service town in West cork, situated about 20 km. south-west of Bandon on an attractive estuary. The administrative boundary of the U.D.C. extends well outside the built-up area and there is a considerable amount of suitable land available for development within the Urban District. However, there is a need for an integrated approach from both planning authorities. This is particularly relevant in relation to the ribbon development problem east of the town, and shopping policy, and to the definition of a common environmental policy for the harbour. The current development plan for the U.D.C. was adopted in 1983.
2. Clonakilty 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 County-at-large and Divisional policies and in co-operation with the U.D.C.
3. The population of Clonakilty increased from 2,430 persons in 1971 to 2,698 in 1981. It is estimated that the 1989 population will be in the region of 2,830.
4. Housing development along the roads leading out of the town has taken place, particularly east of the town (See Fig. 1) and is, as stated previously, a cause of concern.

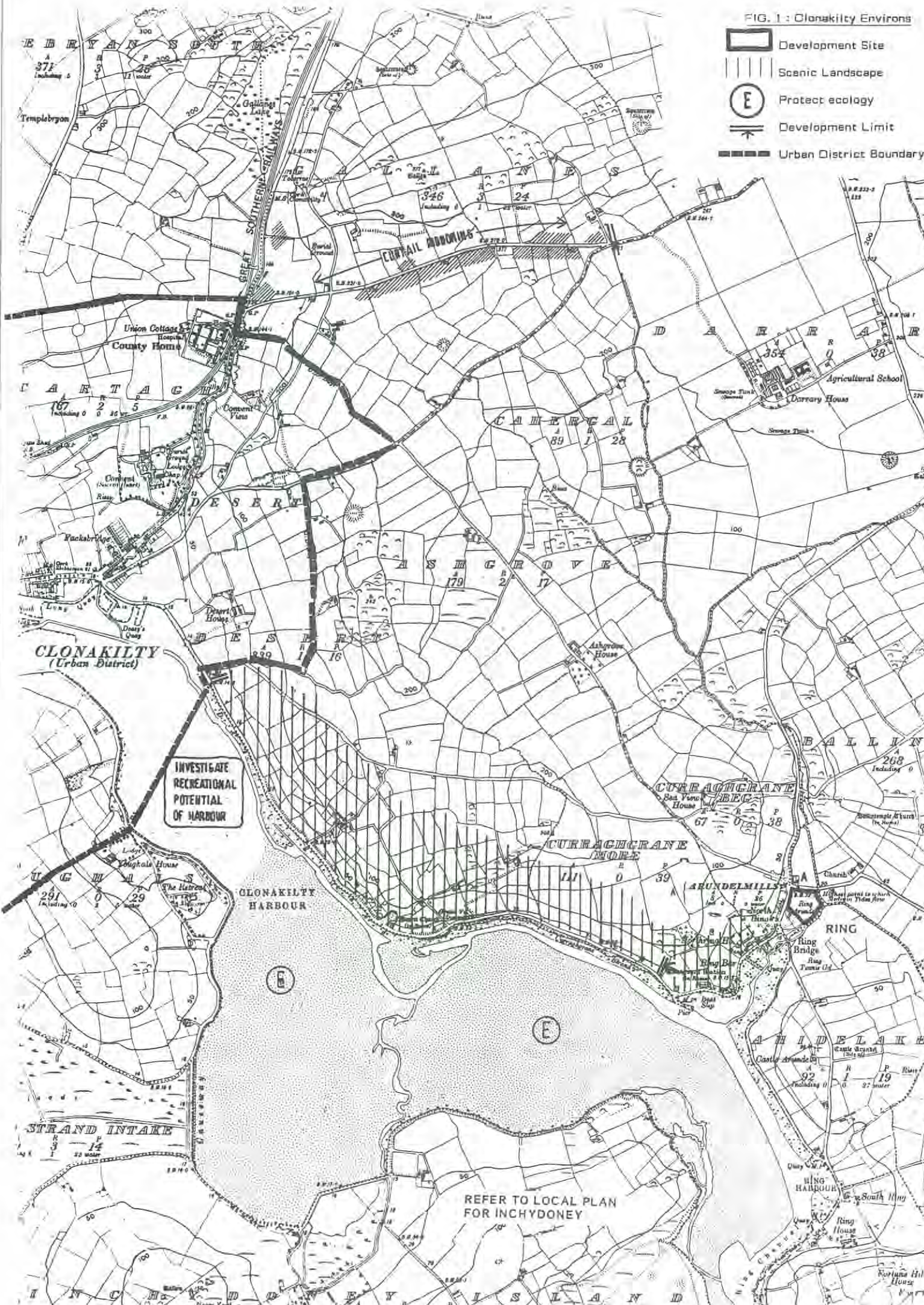
Demand for single-type houses that would otherwise be met through ribbon development could be attracted to the village of Ring, situated about 3 km. south-east of Clonakilty. However, this would necessitate an improvement in the water supply and the provision of a sewerage scheme for the village.

5. Development in Ring is desirable, both to counter ribbon development in the rural area as well as to sustain this small village. A suitable area has been marked on Fig. 1 for this purpose.
6. The slopes on both sides of the harbour are scenic and these should be kept in agricultural use. Roads around the harbour have been designated scenic routes and - where development is permitted - careful design and landscaping will be required¹. An investigation of the recreational potential of the harbour is also to be undertaken.

¹ Refer to Council's guidelines for single houses, "Building in the Countryside".

FIG. 1: Clonakilty Environs

-  Development Site
-  Scenic Landscape
-  Protect ecology
-  Development Limit
-  Urban District Boundary



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SKIBBEREEN CATCHMENT

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3. Skibbereen Catchment

- 3.1 From Glandore Harbour to Roaringwater Bay, this stretch of West Cork coastline includes some of the area's best scenery and attractive villages, Skibbereen which provides a wide range of facilities to the hinterland, also functions as an important touring centre for the area.
- 3.2 Yachting is catered for in the sheltered inlets of Glandore Harbour, Castle Haven and Baltimore Harbour and a wide variety of active recreational pursuits based on the natural amenities of the coastline and its offshore islands.
- 3.3 Due to its distance from Cork, the area is outside the range of most day trippers other than those from the main towns in West Cork. It contains, however, a variety of centres for holiday based and touring purposes. Proximity to the N.72 which acts as a touring route, brings most of the coastal villages within easy reach although a coastal touring route per se is not possible due to the indented nature of the coastline.
- 3.4 As in the area of the Clonakilty catchment, functional roles have been assigned to each coastal centre or resort (See Table 11) and in some cases local plans prepared for the centres.
- 3.5 The development and promotion of yachting and other outdoor recreational activities, both for the domestic and foreign market, favours Baltimore. Proximity to both Sherkin and Clear Island (Oileán Cléire), which are themselves ideally suited and equipped for outdoor pursuits, is of considerable additional benefit apart from the myriad of islands scattered through Roaringwater Bay. In order to avail of this potential, the Council will actively encourage and promote, in conjunction with Cork/Kerry Tourism and other interests, the development of such activities.*
- 3.6 Castletownshend, which has been designated a "village of historic interest" is considered to be one of the most attractive villages in the County and deserving of appropriate conservation policies. Glandore, Union Hall and Baltimore also contain very attractive streetscapes and will be the subject of particular attention.
- 3.7 Commercial fishing is based largely in Baltimore and to a lesser degree at Castle Haven and Glandore Harbour. The pre-eminence of Baltimore, again, as a centre both for landings, processing and boat building and repair activities is of concern to the Council as a consequence of a decline in the latter.
- 3.8 Some potential exists for further mariculture both in Roaringwater Bay and in Castle Haven and Glandore Harbour. The Council will actively promote the investigation and development of these opportunities in conjunction with the Department of Fisheries & Forestry and commercial interests.
- 3.9 Apart from possessing some of West Cork's finest coastal landscapes, this area also contains some of the most important ecological areas of which Lough Hyne is uppermost. The Council welcomes the designation of the site as a Nature Reserve by the State and will co-operate in its protection and enhancement.* Other notable features are the deciduous woodlands at both Lough Hyne, Glandore/Leap (Myross Wood) and Castletownshend. A number of the islands in Roaringwater Bay, including Clear Island (Oileán Cléire) and Sherkin, are of ecological importance and will be protected from damaging influences.

- 3.10 The coastal route from Tragumna through Toe Head to Castle Haven affords fine views of sea and shore and these will be protected. Similarly, views from the coast road approaching Baltimore from the north and from the Leap-Glandore and Leap-Union Hall road will be protected¹.
- 3.11 Details of the foregoing proposals are shown on the map set nos. 7.1 to 7.3 which follow and in Table 11. Following these are local plans for the main centres in the area.

¹ See also Chapter 9 - "Controls & Standards".

TABLE 11: WEST CORK COASTLINE - SKIBBEREEN CATCHMENT FUNCTIONAL TOURISM AND RECREATIONAL ROLES

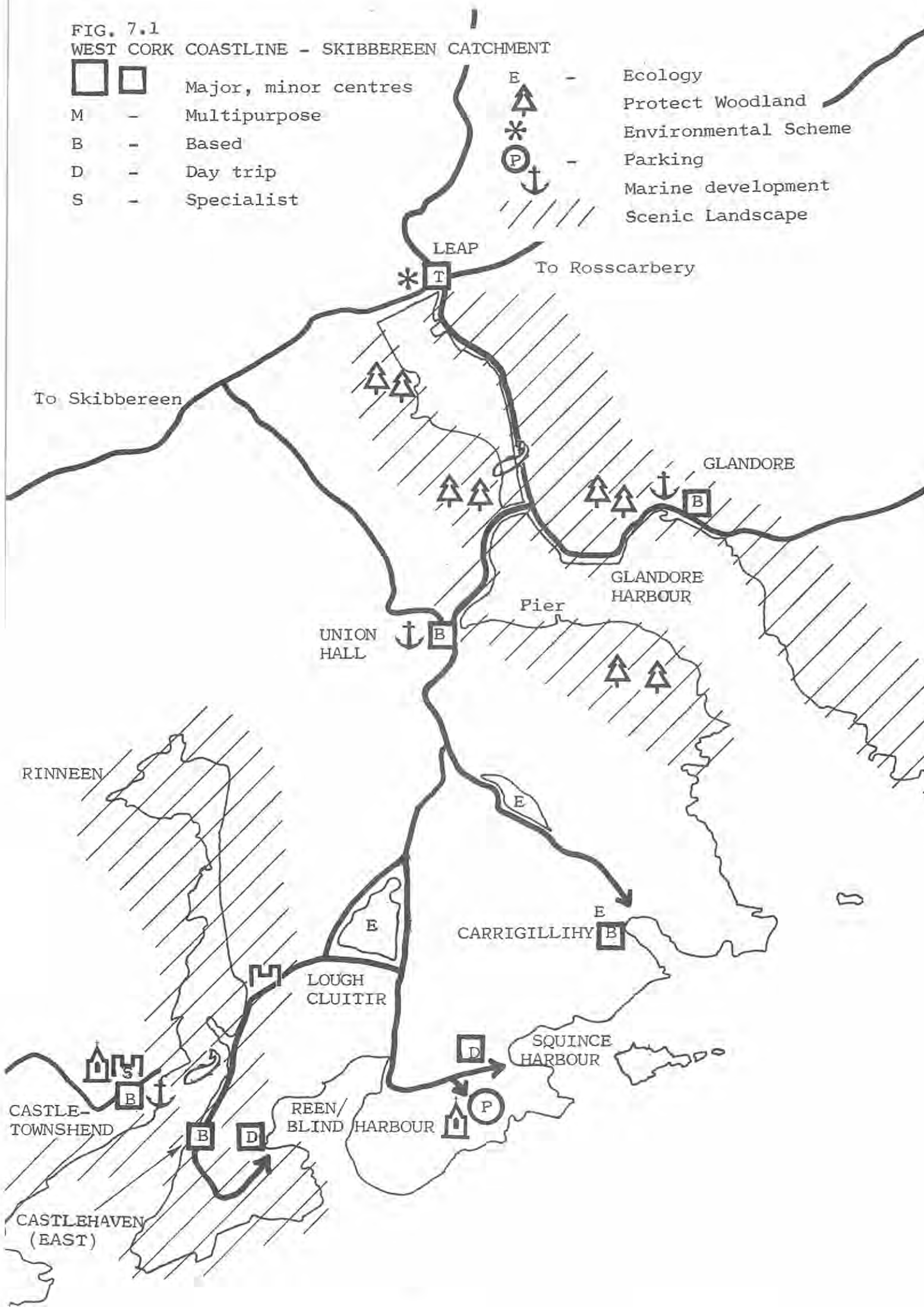
CENTRE	STATUS	PRIMARY FUNCTION	OTHER FUNCTION	POLICY EMPHASIS
Leap	Minor	Touring	-	Control & Amenity Works.
Glandore/Union Hall	Major	Based Holiday	Specialist (sailing)	Conservation, Control and Development.
Carrigilly	Minor	Based holiday	-	Development Control.
Squince Harbour	Minor	Day trip.	-	Development Control.
Blind Harbour/Reen	Minor	Day trip	-	Development Control.
Castlehaven (east)	Minor	Based holiday	Specialist (sailing)	Development Control.
Castletownshend	Minor	Based holiday	Specialist (historical, sub-aqua, sailing).	Conservation and promotion.
Castlehaven (west)	Minor	Day trip.	-	Development Control.
Tracarta	Minor	Day trip.	-	Development Control.
Sandy Cove	Minor	Day trip.	-	Development Control.
Toe Head Bay	Minor	Day trip.	Specialist (sub-aqua).	Development Control and upgrading of infrastructure.
Tragumna	Minor	Based/day trip	Specialist (sub-aqua).	Development, upgrading of infrastructure and amenity works.
Tralispean	Minor	Day trip.	-	Development Control.
Lough Hyne	Major	Day trip	Specialist (ecological)	Conservation and promotion: amenity works.
Baltimore	Major	Based/day trip (to islands)	Specialist (sailing/sub aqua, fishing)	Development, conservation and promotion.

TABLE 11: WEST CORK COASTLINE - SKIBBEREEN CATCHMENT FUNCTIONAL, TOURISM AND RECREATIONAL ROLES

CENTRE	STATUS	PRIMARY FUNCTION	OTHER FUNCTION	POLICY EMPHASIS
Sherkin Island	Major	Based/day trip.	Specialist (ecological / outdoor activities).	Development, conservation and promotion.
Oileán Cléire	Major	Based holiday	Specialist (ornithological activities, cultural).	Development, conservation and promotion.

FIG. 7.1
WEST CORK COASTLINE - SKIBBEREEN CATCHMENT

- | | | | |
|-----|----------------------|-----|----------------------|
| □ □ | Major, minor centres | E | Ecology |
| M | Multipurpose | ▲ | Protect Woodland |
| B | Based | * | Environmental Scheme |
| D | Day trip | Ⓟ | Parking |
| S | Specialist | ⚓ | Marine development |
| | | /// | Scenic Landscape |



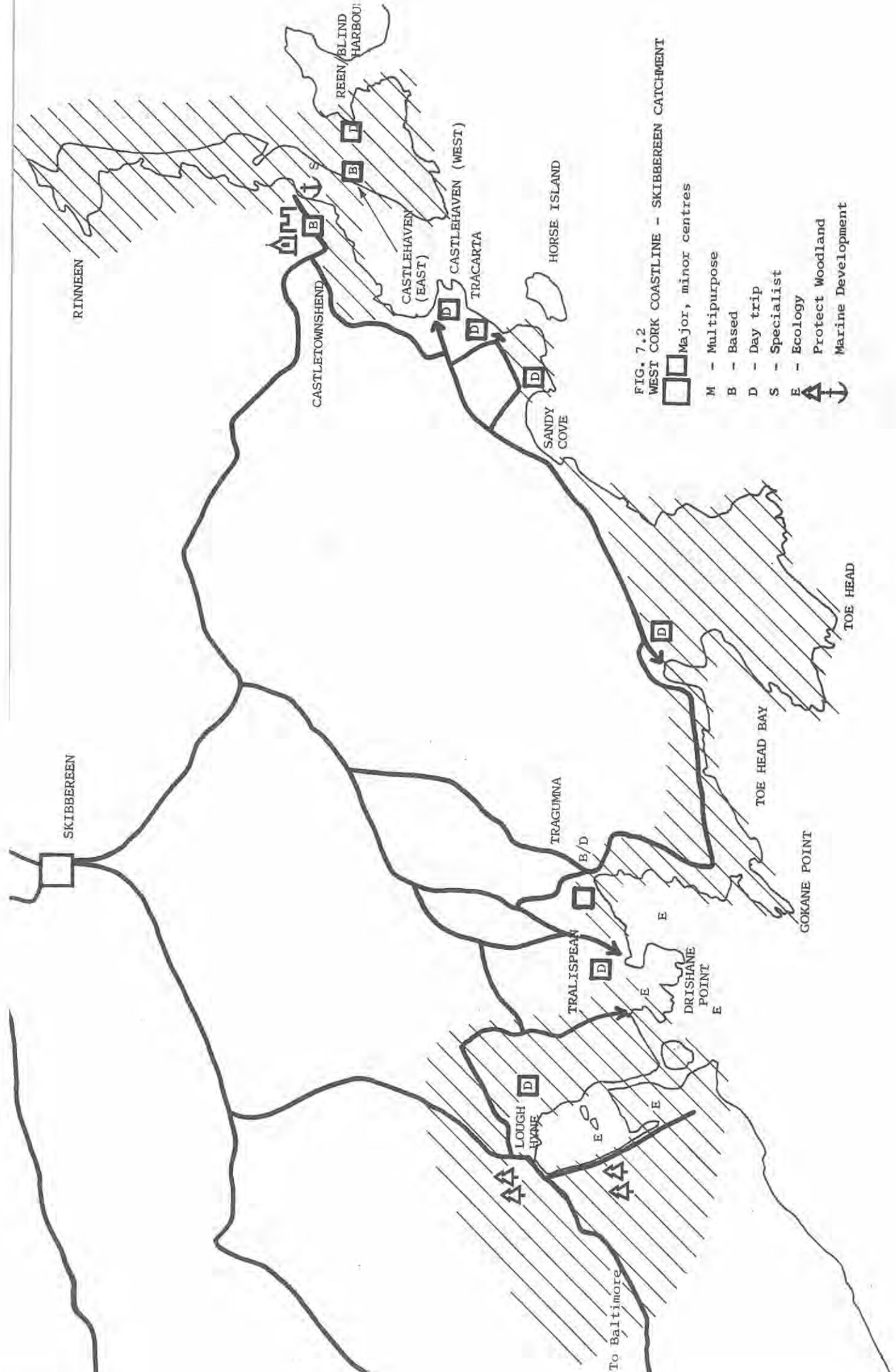
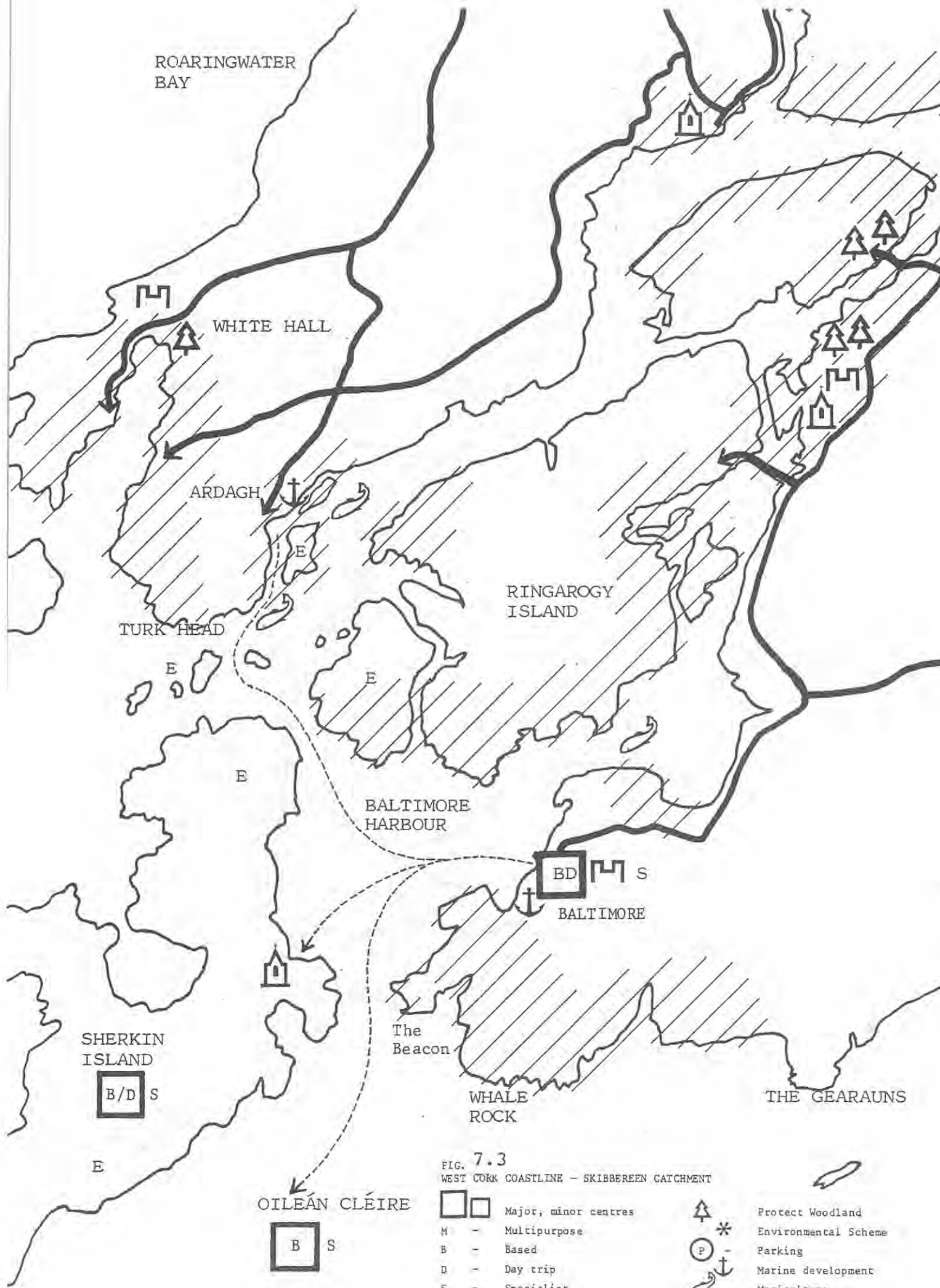


FIG. 7.2
WEST CORK COASTLINE - SKIBBEREEN CATCHMENT

-  Major, minor centres
- M - Multipurpose
- B - Based
- D - Day trip
- S - Specialist
- E - Ecology
-  Protect Woodland
-  Marine Development



ROARINGWATER BAY

WHITE HALL

ARDAGH

RINGAROGY ISLAND

TURK HEAD

BALTIMORE HARBOUR

BALTIMORE

SHERKIN ISLAND

The Beacon

WHALE ROCK

THE GEARAUNS

OILEÁN CLÉIRE

FIG. 7.3
WEST CORK COASTLINE - SKIBBEREEN CATCHMENT

- | | | | |
|---|----------------------|---|----------------------|
|  | Major, minor centres |  | Protect Woodland |
| M | - Multipurpose |  | Environmental Scheme |
| B | - Based |  | Parking |
| D | - Day trip |  | Marine development |
| S | - Specialist |  | Mariculture |
| E | - Ecology |  | Scenic landscape |
| | |  | Walks |

GLANDORE/UNION HALL

Glandore/Union Hall

1. Both villages are situated about 11 km. east of Skibbereen, on opposite sides of Glandore Harbour. Glandore is important as a based holiday and sailing centre. This function could be further expanded and will be actively promoted by the Council in conjunction with Cork/Kerry Tourism and local interests. Union Hall has a minor role as fishing centre. Both villages are attractive in their location as well as appearance. Due to their proximity both villages will be treated as a single planning unit.
2. The water supply to Glandore is good and allows for further development in the immediate vicinity of the village. There is a new sewerage scheme under construction which will cater for all future needs within the village. Similarly, in Union Hall, water supply is adequate and allows for further development. There is a sewerage scheme which caters for the village and which can accommodate future development within it.
3. Due to topographical conditions and visual vulnerability, only a few sites can be considered suitable for development in Glandore. Union Hall has more potential. This village has developed in a linear fashion, to a certain extent due to the steep surrounding slopes.
4. For Glandore, it will be the Council's policy to protect the scenic hillside land around the villages from development, and in particular, the highly scenic wooded areas. Conversely, the Council will endeavour to confine local housing demand to sites close to and within the village.
5. The reservation of land for future access points and a roadline for a link road will be necessary in Union Hall to provide for long-term development close to the village. In the short term, cluster-type development can take place on the sites shown on Fig. 2. Frontage developments will also be permitted as shown.
6. Important buildings listed for protection are shown on the attached maps. Controls will also be exercised on facade alterations to the main terraces in both villages in the interests of amenity and suitable infilling encouraged on derelict sites in Union Hall.



FIG. 1 : Glandore/Union Hall








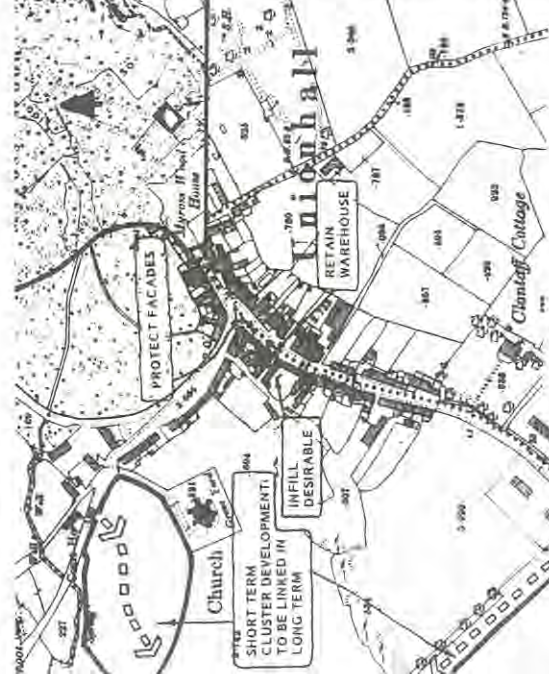
-  Development Site
-  Access Road
-  Road Frontage Develop
-  Tree Protection
-  Heritage Building
-  Scenic Landscape
-  Development Limit

FIG. 2 : UNION HALL : VILLAGE CENTRE

-  Development site
-  Access road
-  Infill site
-  Heritage building



-  SHORT TERM CLUSTER DEVELOPMENT TO BE LINKED IN LONG TERM
-  INFILL DESIRABLE
-  FRONTAGE DEVELOPMENT

CASTLETOWNSHEND

1. Castletownshend is situated about 9 km. south-east of Skibbereen, on the Castlehaven estuary. The village has a very attractive townscape. Due to its location, there is no through trafficking of the villages, in the context of the Council's coastal policy, the village is considered to have a minor based holiday role. It also has a specialist function as a sailing centre because of the harbour's sheltered anchorage for yachts.
2. The population has declined from 170 persons in 1971 to 159 in 1981. As there has been no housing development in the village in recent years, the population has probably dropped further.
3. The shape of the village is sharply defined by a steeply sloping Main Street with one side street which gives access to a number of big houses. Potential for development is limited although the Council built a small housing scheme with a new access road from Main Street. The Council proposes to encourage housing development on the site shown on Fig. 1, including subdivision of rear gardens of a terrace of cottages on Cross Street.
4. There is relatively little pressure for ribbon development in the area immediately around the village but these problems do exist along the coastline approx. 3 km. south-west of the village at Tracarta and Sandy Cove. Controls on this form of development are both in the interests of securing village renewal and expansion and protecting amenity resources.
5. The water supply situation will be greatly improved with the completion of the Baltimore Water Supply Scheme. As work on the Castletownshend section is nearing completion, ample reserve capacity will soon be available. The existing public sewerage scheme is used up to capacity during the summer period. A new scheme - with a larger capacity - is expected to be carried out during the plan period.
6. Castletownshend's architectural qualities and the historic (literary) associations of the village are sufficient to have it designated an "historic village". Strict controls on new developments or facade alterations will be necessary to ensure the maintenance of the village's streetscape. Consideration will also be given to the undertaking of a special study of the village's buildings and streetscape.
7. Retention of trees, woodland and characteristic stone walls is proposed. The development of a pedestrian way from The Mall to the shoreline is also intended.
8. Promotion of the literary association heritage of the village, in conjunction with local interests and Cork/Kerry Tourism will be encouraged and, where possible, supported by the Council.
9. The availability of safe anchorages for yachts in the adjacent Castle Haven makes the area suitable for further marine recreational activities. The Council will endeavour to promote this (tourism) potential in conjunction with Cork/Kerry Tourism and local interests.
10. Achievement of the foregoing objectives will require the active assistance of the local community and will depend on the availability of finance.

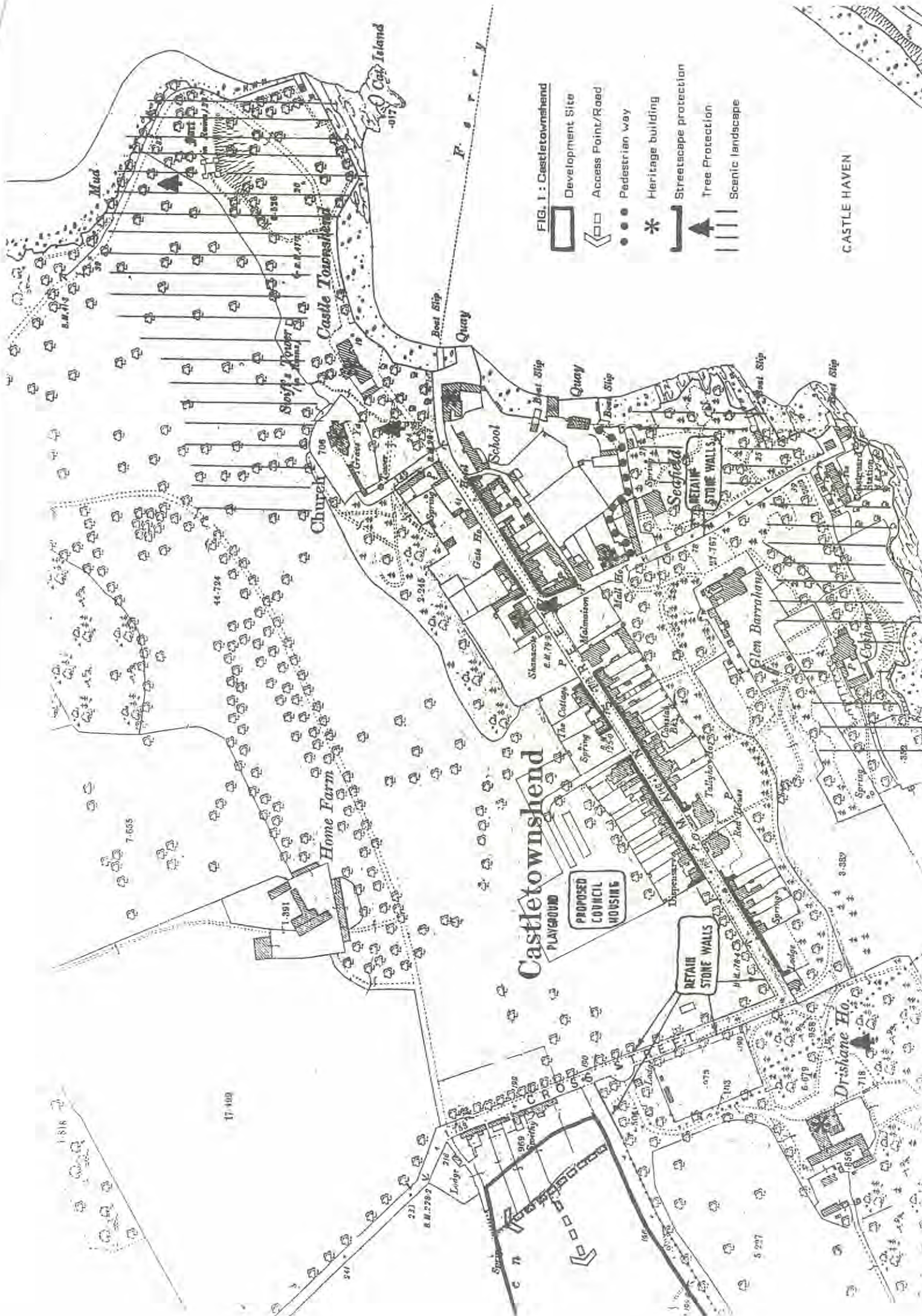


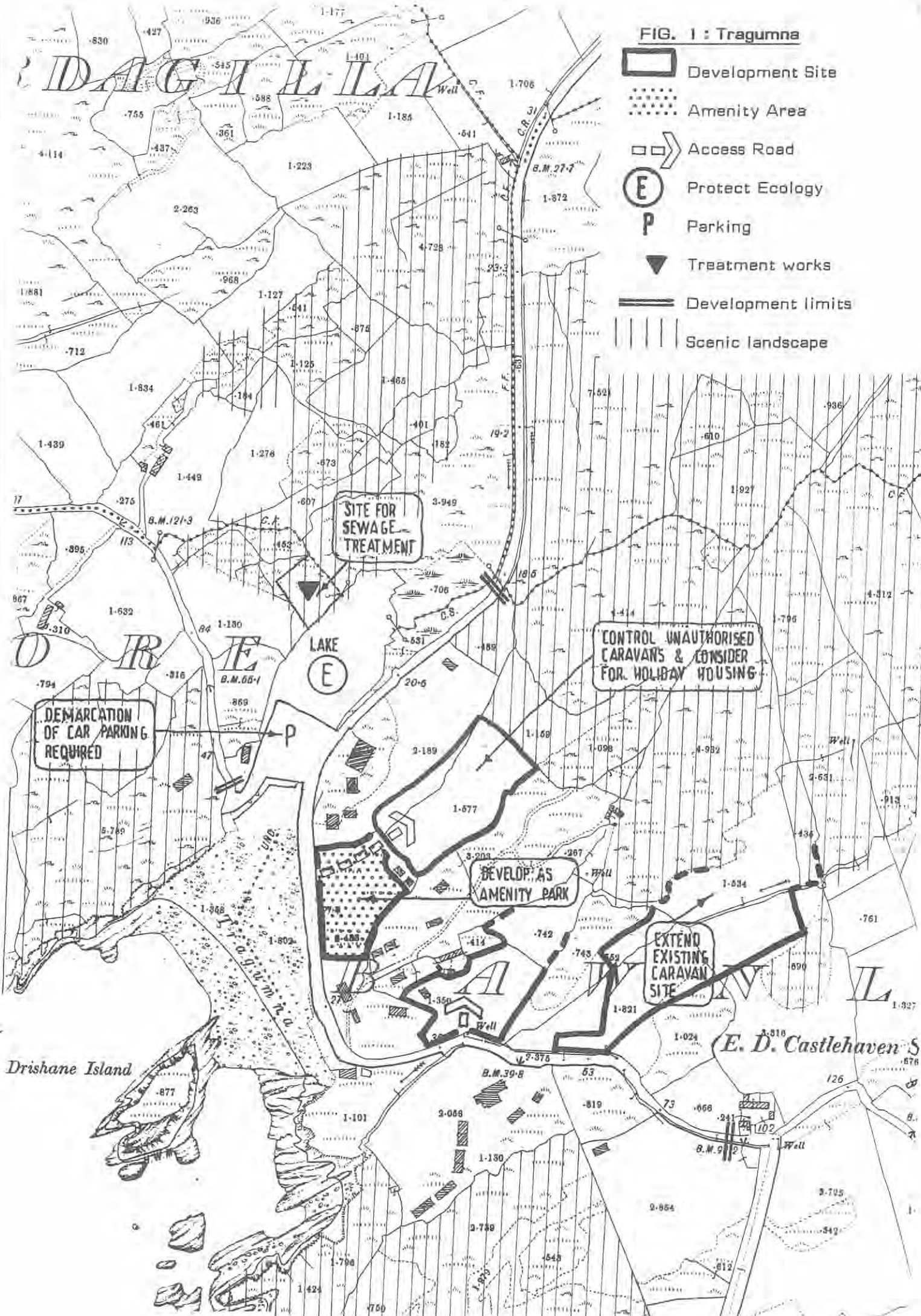
FIG. 1 : Castle townshend

CASTLE HAVEN

TRAGUMNA

1. Tragumna is a small coastal resort 4 miles south of Skibbereen. Its primary importance is as a based holiday and day trip centre, although there is a small knitwear factory to the north of the village.
2. Although the beach is small in comparison with other West Cork strands, it is very popular locally and is not only visited by private motorists but bus passengers as well. Some development pressure exists in the locality. There are two caravan sites (one unauthorised), some unauthorised chalet development and an attractive holiday housing scheme behind the Skibbereen Eagle pub. A recent application to construct a motel was refused on the grounds of inadequate services.
3. It will be the Council's policy to further promote tourism and recreational functions in the village subject to such developments both enhancing and protecting the areas amenities.
4. The adequacy of the sanitary services in Tragumna is a constraint on development. Water supply is available through a group scheme and currently there is no public sewerage. However, construction of a new sewerage scheme designed for the resort is due to commence when the necessary land is acquired. This should facilitate further development when completed.
5. Two sites deemed suitable for additional clusters of holiday houses are identified on the map. One of these, an un-authorised caravan site, may be developed instead as such provided a properly serviced and landscaped layout is provided. Further development of the authorised caravan site should be possible on completion of the sewerage scheme and the provision of on site sanitary facilities.
6. It will be Council policy to keep the headlands on either side of the bay free from development, and to control the pressure for "one-off" holiday houses outside of the development limits set for the village.
7. The unauthorised caravan park near the beach will be subjected to controls requiring either its authorisation on the basis of proper standards or, failing this, its closure; ideally, however, the site is more suitable for holiday housing. In general, enforcement of unauthorised development of all types will be considered a Council priority in order to maintain the resort's attractions.
8. In all future planning applications within the resort, design will be a key consideration in the Planning Authority's attitude to development.
9. The Council intend to acquire the site to the east of the beach and develop it as an amenity area with picnic tables, play equipment and limited additional parking.
10. The public car park between the beach and the lake should be properly demarcated to distinguish between it and the public road. It is proposed to carry out development works to both environmentally improve the area and to achieve this aim.
11. Implementation of many of these proposals will depend on availability of the necessary finance. The Council will also endeavour to secure the co-operation of local tourism interests.

FIG. 1 : Tragumna



-  Development Site
-  Amenity Area
-  Access Road
-  Protect Ecology
-  Parking
-  Treatment works
-  Development limits
-  Scenic landscape

SITE FOR SEWAGE TREATMENT

CONTROL UNAUTHORISED CARAVANS & CONSIDER FOR HOLIDAY HOUSING

DEMARCATION OF CAR PARKING REQUIRED

DEVELOP AS AMENITY PARK

EXTEND EXISTING CARAVAN SITE

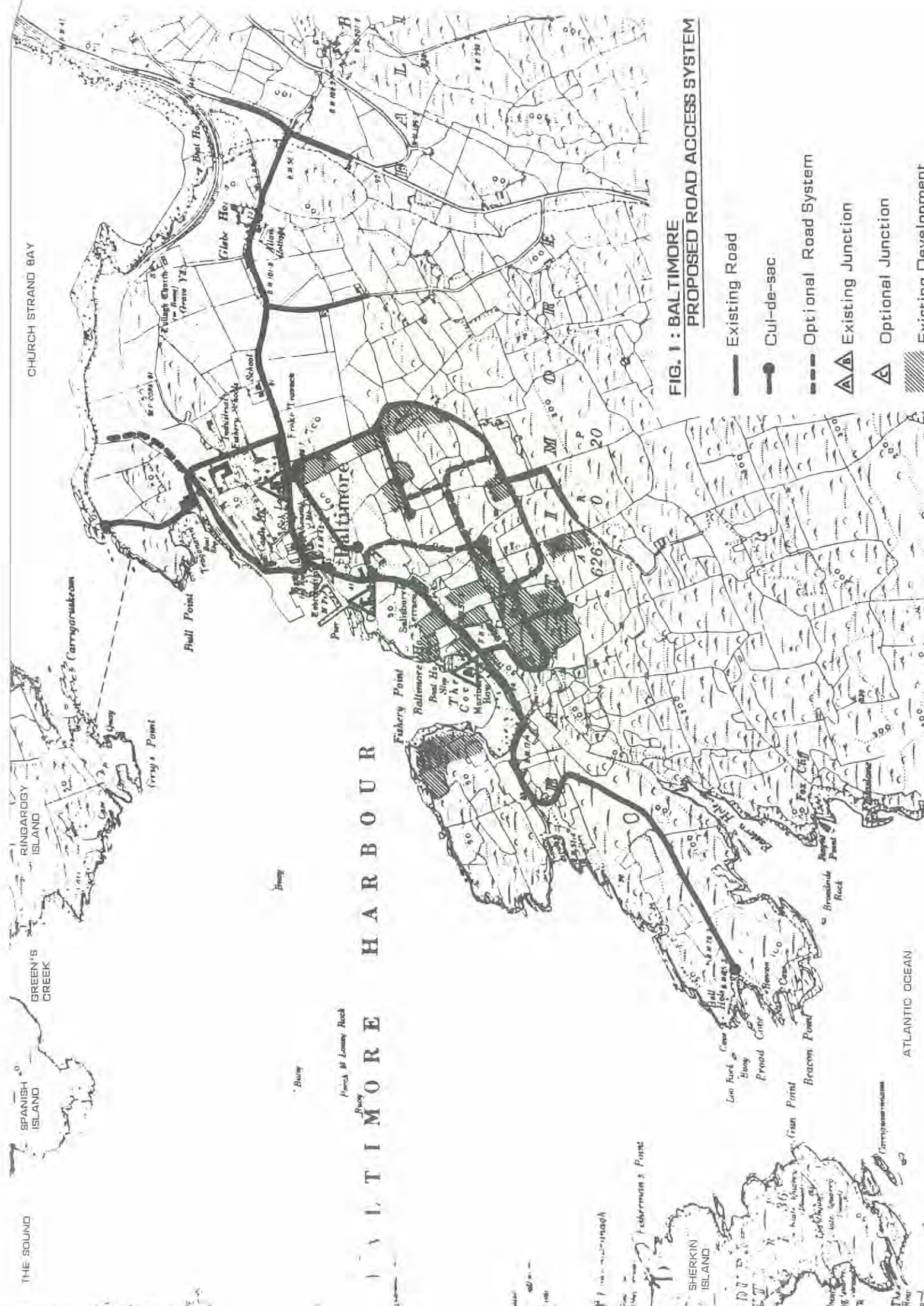
Drishane Island

E. D. Castlehaven S

BALTIMORE

1. This attractive village is situated about 12 km. south-west of Skibbereen. It is a well known sailing centre and has a sheltered harbour with a pier from which there is a regular ferry service to Sherkin and Cape Clear Islands. The village has an important function for based tourism. While its suitability as priority village will depend on the success of measures to re-vitalise local industry and expand fishing and mariculture, its role as a based holiday centre is certain.
2. The population has increased at a small but steady rate from 200 persons in 1971 to 234 in 1981. Housing development has taken place on the hills behind the village where accessibility is very limited. Much of the housing development consists of holiday homes and as a result there is a discrepancy between summer and winter population. The Council itself is currently building 5 dwellings on a site on the eastern extremity of the village. Opportunities also exist for a time-share holiday development in Baltimore.
3. A basic problem exists for access to the elevated area behind the village where a considerable amount of development has taken place and where further planning permissions are outstanding. Basically, this area is served by an inadequate road system which connects to the main road at two junctions, both with steep gradients and limited sight distance. Improvement is possible by providing a third access point (See Fig. 1).
4. Local employment has been largely dependent on boat-building, fishing/fish-processing and tourism (i.e. hotels, restaurants), the latter being, of course, seasonal. In recent years, manufacturing employment has declined sharply. However, the 78 jobs currently available in this sector is considerable for a village of this size.
5. Unfortunately, dereliction is quite prominent, particularly at the east side of the village and in the vicinity of the castle and boatyard. This is damaging to the "image" of Baltimore and requires urgent remedial action if the village is to benefit fully from its tourism potential. Re-use or re-development of derelict property east of the village for mariculture/fishing industry is possible.
6. Baltimore's recreational role is that of a multi-purpose centre catering for sailing, fishing and based tourism activities and the Council will actively promote it as a major holiday and daytrip (to Sherkin/Oileán Cléire) centre in conjunction with Cork/Kerry Tourism and local interests.
7. There is ample water supply to cater for the needs of the foreseeable future.

The sewerage scheme which was constructed in 1977 caters for the town and environs.
8. Development proposals are shown on Figs. 1 and 2. Their achievement will depend on the co-operation of the local community and availability of finance.



CHURCH STRAND BAY

RINGAROGY ISLAND

GREEN'S CREEK

SPANISH ISLAND

THE SOUND

BALTIMORE HARBOUR

FIG. 1 : BALTIMORE PROPOSED ROAD ACCESS SYSTEM

-  Existing Road
-  Cul-de-sac
-  Optional Road System
-  Existing Junction
-  Optional Junction
-  Existing Development

ATLANTIC OCEAN

SKIBBEREEN ENVIRONS

1. Skibbereen is, along with Clonakilty, one of the premier market towns in West Cork. It serves an extensive rural catchment and in summer acts as a major touring centre for holidaymakers. It will be the Council's policy to co-operate with the Urban District Council in relation to planning issues of mutual concern viz., traffic and car parking, drainage improvements and the control and promotion of development.
2. Located on the N.71, the town is at an important and busy crossroads, connecting some of the peninsular traffic routes with that of region and town. The layout of the town and proximity to the tidal Ilen River have inhibited Skibbereen's development. New proposals involving road construction, parking provision and drainage improvements have been recently drawn up in an attempt to overcome these difficulties. The Council will assist the Urban Council in the execution of these proposals.
3. The population of Skibbereen has remained relatively stable over the last decade, showing only a marginal increase from 2,104 in 1971 to 2,130 in 1981. A moderate population increase is projected for the town over the plan period, to give a 1989 figure of around 2,250. The 1989 figure is conditional on attracting additional residential development to the town which might otherwise locate in the rural area surrounding the town.
4. The projected population increase over the five year period will generate a maximum demand for about 80 new housing units. Since the undeveloped area within the urban boundary is more than sufficient to cater for development needs over the next five years, no specific zoning plan has been prepared for Skibbereen environs.
5. As is the case of Clonakilty, the Council will co-operate with the U.D.C. in the control of new shopping developments. Consequently, any new retailing proposals will be viewed by the Council in the context of the County-at-large and Divisional policies.
6. Development pressure in the environs area is slight, the exception being along the Baltimore road where a number of industrial premises have been built. The public sewer has been extended out to the industrial premises. There would appear to be some scope for additional small scale development in the area. Further housing development along the Poundlick road should be discouraged.
7. It is planned to extend the public sewer to the Hospital on the north side of the town, although it is unlikely that any construction work will commence within the plan period. In any case, few development opportunities will exist for serviced development between the U.D.C. boundary and the Hospital. Only residential development should be permitted in this area.
8. In general, the policy on Skibbereen environs should be aimed towards discouraging development, except in the areas noted above. Even in the longer term, the policy should be one of containment as prime development land will be released in the U.D.C. area to the north of the river once the new bridge and road are constructed.

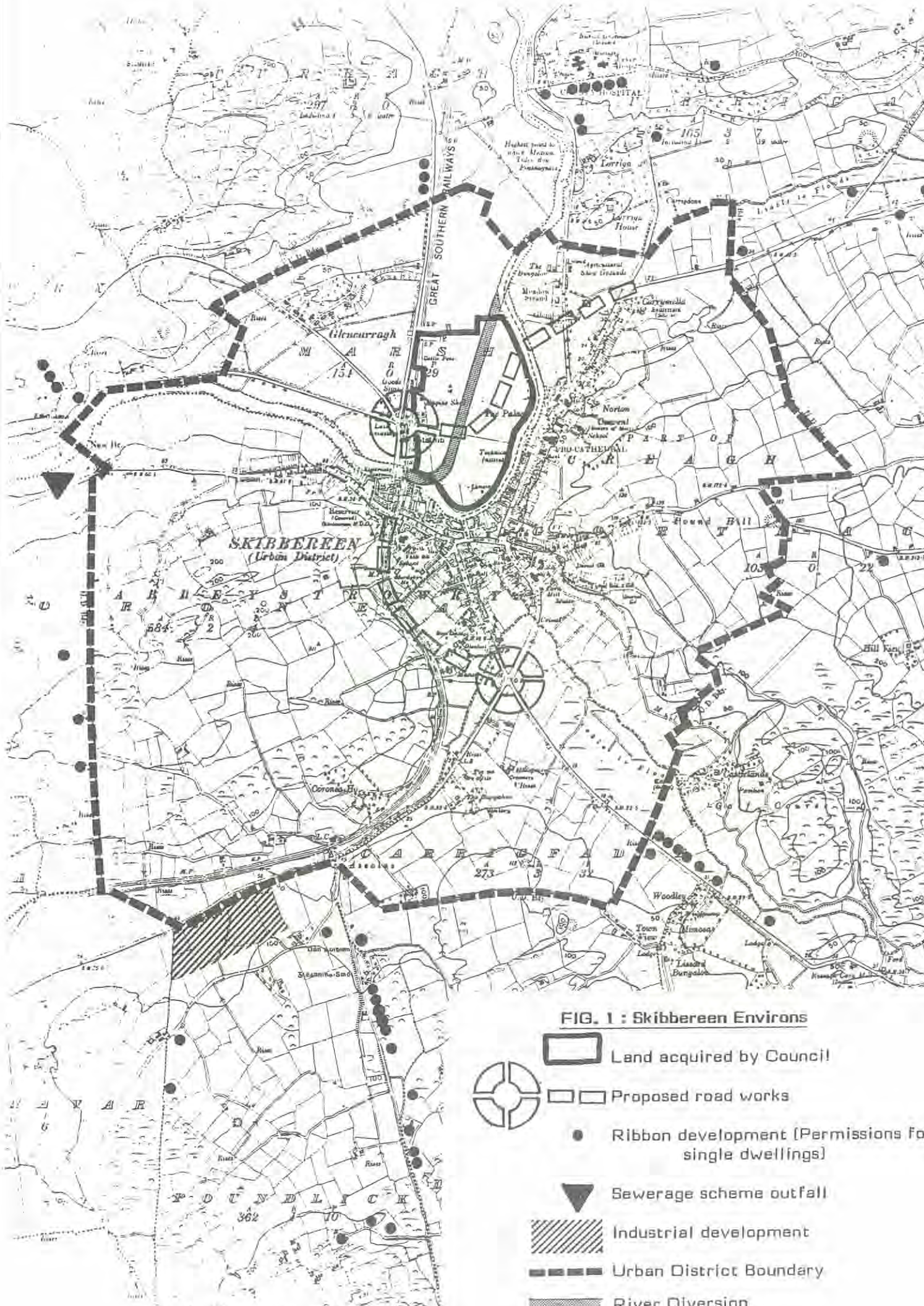


FIG. 1 : Skibbereen Environs

-  Land acquired by Council
-  Ribbon development (Permissions for single dwellings)
-  Proposed road works
-  Sewerage scheme outfall
-  Industrial development
-  Urban District Boundary
-  River Diversion

SCHULL CATCHMENT

4. Schull Catchment

- 4.1 This planning unit extending from Roaringwater Bay to Dunmanus Bay has Schull as its main service centre, which together with Barley Cove/ Crookhaven constitute the principal seasonal resorts on the peninsula. The spectacular coastal scenery of the western headlands and that of the mountainous central spine provide some of the most attractive landscapes that West Cork can offer the visitor.
- 4.2 Access to the peninsula via the regional route, R.591, from the Bantry and Skibbereen approaches is considered by the Council to be worthy of a level of investment appropriate to its function both as a touring route and service road.*
- 4.3 Many of the towns and villages located on the south shore of the peninsula have inherently good marine access, which can be developed to the benefit of fishing and recreational activities. The Council supports the proposed investments in relation to these in Schull and will promote their use and also encourage interest in Crookhaven's yachting capabilities.
- 4.4 Mariculture is as yet underdeveloped and a number of inlets on both northern and southern shores have the capacity for commercial exploitation. The Council in conjunction with the Department of Fisheries & Forestry will encourage such activities provided they are compatible with other commercial marine and recreational uses.
- 4.5 Schull for its size now has a very extensive range of services and facilities and acts both as an important local service centre and attraction to holidaymakers. In this latter regard it helps to draw tourists out along the peninsula - thereby extending the coastal touring itinerary - as well as accommodating based touring and holiday demands. This in turn will assist the intended promotion of a touring route westwards to Barley Cove.
- 4.6 Apart from Schull and Ballydehob, itself a very attractive village, the peninsula's settlement structure is weak. Both Crookhaven and Goleen have seasonal potential for growth, proposals for which are suggested in the respective local plans.
- 4.7 On the other hand, Barley Cove's development primarily as a based holiday centre, has posed strains on infrastructure and threatened its inherent attractiveness. Measures are advanced to remedy this and to cater both for based holiday and daytrip pressures, details of which are given in the local plan.
- 4.8 In order to assist both the development and control policies of the Council, functional roles have been assigned to the principal centres and resorts on the peninsula. These are listed in Table 12 and shown on Maps 8.1 to 8.3 which follow.
- 4.9 Protection of the Mizen peninsula's scenic landscape and views from the scenic coastal and inland mountainous routes will require controls on development in a number of locations, but particularly at the western end from Goleen to Mizen Head and around to Dunmanus. Other important areas and places of scientific interest are also included for protection (See Maps 8.1 to 8.3)¹. These include Lissagriffin Lakes and the sand dune system at Barley Cove of regional ornithological value, heathland of international importance at Three Castle Head. Furthermore, most of the islands in Roaringwater Bay are of either ornithological or ecological importance.

¹ Refer also to Chapter 9 "Controls & Standards".

- 4.10 Maintenance of traditional rights-of-way in the scenic coastal areas and, particularly, at Mizen Head, Brow Head and Three Castle Head will be actively promoted. Other opportunities to improve amenities in or adjacent to the main centres and resorts will also be pursued as indicated on the maps that follow.
- 4.11 The peninsula has a wealth of antiquities, which are a potential source of much enjoyment to the visitor as well as part of our heritage. Further promotion of this resource will be undertaken with the goodwill of local property owners and interest groups and the assistance of the relevant statutory agencies. Three Castles, on the peninsula of the same name, are arguably one of the most dramatic features the Mizen possesses and worthy of particular effort in conservation terms.

TABLE 12 - West Cork Coastline - Schull Catchment, Functional Tourism & Recreational Roles

CENTRE/RESORT	STATUS	PRIMARY FUNCTION (S)	OTHER FUNCTIONS	POLICY EMPHASIS
Ballydehob	Minor	Based holiday and touring	-	Development and promotion.
Rosstrin	Minor	Specialist (sailing)	-	Development control.
Derreenatra	Minor	Day trip.	-	Development control.
Schull	Major	Multipurpose centre.	Fishing and Sailing.	Development, promotion and infrastructural/amenity works.
Toormore	Minor	Day trip.	-	Development control.
Ballyrisode	Minor	Day trip.	-	Development control and parking.
Goleen	Minor	Based holiday.	-	Development and infrastructural works.
Crookhaven	Minor	Based and day trip.	Specialist (sailing).	Promotion and infrastructural works.
Barley Cove	Major	Based and day trip.	Specialist (ecological)	Development control, conservation and infrastructural amenity walks.
Mizen Head, Brow Head and Three Castles Head	Minor	Day trip.	Access to Scenic walks.	Amenity works and promotion.

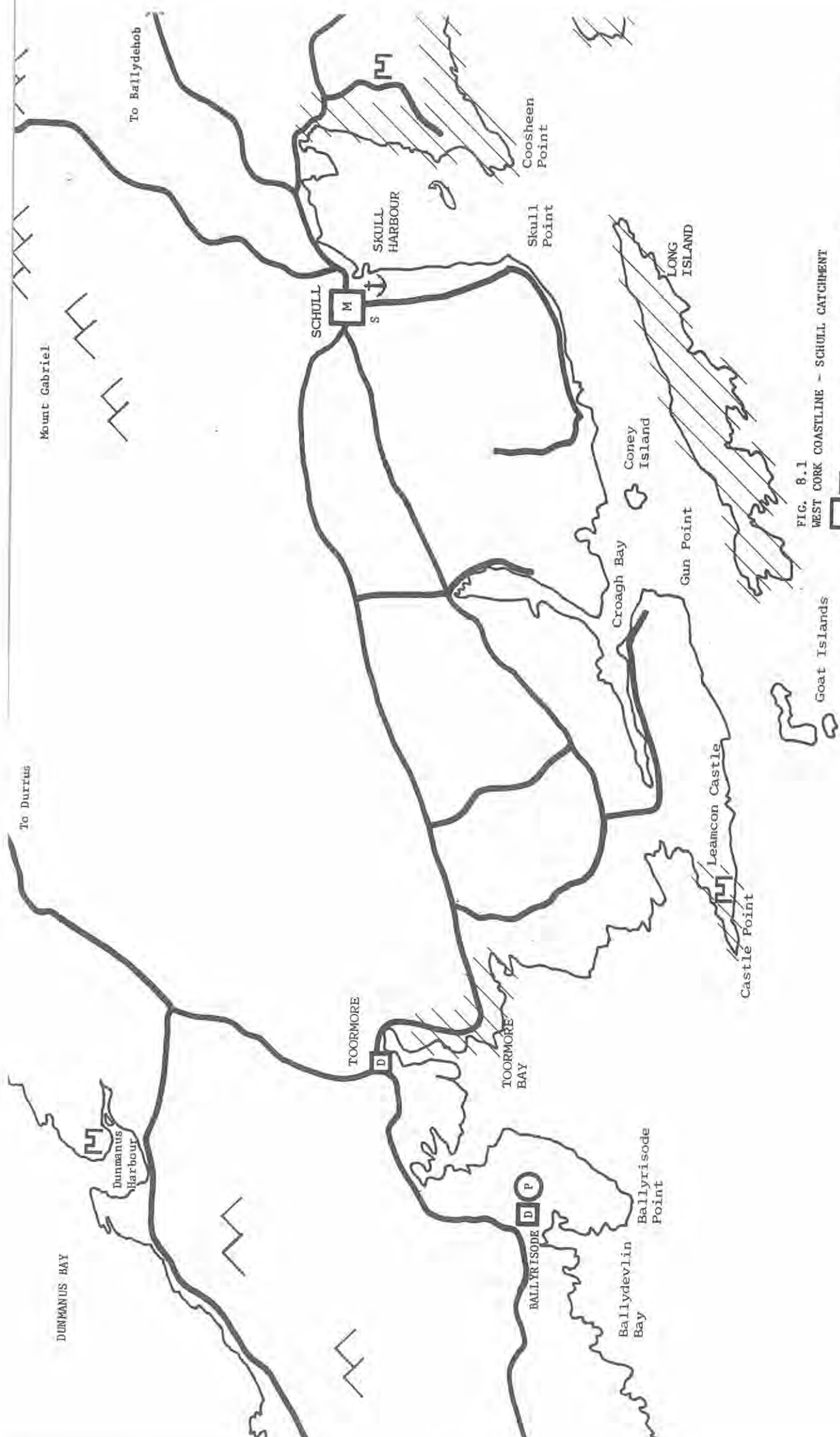














FIG. 8.1
WEST CORK COASTLINE - SCHULL CATCHMENT

- | | | | |
|---|----------------------|---|---|
|  | Major, minor centres |  |  |
|  | Multipurpose |  |  |
|  | Based |  |  |
|  | Day trip |  | |
|  | Specialist | | |
| | Ecology | | |

Goat Islands



Castle Point
Leamcon Castle
Gun Point

Croagh Bay
Coney Island

Skull Point
Coosheen Point

SCHULL
SKULL HARBOUR

TOORMORE

TOORMORE BAY

BALLYRISODE

Ballydevlin Bay
Ballyrisode Point

DUNMANUS BAY

Dunmanus Harbour

Mount Gabriel

To Ballydehob

To Durrus

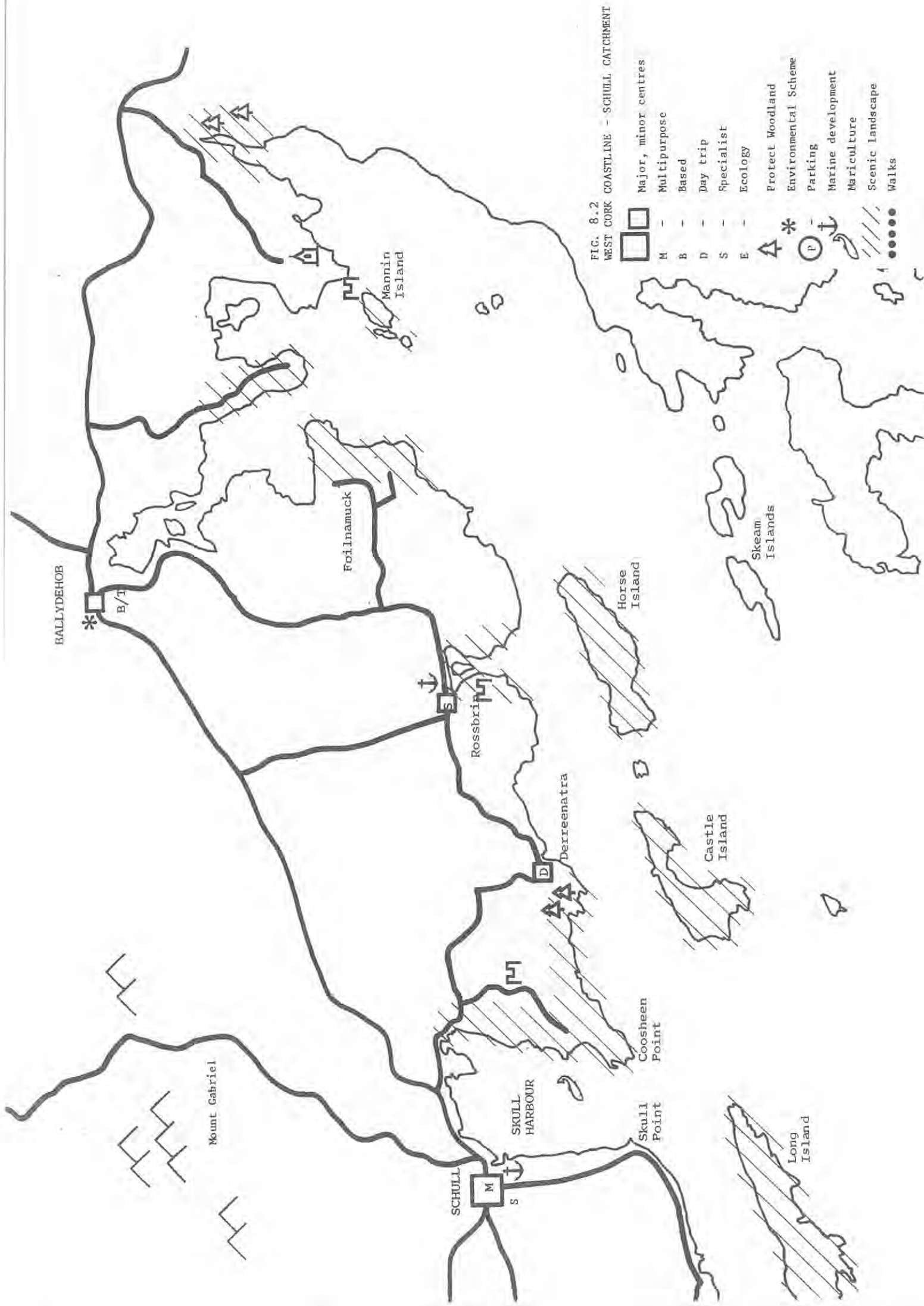
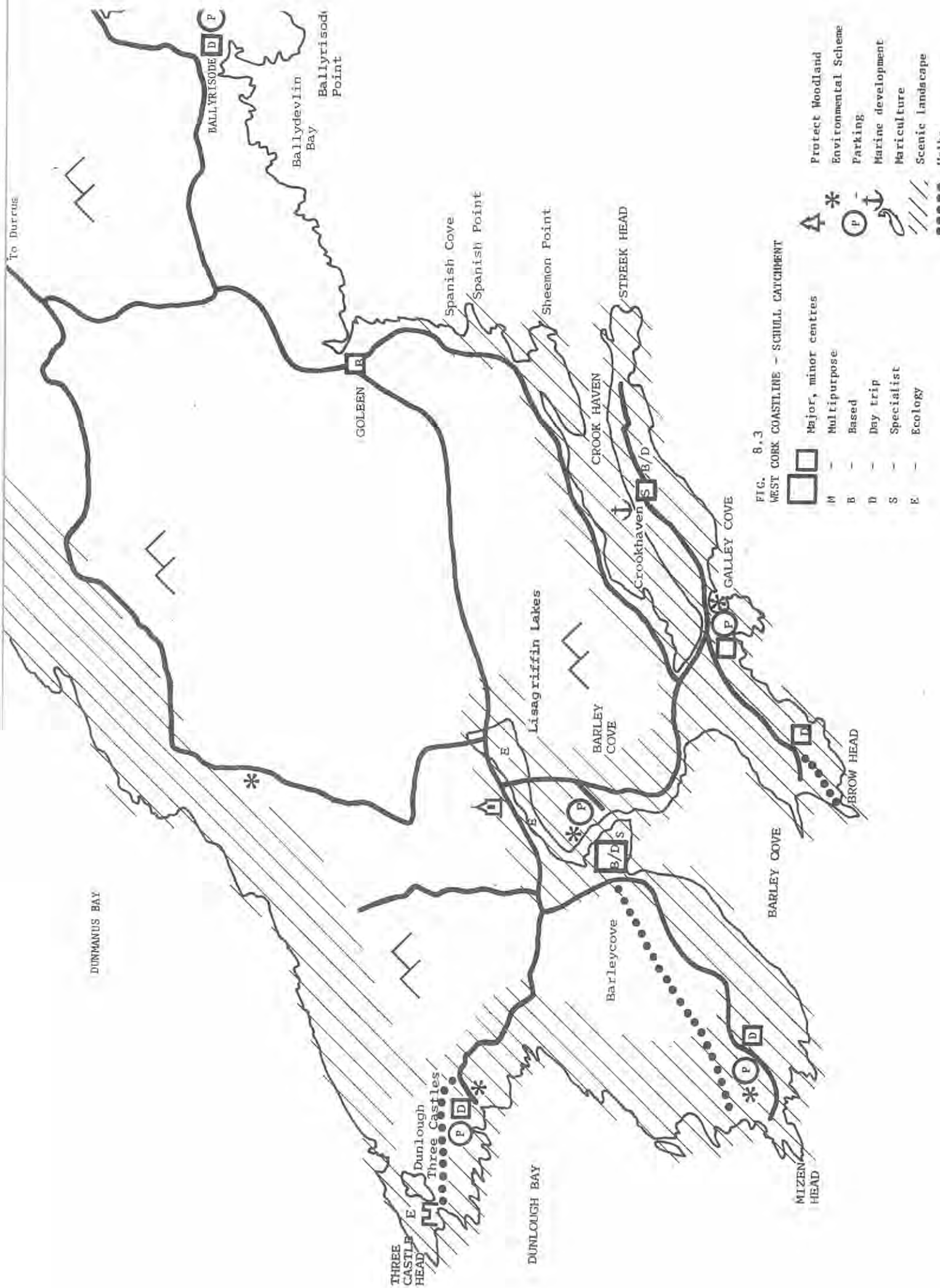


FIG. 8.2
WEST CORK COASTLINE - SCHULL CATCHMENT

- Major, minor centres
- M - Multipurpose
- B - Based
- D - Day trip
- S - Specialist
- E - Ecology
- Protect Woodland
- Environmental Scheme
- Parking
- Marine development
- Mariculture
- Scenic landscape
- Walks



To Durrus

FIG. 8.3
WEST CORK COASTLINE - SCHULL CATCHMENT

- | | | | |
|--|----------------------|--|----------------------|
| | Major, minor centres | | Protect Woodland |
| | Multipurpose | | Environmental Scheme |
| | Based | | Parking |
| | Day trip | | Marine development |
| | Specialist | | Mariculture |
| | Ecology | | Scenic landscape |
| | | | Walks |

DUNMANUS BAY

THREE CASTLE HEAD

Dunlough Three Castles

DUNLOUGH BAY

Lisagriffin Lakes

Barleycove

BARLEY COVE

GOLEEN

Spanish Cove
Spanish Point

Sheemon Point

CROOK HAVEN

STREEK HEAD

Crookhaven

GALLEY COVE

BARLEY COVE

MIZEN HEAD

BROW HEAD

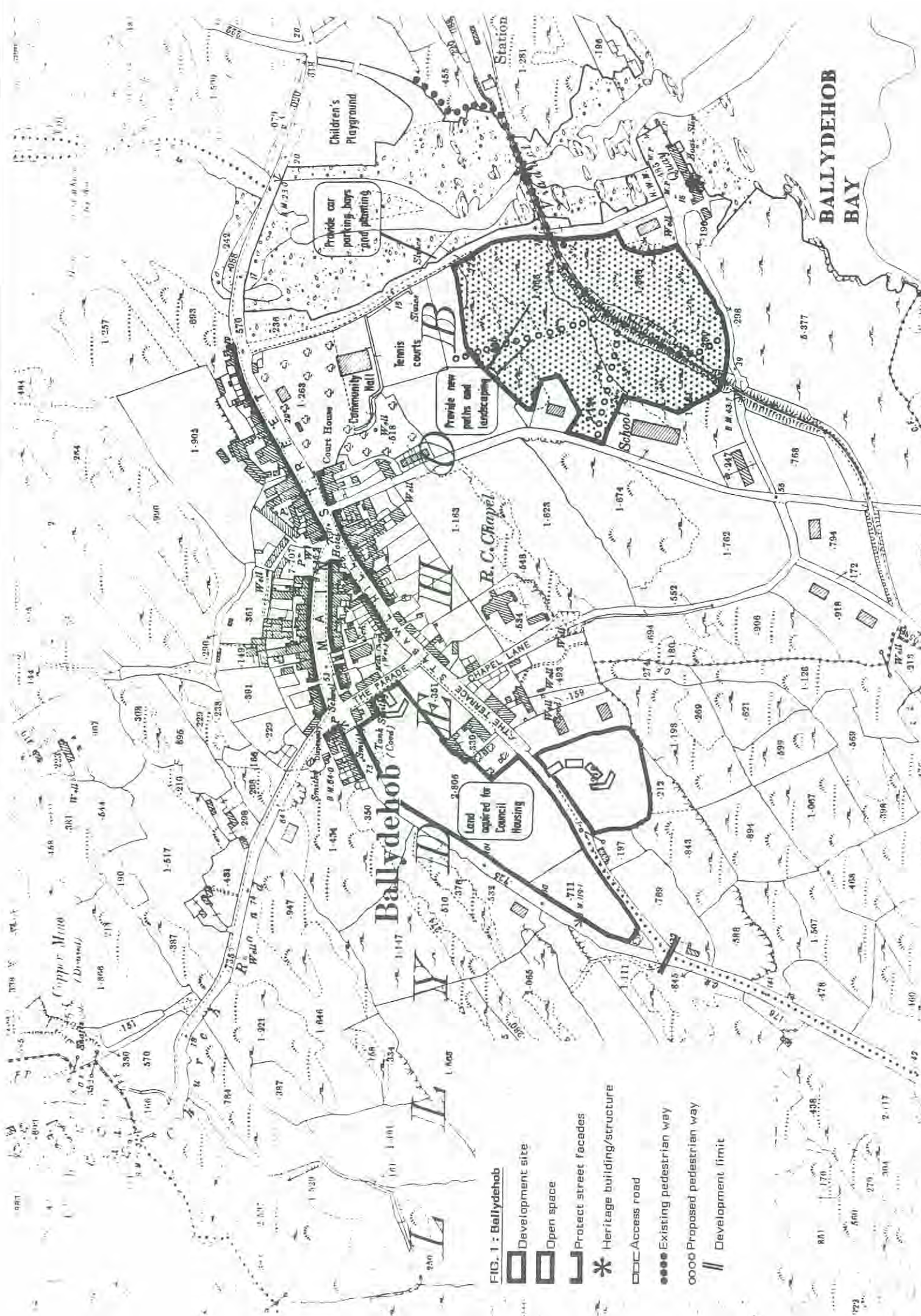
BALLYRISOD

Ballydevlin Bay
Ballyrisod Point

BALLYDEHOB

1. This attractive coastal village, situated about 8 km. north-east of Schull, has been designated a priority village so as to attract some of the pressures for one-off housing development in the area.
2. Ballydehob also functions as a based holiday and touring centre and is well placed to benefit from the Council's proposed promotion of a touring route for the Mizen peninsula.
3. The village's water supply is under severe stress during the summer period. However, plans to improve the situation are in hand with the first stage of a new scheme - coming by way of extension from the Skibbereen Regional System - due to be initiated.
5. Likewise, the village's sewerage system which has been deficient, is currently being extensively upgraded, thus allowing for further development in Ballydehob and it's immediate environs.
6. The village is compact but there is a cluster of development east of the estuary which is physically separated from it. Ground conditions around the village are bad due to undulating and rocky terrain which restrict development opportunities. However, the recent purchase of land at the west end of the village for housing will enable the Council to cater for it's own housing needs for some years to come.
7. While there is considerable pressure for ribbon development outside of the village, and particularly to the south, there is a more serious problem of scattered housing development in the coastal area to the south-west of Ballydehob. The likelihood of these latter pressures being diverted to the village is considered minimal, however, and so require appropriate control measures elsewhere¹.
8. The varied topography of the village, combined with it's continuous retail frontages, has produced an attractive village centre worthy of protection. The Council will encourage the sensitive use of local materials in the design of new development or alteration to existing facades.
9. The Council has acquired a strategic land holding, between the new primary school and the viaduct. While it is unsuitable for development due to it's difficult terrain, it is conveniently situated to accommodate further amenity uses such as walks and picnic facilities. It is proposed to extend the existing footpath system, which connects the existing playground and car park east of the estuary and via the viaduct, to the amenity area.
10. Further amenity works are also planned for both the adjacent quayside area to the south and environs of the community hall to the north. These will include tree planting and limited car parking.
11. Financing of the Council's proposals will depend both on the continuing availability of the necessary monies and the active support of the local community.









¹ Refer to Chapter 9, "Controls & Standards".



BALLYDEHOB BAY

Ballydehob

FIG. 1 : Ballydehob

-  Development site
-  Open space
-  Protect street facades
-  Heritage building/structure
-  Access road
-  Existing pedestrian way
-  Proposed pedestrian way
-  Development limit

Provide car parking bays and planting

Provide new paths and landscaping

Land acquired for Council Housing

SCHULL

1. Schull, an attractive coastal village overlooking a sheltered harbour, is situated some 24 km. west of Skibbereen. Due to its strategic location on the Mizen peninsula it functions as the main service centre for this catchment even though it is much smaller than similar centres elsewhere in the County but for its size contains facilities e.g. post-primary school, library, expected of larger settlements.
2. As a major, multi-purpose centre for tourism on a seasonal basis, Schull accommodates a wide range of activities and in particular those associated with coastal recreation. The village functions as a based holiday and touring centre for the Mizen peninsula. The Council's touring route proposals for the peninsula will under-pin these.
3. Most D.E.D.'s¹ in West Cork have shown a trend of decline in population. Although the D.E.D.'s of Schull, Ballydehob and Coolagh have increased in population, the area west of Schull has shown a population decline from 1,350 persons in 1971 to less than 1,100 in 1981.
4. As numbers are low, there has only been a small absolute increase in population (29 persons) in the village of Schull between 1971 and 1981. The estimated 1984 population is 555 persons. If a policy of attracting development to the town is successful, a population of 570 could be achieved by 1989.
5. Housing development has taken place both in the form of well-designed clusters within the village and scattered 'one-off' units outside. Attractive serviced private sites have been provided by the Council at the east end of Schull and most have been built on. Adjacent land held by the Council is intended for its own housing needs.
6. It is obvious that much of the housing pressures result from outside demand for holiday homes in the area. Over the years a considerable amount of this housing has manifested itself as 'one-off' dwellings in the Colla area to the south-west of the village (See Fig. 1). Due to local deficiencies in both water supply and the adequacy of the road network further development here will be discouraged.
7. There is a need for a physical "link" between the housing development near the County Council Offices and the enclosed character of Main Street. This could be obtained by providing a small Council housing scheme at the site of the former lodge (See Fig. 2).
8. For its size, Schull has a varied and interesting range of shops and services. Further development of the attractive "courtyard"-type layout, which adds character to the village centre, is possible by using existing gateways and ancillary outhouses. This will be encouraged within the established retail frontage (See Fig.2) and may entail either the conversion of existing dwellings or infilling between buildings.
9. In an effort to positively discriminate in favour of village renewal, the Council has identified a number of sites considered suitable for residential use. One is north of the Church and the other between the Church and the pier. These, plus some serviced Council sites and one or two sites with planning permission, form an adequate supply of development land for the plan period.

¹ District Electoral Division.

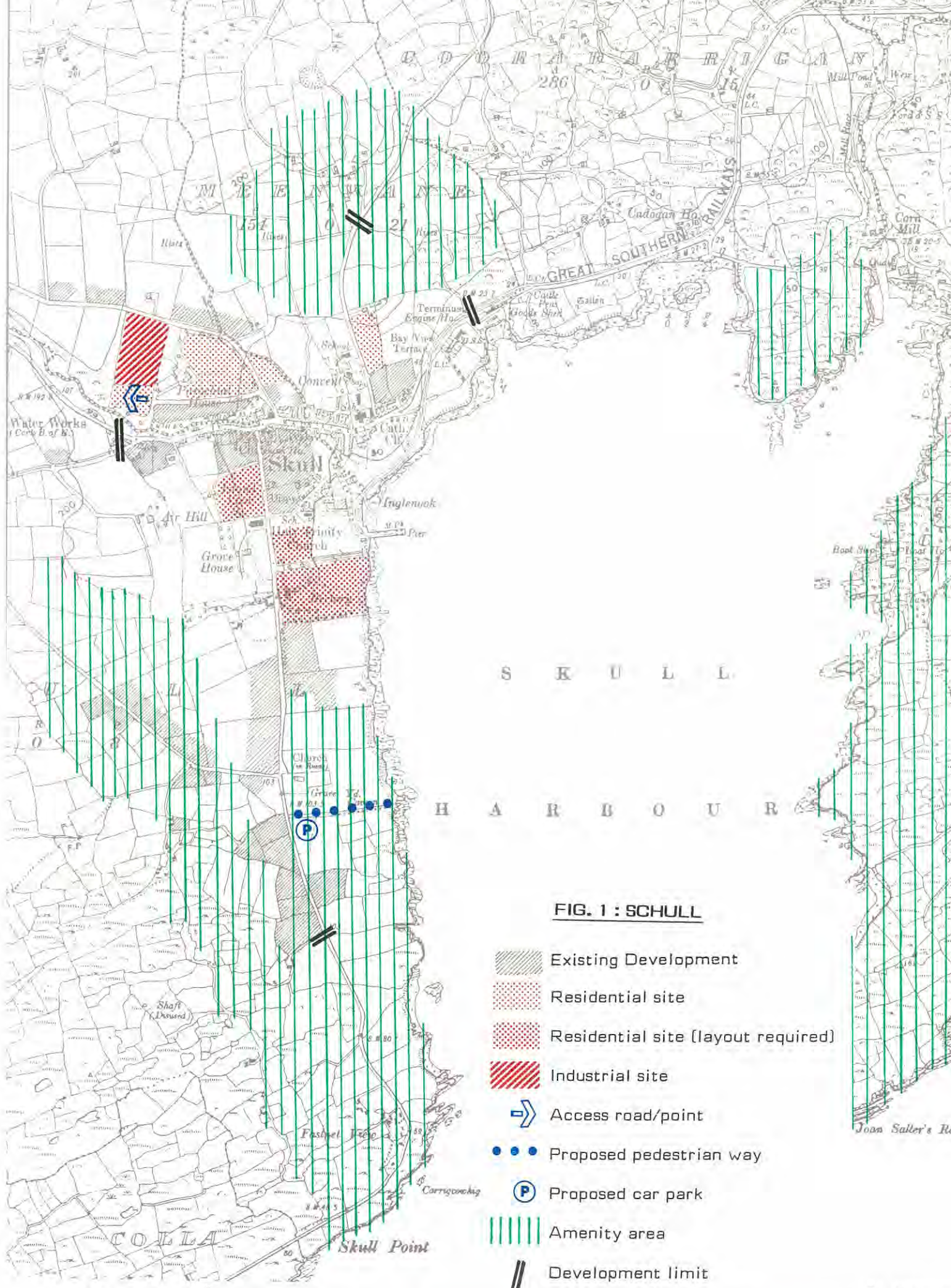


FIG. 1 : SCHULL

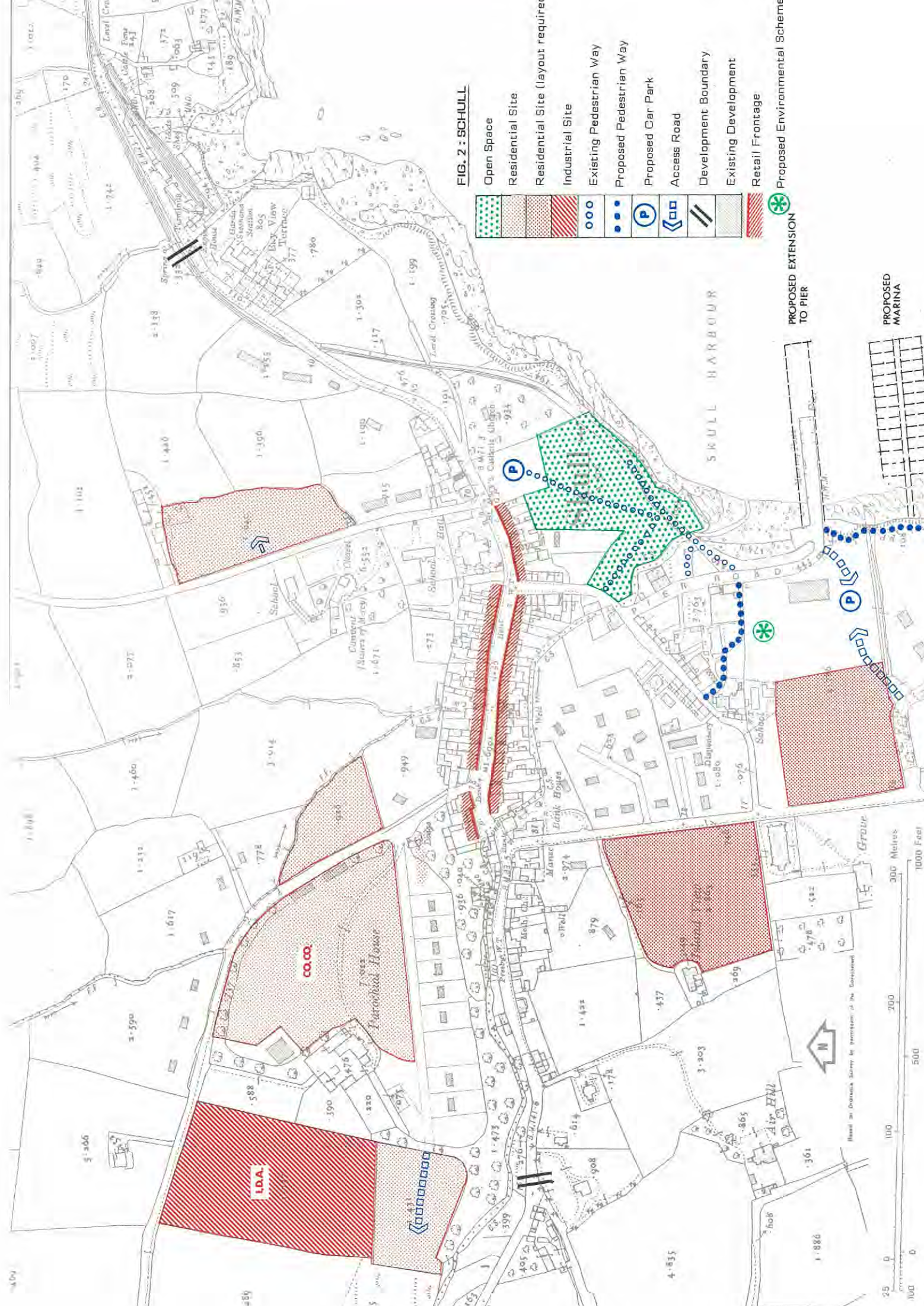
-  Existing Development
-  Residential site
-  Residential site (layout required)
-  Industrial site
-  Access road/point
-  Proposed pedestrian way
-  Proposed car park
-  Amenity area
-  Development limit



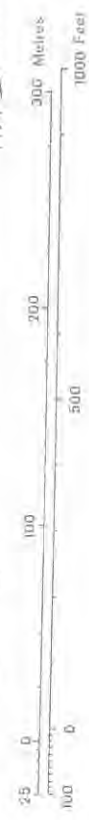
Based on Ordnance Survey, by permission of the Government.

FIG. 2 : SCHULL

-  Open Space
-  Residential Site
-  Residential Site (layout required)
-  Industrial Site
-  Existing Pedestrian Way
-  Proposed Pedestrian Way
-  Proposed Car Park
-  Access Road
-  Development Boundary
-  Existing Development
-  Retail Frontage
-  Proposed Environmental Scheme



Based on Ordnance Survey by permission of the Government



10. The main roads leading into and through Schull are generally adequate. However, there is a parking problem in the summer. Even though the Council has provided car parks, indiscriminate parking still takes place in the streets and especially in the vicinity of the pier. The Plan proposes the establishment of a car parking convenient to but set back from the pier (See Fig. 2). This could also facilitate commercial traffic using the harbour facilities as well as catering for recreational needs.
11. The Council welcomes the proposed pier extension, which will further facilitate Schull's role as a fishing port. This, combined with the realisation of the permitted yachting marina (See Fig. 2), would do much to consolidate the village's importance as a marine centre.
12. Schull's importance as a holiday resort is attributable both to its location and amenities. Sailing and wind-surfing facilities, and a diverse range of tourist accommodation and services make the village an attractive base for holidaymakers. Seasonal employment opportunities and added income accrue to the service sector as a result.
13. Construction of a purpose built craft's centre by the Council on its lands at Ardnamanagh House is indicative of its interest in promoting further the resource skills of the area. Other small manufacturing uses can be accommodated on the adjacent L.D.A. lands. The Council will further assist efforts to capitalise on the port's fishing potential and in particular the processing of fish products.
14. The combined Schull/Ballydehob water supply system usually provides a more than adequate service to the village. 1984 was exceptional for the prolonged and severe drought which adversely affected Schull's supply. In order to remedy this the Council is considering an expansion of storage capacity at the local Cooradarrigan reservoir. This will not, however, alleviate the low water pressure in high level areas outside Schull and this, as stated earlier, will continue to restrict development.
15. Another factor inhibiting development in the rugged landscape, particularly to the south-west and west of the village, is its highly scenic character. Maintenance of this is essential to the continuing attractiveness of Schull as a resort.
16. Implementation of the foregoing proposals will require the support of the local community and will be subject to the availability of finance.

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GOLEEN

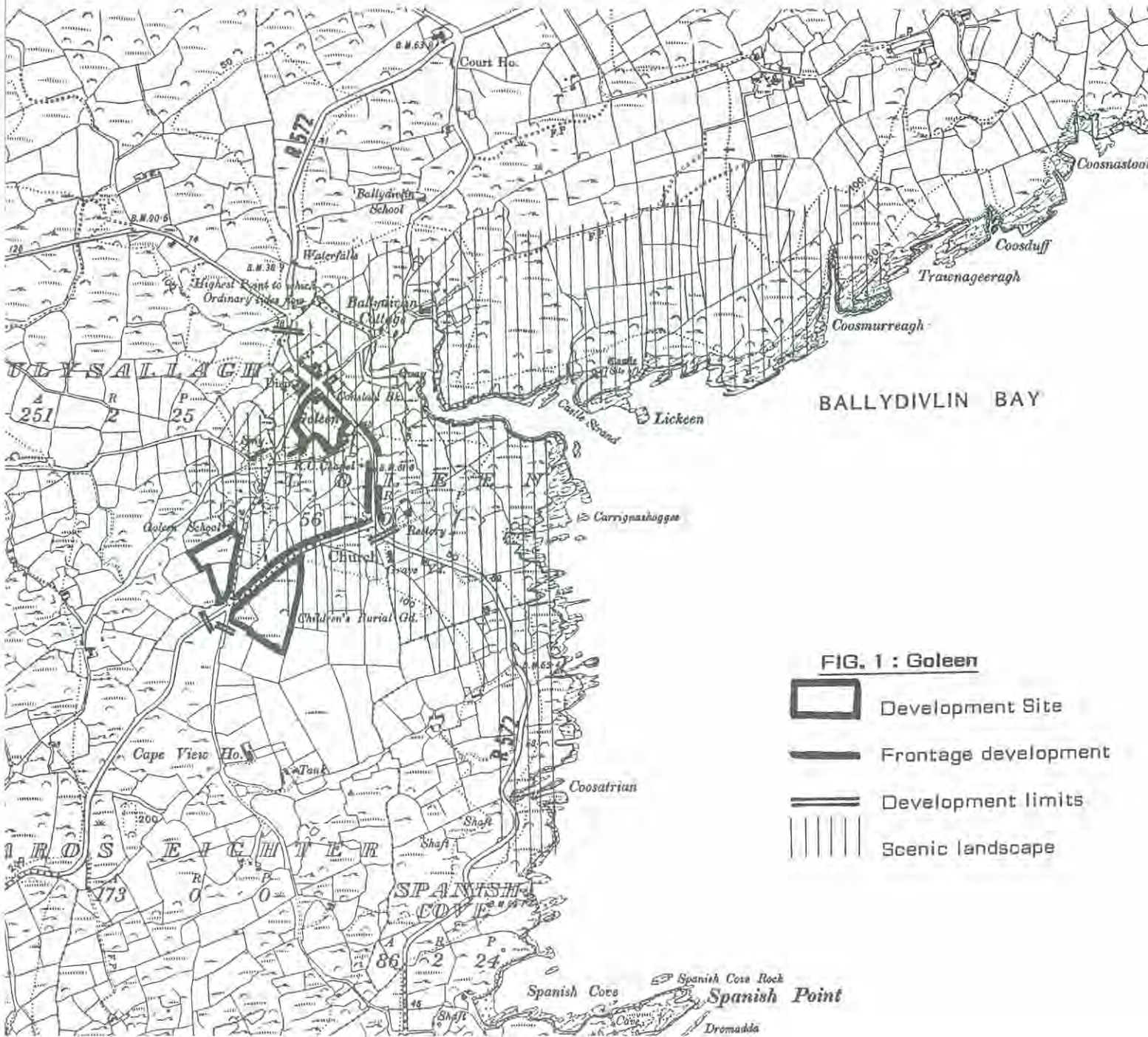
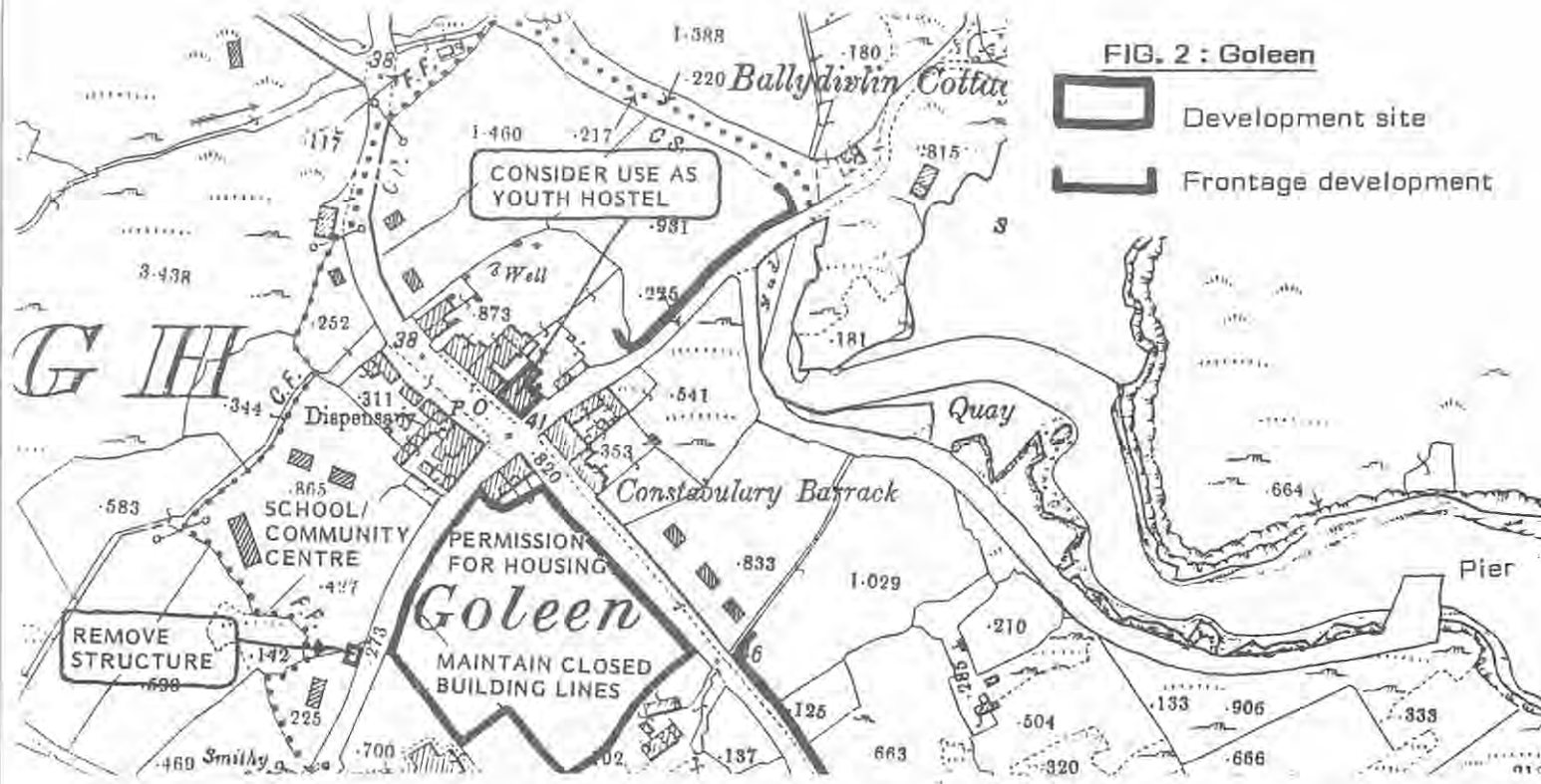
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1. Goleen is situated some 14 km. south-west of Schull on the eastern fringe of the highly scenic area that stretches from here to Crookhaven and Mizen Head.
2. Overall there has been a steady decline in population on the peninsula since 1971. The population in the area west of Schull declined from 1,350 persons in 1971 to less than 1,100 in 1981. However, scattered housing development has taken place around the village in visually vulnerable locations.
3. In an attempt to stop further population decline, assist renewal, and attract the limited amount of development that is taking place into the village, measures have been proposed in the attached maps (see Figs. 1 and 2). These range from the utilisation of an existing permission for a small housing scheme to the identification of suitable sites for both cluster and frontage developments.
4. Situated on the scenic touring route, R.572, Goleen also functions as a minor based holiday centre for the area. Measures are, however, necessary to stimulate its tourism functions.
5. Like many other coastal villages in West Cork, Goleen experiences seasonal fluctuations in demand which overload the infrastructure during summer months. Otherwise, the sewerage system is adequate with spare capacity but the water supply, which is marginal, needs improvement. Consideration will be given to such improvements in the context of further needs.
6. Efforts will be made to encourage the provision of employment, however small, in the village. One possibility relates to Goleen's tourism potential and location. A large property in the centre of the village has been identified as a potential youth hostel.

The visual image of the village is not helped by some unsightly structures and advertising. Efforts will be made to secure improvements on an advisory basis.

7. Implementation of the foregoing proposals will depend both on the availability of finance and the active support of the local community.



CROOKHAVEN

1. Crookhaven is beautifully situated on the south-eastern extremity of Mizen Head, approx. 22 km. from Schull. This attractive village, along with neighbouring Barley Cove, functions seasonally as a holiday and service centre and much depends on the further development of tourism in the wider area. In this regard, the Council will endeavour to promote this activity in conjunction with Cork/Kerry Tourism.
2. In view of the decline in population on the Mizen peninsula as a whole since 1971 and the lack of local opportunities for job creation, demand for housing - other than that for holiday purposes - is likely to be small. Even holiday housing is slow to sell, possibly due to the relative remoteness of the area. Nevertheless, suitable village sites including some for infill, which have a long-term potential for housing, are identified (See Fig. 1).
3. Public sewerage is capable of improvement to cater for peak demand in summer. However, the water supply is extended to capacity in the high season. Whilst the long-term needs of the area will be catered for by an extension of the Bantry Regional Scheme, some short term implementation and improvements are required and the possibility of such augmentation (involving increasing the impoundment and provision of extra filtration) are at present under examination.
4. The convenience of a sheltered harbour at the extremity of the Mizen peninsula endows Crookhaven with a potential for sailing and associated activities. In the context of coastal yachting, the village is seen to have an important role to play in the development of this activity in Irish coastal waters. The Council will endeavour to promote Crookhaven's specialist attractions in this regard.
5. Protection of the highly scenic environs of the village, on both Streek Head and neighbouring Brow Head, are considered an integral part of a comprehensive development policy for the area. Where possible new development should be directed to sites within the village.
6. Realisation of the village's resources will depend on the co-operation of local interests with the Council and other statutory promotional bodies.

BARLEY COVE

1. The Barleycove area including Pebble Beach, White Strand and Galleycove is classified in the Development Plan as being an area of high amenity because of its recreational and scientific importance. Most of the area is also classified as being of visual/scenic importance. In addition, the area has a number of scenic routes.
2. Unsurprisingly, the most important function of the area is as a based holiday and daytrip centre. This is reflected in the hotel and chalet complex at Barleycove and the caravan park, as well as unauthorised caravanning and camping in the summer months.
3. The main planning issues in the area deriving from both the use of the area and its inherent high amenity status are as follows:-
 - (a) Access to the beaches is generally poor and over private land.
 - (b) Near the beaches, the shortage of regulated car parking space results in a potential safety hazard due to indiscriminate on-road parking; inadequate public toilet facilities could give rise to health risks.
 - (c) Unauthorised works and uses in the area, i.e. removal of sand and camping/caravanning in the dunes, is both destabilising and causing erosion of the dunes.
 - (d) There is potential conflict between any new developments and the inherent visual, recreational and scientific amenities of the area.
4. The area is presently unserviced although plans are being formulated to provide a public water supply. This will involve an investigation of ground water sources in the immediate locality and surface water resources in the Mizen peninsula.
5. Pressure for development largely consists of individual housing applications. Three separate permissions to provide caravan parks (one on the dunes at Barleycove, one on the dunes between Pebble Beach and White Strand, and an extension to the existing caravan site) have all withered.
6. If, as a result of more stringent controls, additional caravan spaces are considered necessary, the existing approved site could be extended in an easterly direction (See Fig. 1). Should this extra capacity prove inadequate, consideration will then be given to accommodating caravans on lands south of Lissagriffin Lake, above the flood plain (See Fig. 1). In both cases stringent sanitary and landscaping requirements will have to be met.
7. For reasons of visual amenity and sand dune stabilisation, no further caravan parks will be permitted in these ecological sensitive areas.
8. In an effort to resolve the planning issues listed above, the Council will actively take enforcement action against unauthorised developments (both sand extraction works and caravan sites). In a more positive vein, the Council intends to acquire land at Barley Cove, Pebble Beach and Galley Cove to improve access to the beaches and to provide car parking and picnicking facilities provided there is co-operation from local landowners. In addition, toilet blocks will be constructed at Barley Cove and Pebble Beach. Figs. 2-4 provide a full description of proposals in each area.

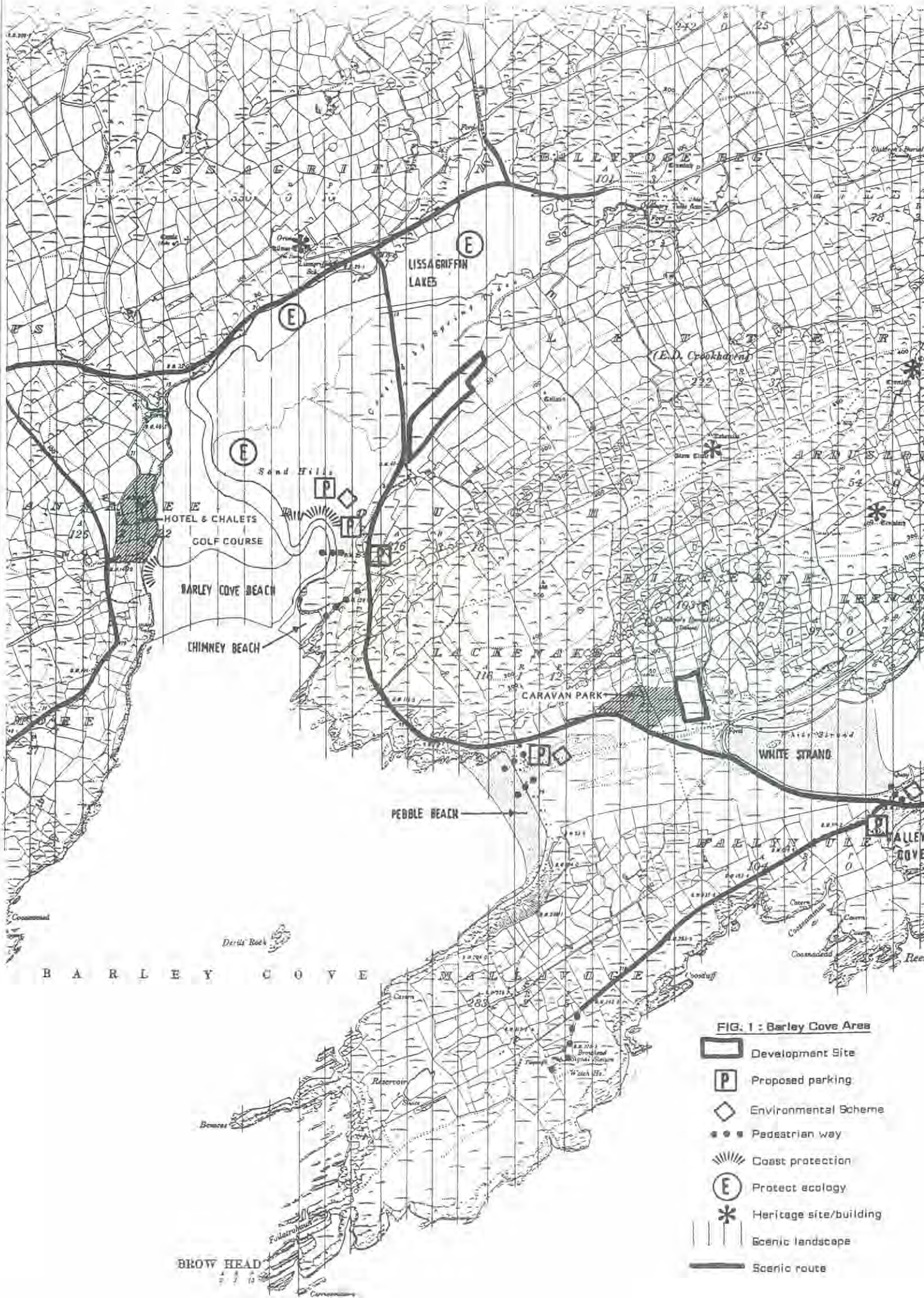


FIG. 1 : Barley Cove Area

-  Development Site
-  Proposed parking
-  Environmental Scheme
-  Pedestrian way
-  Coast protection
-  Protect ecology
-  Heritage site/building
-  Scenic landscape
- Scenic route

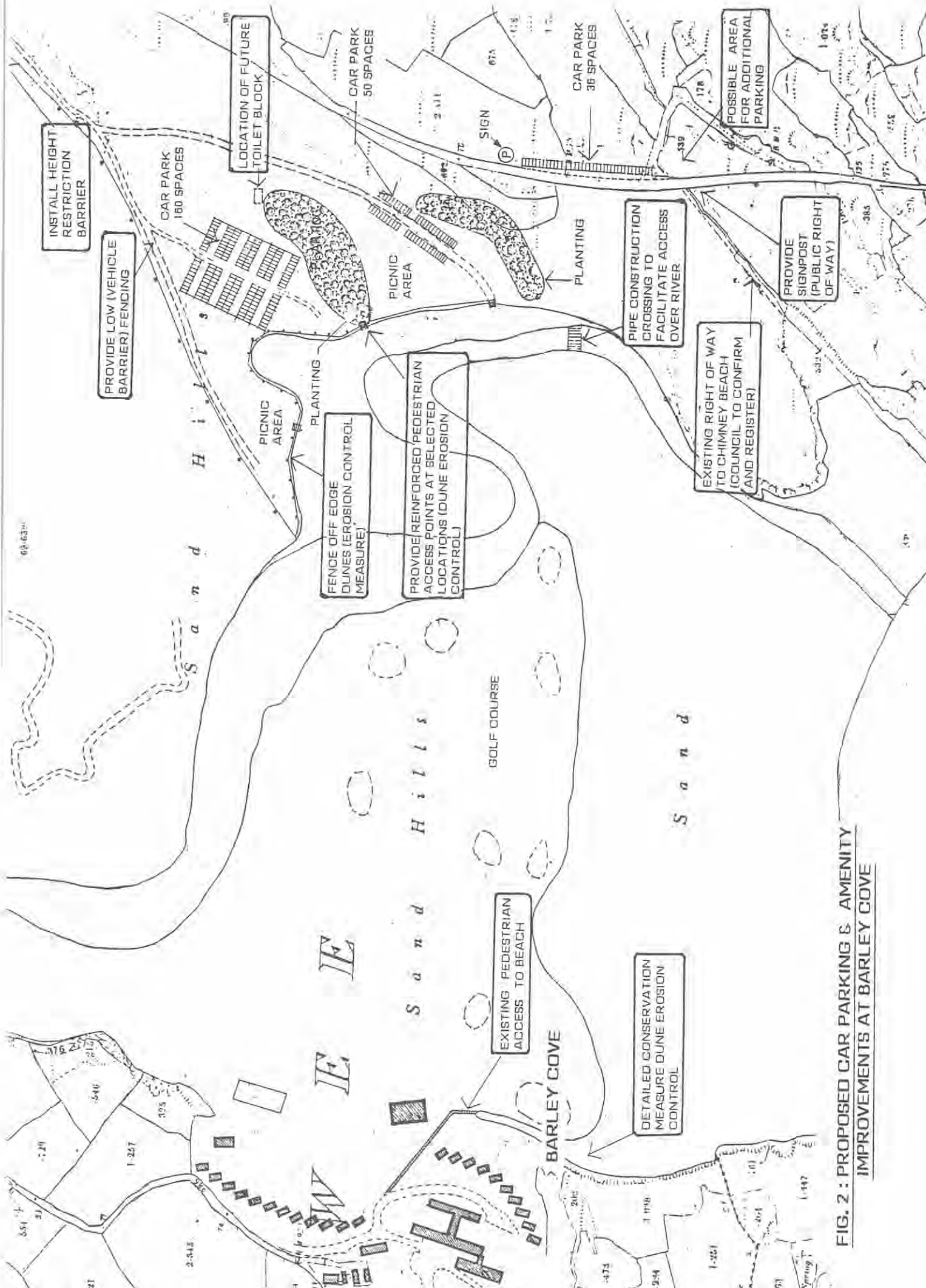


FIG. 2 : PROPOSED CAR PARKING & AMENITY IMPROVEMENTS AT BARLEY COVE

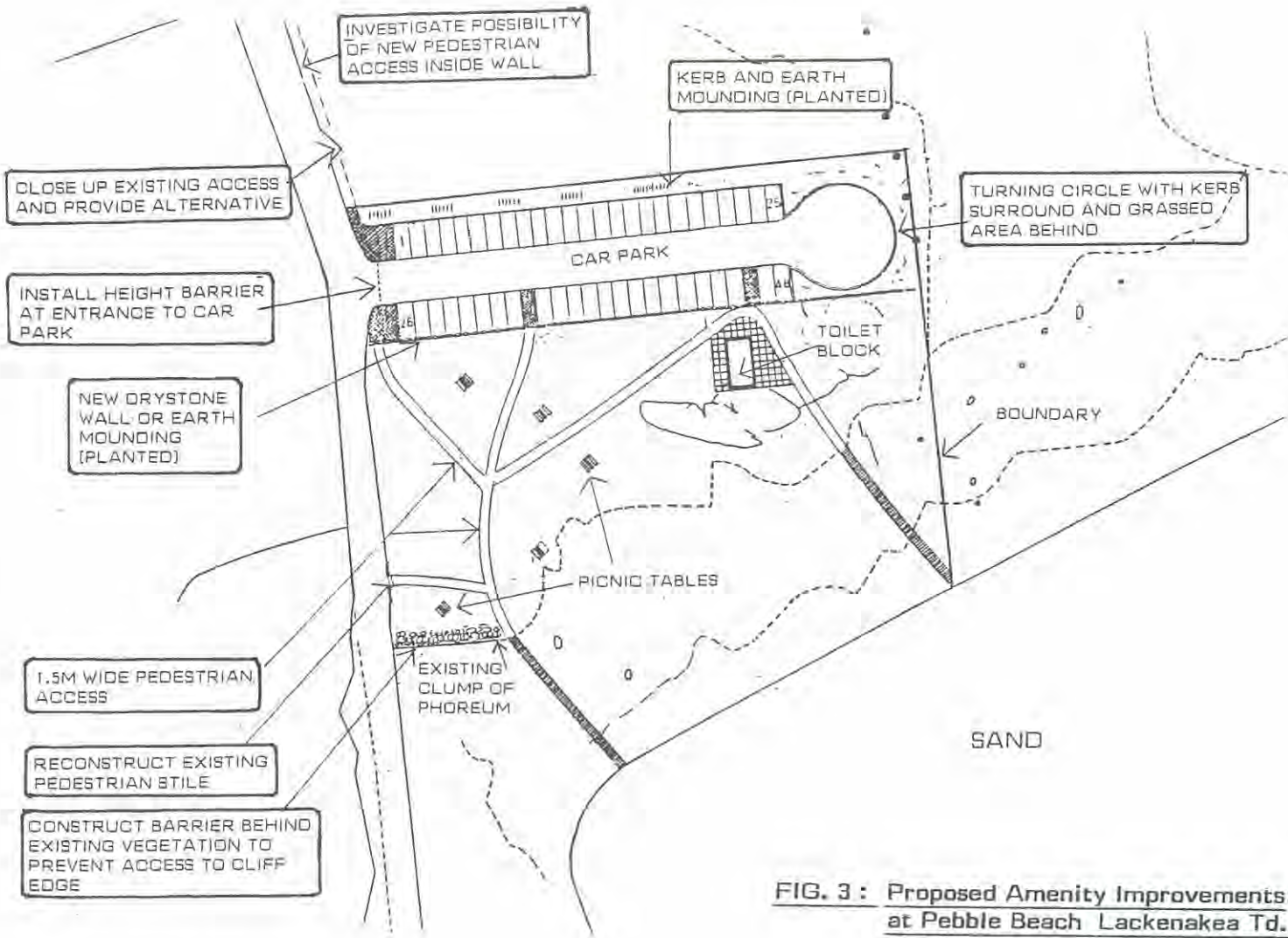


FIG. 3 : Proposed Amenity Improvements at Pebble Beach Lackenakea Td.

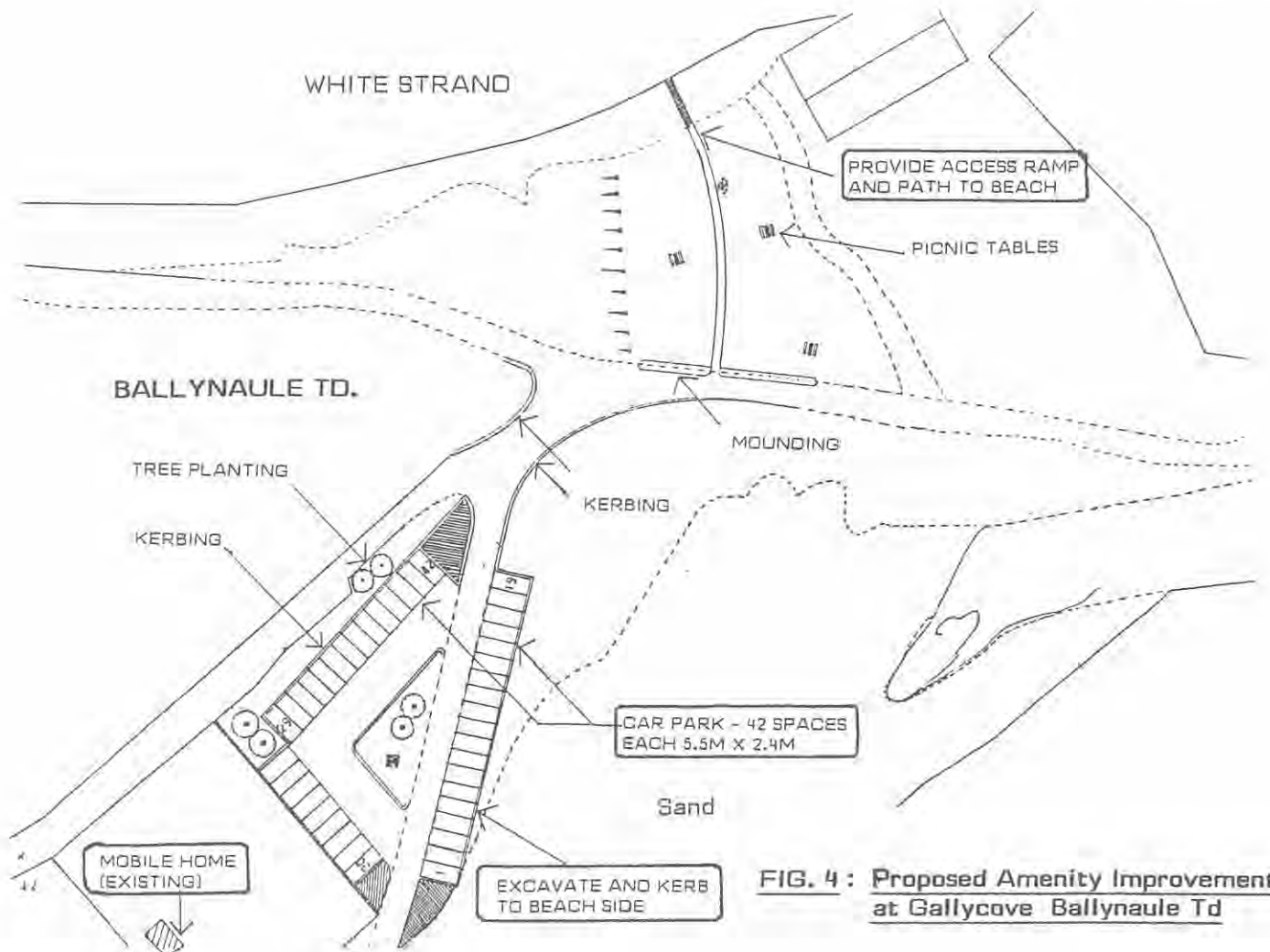


FIG. 4 : Proposed Amenity Improvements at Gallycove Ballynaule Td

BANTRY & CASTLETOWNBERE CATCHMENT

5. Bantry & Castletownbere Catchment

- 5.1 Extending from Durrus to Ardroom this catchment includes the highly scenic Kilcrohane and Beara peninsulas. The latter continues into neighbouring County Kerry to Kenmare and is effectively a shared catchment in terms of tourism planning.
- 5.2 Like the Mizen peninsula, this catchment has some of the best coastal and, arguably, the best mountain scenery in the County. The main service centres of Bantry and Castletownbere, and Glengarriff seasonally, act as focal points for much of the activity generated in the catchment.
- 5.3 The County's biggest island, Bear, together with Dursey and world-renowned Garnish broaden the interest range for visitors to the Beara peninsula. Whiddy Island, as a location for industry requiring deep-water navigation falls into a separate category¹.
- 5.4 Due to topographical factors, access to both the Kilcrohane and Beara peninsulas is dependent on coastal seaboard routes, and limited cross-peninsular connections of a limited standard. In order to develop the resources of the Beara peninsula, the Council will press for continued Government funding of the "Ring of Beara" Regional Routes, R.572 and R.575.*
- 5.5 Apart from Bantry and Castletownbere the catchment has a weak settlement structure, which could benefit from both selective investment in and promotion of certain villages which have a capacity for concentrating activities, and the consolidation and renewal of the main service centres.
- 5.6 Castletownbere, as one of the nation's premier fishery ports has the potential for a greater level of activity in the allied processing industry. The Council would support a drive to create more jobs in this important sector bearing in mind the current transitional state of the industry.
- 5.7 The sheltered waters of Bantry Bay not only provide a safe anchorage for large vessels¹, but also act as rich breeding grounds for shell-fish. Prospects for intensified maricultural activities exist in a number of sheltered areas along the shore of the bay and in the adjacent Kenmare estuary to the north of the Beara peninsula. Realisation of these opportunities will, where they do not hinder the port industrial development of Bantry Bay, be encouraged by the Council in conjunction with the Department of Fisheries & Forestry.*
- 5.8 Sailing activities in the catchment are confined largely to Glengarriff, Bantry and Castletownbere/Bere Island.* The Glenaans "school" on Bere Island is an interesting example of a seasonal resource-based use. Due to its distance, c. 32 km. (20 miles) from the head to the end of the Bay, Bantry is dis-advantageously situated to capitalise on coastal yachting and its development of an indigenous sailing base is likely to be more fruitful.
- 5.9 Functional roles have been assigned to the principal centres and resorts on the peninsula (See Table 13 and Maps 9.1 to 9.5 which follow) so as to clarify the context within which development and control policies of the Council have been determined.

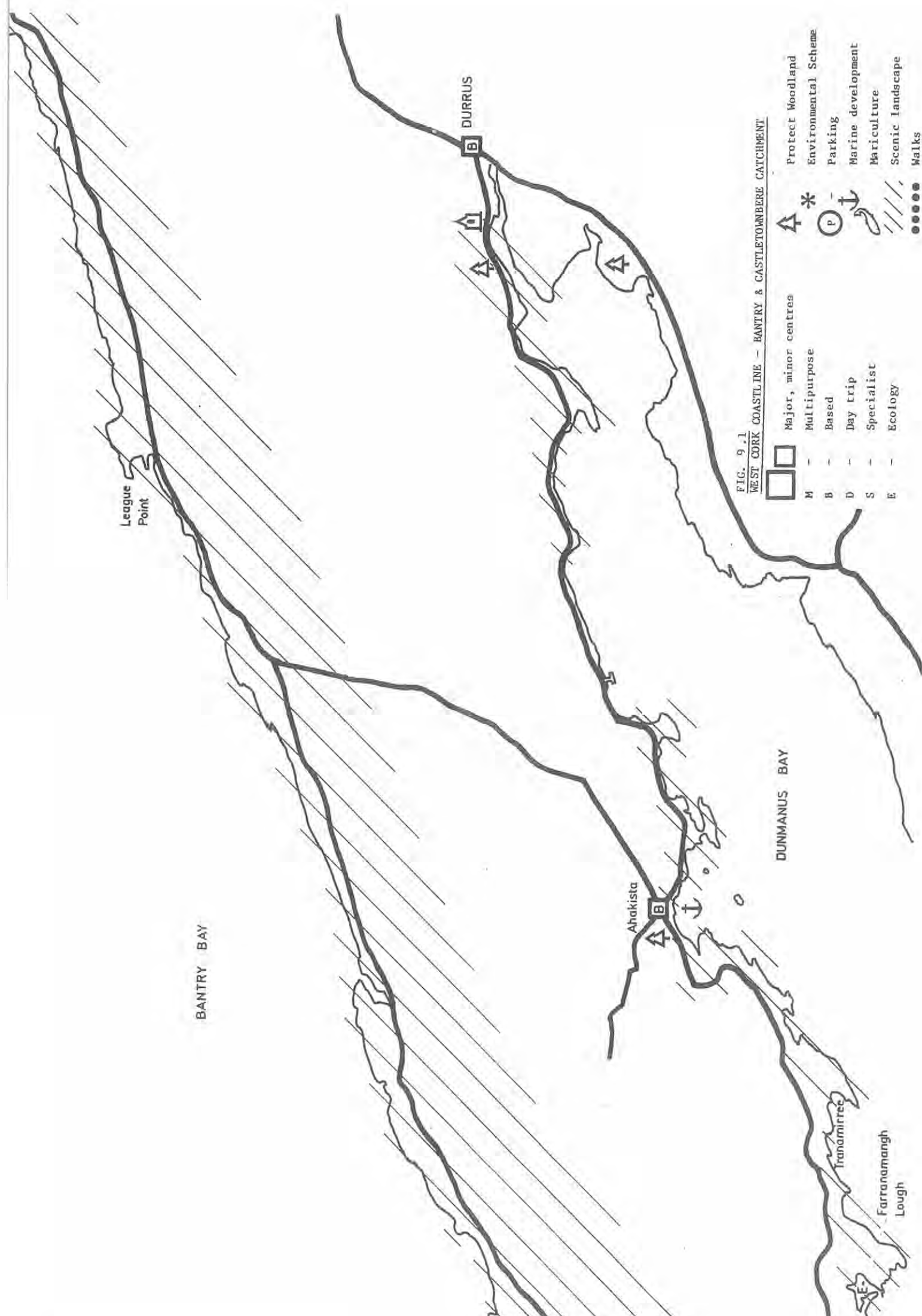
¹ Refer to Section on Industrial development in Bantry Bay.

- 5.10 Much of the coastal and inland mountainous terrain in the catchment is of a quality to justify its protection. In particular, the Sheeps Head/Kilcrohane peninsula with its almost continuous seascape views, the eastern approach to Glengarriff with the coastal and inland environs of the village and the western end of the Beara peninsula from Castletownbere to Dursey and around to Ardgroom, are of major importance. Cross-peninsular routes via the "tunnel road", N.71 and the Healy Pass, R.574, with highly scenic views should be protected².
- 5.11 Areas of scientific interest requiring conservation include Garnish and Glengarriff Woods (both of international importance).^{*} A number of other sites of ecological or geological interest are also indicated on the maps that follow².
- 5.12 Opportunities exist for the creation of mountain walks, particularly in the Glengarriff, Adrigole and Allihies/Eyeries areas. In some cases, this will simply entail the maintenance of traditional rights-of-way and "green roads"; in others, the improvement or creation of new walking routes. The assistance of Cospoir, the National Sports Council, and Cork/Kerry Tourism will be sought in this regard. Local involvement will play an important part in the successful implementation of the Council's proposals.
- 5.13 The entire Beara peninsula is well endowed with antiquities, many of which are pre-historic and will be protected. As stated previously, the Council will promote awareness of this significant local heritage through the production of a pamphlet detailing some of the sites and in efforts to make Dunboy Castle a major tourism focal point for the peninsula.

² Refer also to listing in CONTROLS & STANDARDS, Chapter 9.

TABLE 13: West Cork Coastline – Bantry & Castletownbere Catchment, Functional Tourism & Recreational Roles

CENTRE	STATUS	PRIMARY FUNCTION	OTHER FUNCTION	POLICY EMPHASIS
Durrus	Minor	Based holiday and touring.	-	Development.
Ahakista	Minor	Based.	-	Control.
Kilcrohane	Minor	Based.	-	Promotion & Development.
Sheeps Head	Minor	Based.	Specialist (ecological)	Conservation.
Bantry	Major	Based and touring	-	Development & Promotion and amenity walks.
Glengarriff/Garrish Island	Major	Based, touring and day trip.	Specialist (ecological and yachting).	Conservation & promotion.
Zetland.	Minor	Day trip.	-	Control.
Adrigole	Minor	Based.	-	Development & infrastructural works.
Waterfall	Minor	Based	Specialist (yachting)	Promotion.
Castletownbere	Major	Multi-purpose.	Specialist (yachting).	Development and promotion and amenity works.
Dunboy	Major	Day trip.	Specialist (historical)	Promotion and amenity works.
Bear Island	Minor	Daytrip	-	Promotion and amenity works (mainland terminals).
White Strand (Garinish Bay)	Minor	Daytrip	-	Control and amenity works.
Allihies/Ballydonegan	Minor	Based (village) and day trip (strand)	Specialist (industrial, archaeological)	Renewal, promotion and infrastructural and amenity works.
Eyeries	Minor	Based.	-	Renewal.
Ardgroom	Minor	Based.	-	Renewal.



League Point

BANTRY BAY

DURRUS

Ahakista

DUNMANUS BAY

Tranmirreó

Farranamagh Lough

FIG. 9.1
WEST CORK COASTLINE - BANTRY & CASTLEOWNBERE CATCHMENT



Major, minor centres

M - Multipurpose

B - Based

D - Day trip

S - Specialist

E - Ecology



Protect Woodland

Environmental Scheme

Parking

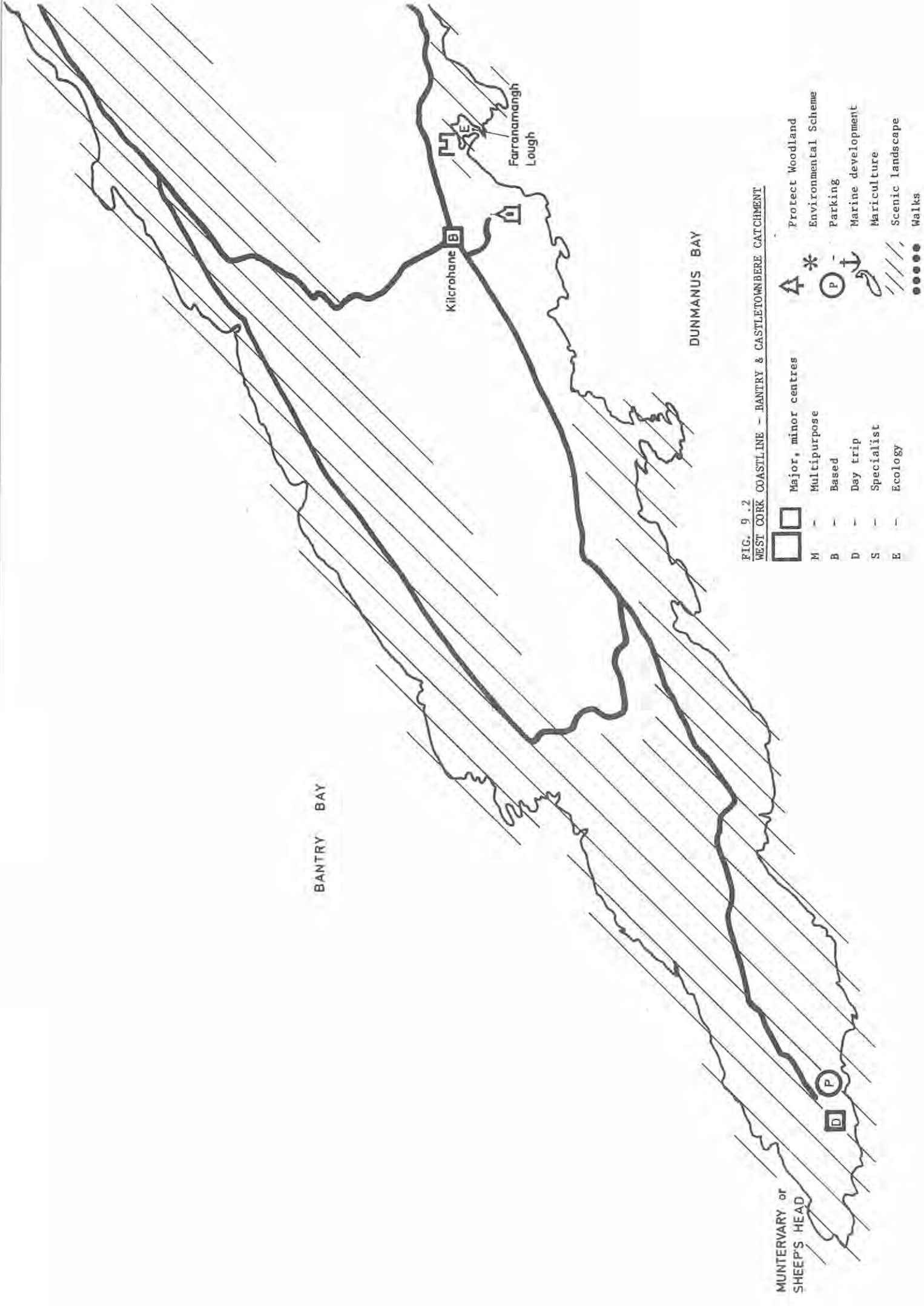
Marine development

Mariculture

Scenic landscape

Walks





BANTRY BAY

DUNMANUS BAY

MUNTERVARY or SHEEP'S HEAD

Kilcrohane

Farranamangh Lough

FIG. 9.2
WEST CORK COASTLINE - BANTRY & CASTLETOWNBERE CATCHMENT

- | | | | |
|--|----------------------|--|----------------------|
| | Major, minor centres | | Protect Woodland |
| | Multipurpose | | Environmental Scheme |
| | Based | | Parking |
| | Day trip | | Marine development |
| | Specialist | | Mariculture |
| | Ecology | | Scenic landscape |
| | | | Walks |

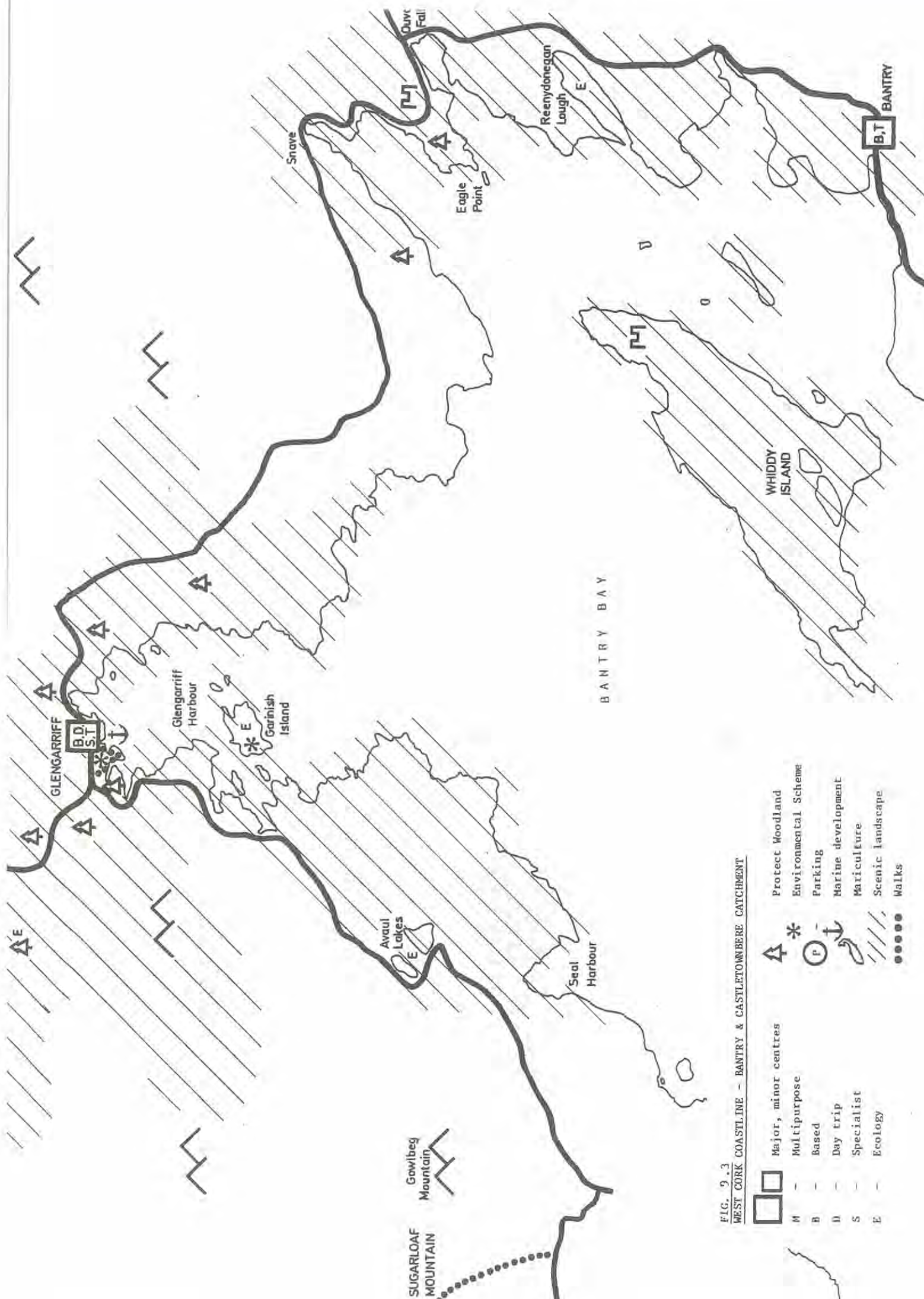


FIG. 9.3
WEST CORK COASTLINE - BANTRY & CASTLETOWNBERE CATCHMENT

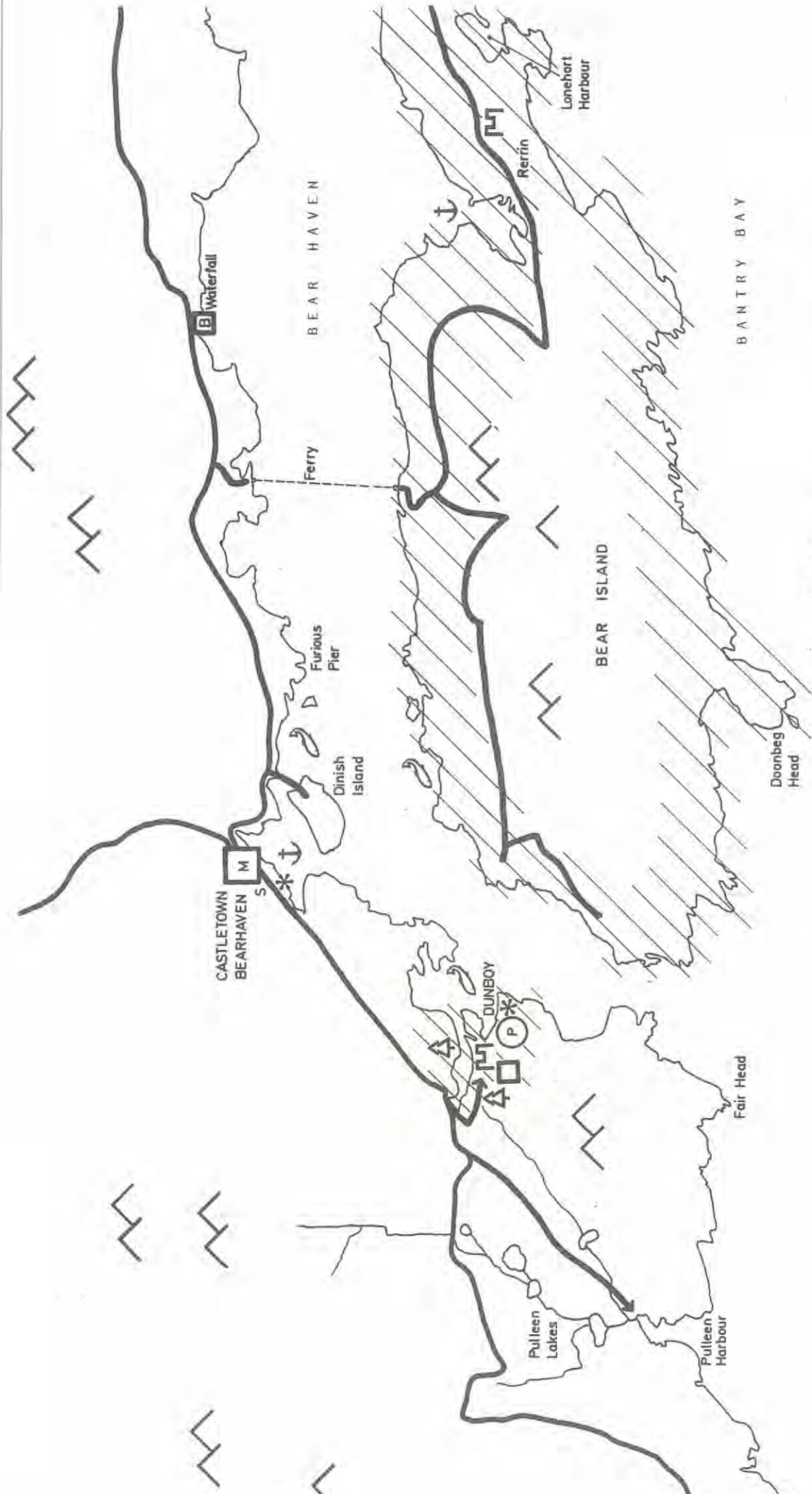




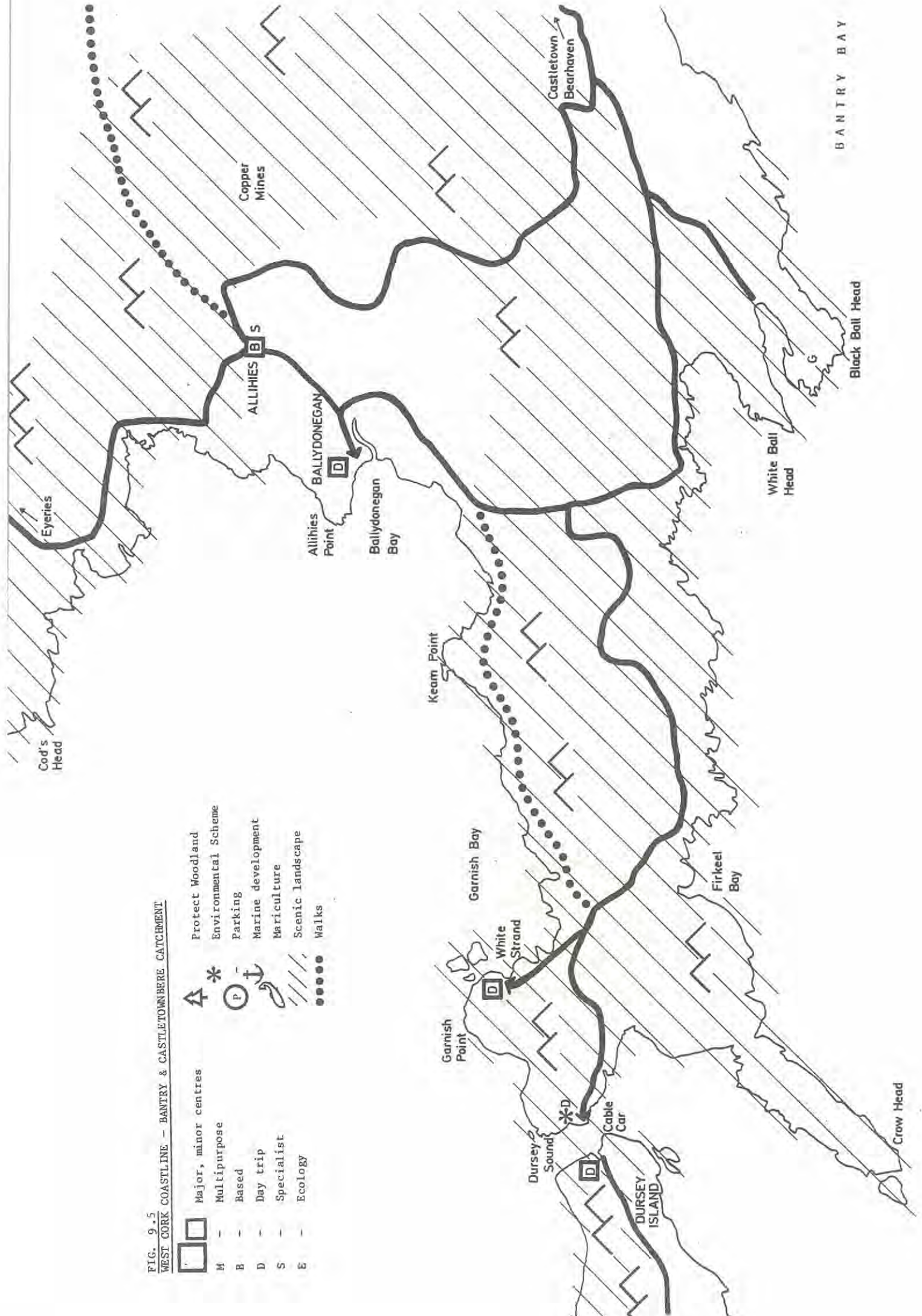


FIG. 9.4
WEST CORK COASTLINE - BANTRY & CASTLETOWNBERE CATCHMENT

- | | | | |
|-----|----------------------|--|----------------------|
| | Major, minor centres | | Protect Woodland |
| M - | Multipurpose | | Environmental Scheme |
| B - | Based | | Parking |
| D - | Day trip | | Marine development |
| S - | Specialist | | Mariculture |
| E - | Ecology | | Scenic landscape |
| | | | Walks |

FIG. 9.5
WEST CORK COASTLINE - BANTRY & CASTLETOWNBERE CATCHMENT

- | | | | |
|---|----------------------|---|----------------------|
|  | Major, minor centres |  | Protect Woodland |
| M - | Multipurpose | * | Environmental Scheme |
| B - | Based |  | Parking |
| D - | Day trip |  | Marine development |
| S - | Specialist |  | Mariculture |
| E - | Ecology |  | Scenic landscape |
| | |  | Walks |



BANTRY BAY

3.6 A section of the relief road (between the Glengarriff and Drombrow roads) has been constructed. While land south of this road is suitable for commercial or light industrial use, the land north of the road should be acquired by the Council to provide a local park. This acquisition may also facilitate stormwater controls.

North-Western Sector

3.7 No major development is envisaged in this area during the plan period, except for amenity development. In order to provide a recreation area at Newtown Cove, access must be improved and parking provided. A pedestrian walk along the foreshore to Reenrou beach will be promoted.

Southern Sector

3.8 Apart from a 38 acre site zoned for industry at Seafield, and other smaller sites for residential uses mainly at Sheskin, there are no proposals to further develop this part of the town. While "one-off" housing development will be considered in the area, south of the relief road, this must be strictly on the basis of low-densities (5 dw./ha.) as the extension of sewerage facilities to the area is undesirable and road access in general is very poor.

3.9 Development south-west of the town will be discouraged with the sole exception of port-related industry associated with the exploitation of Bantry Bay's deep-water resources. As stated earlier, a reservation of lands will be maintained for this purpose.

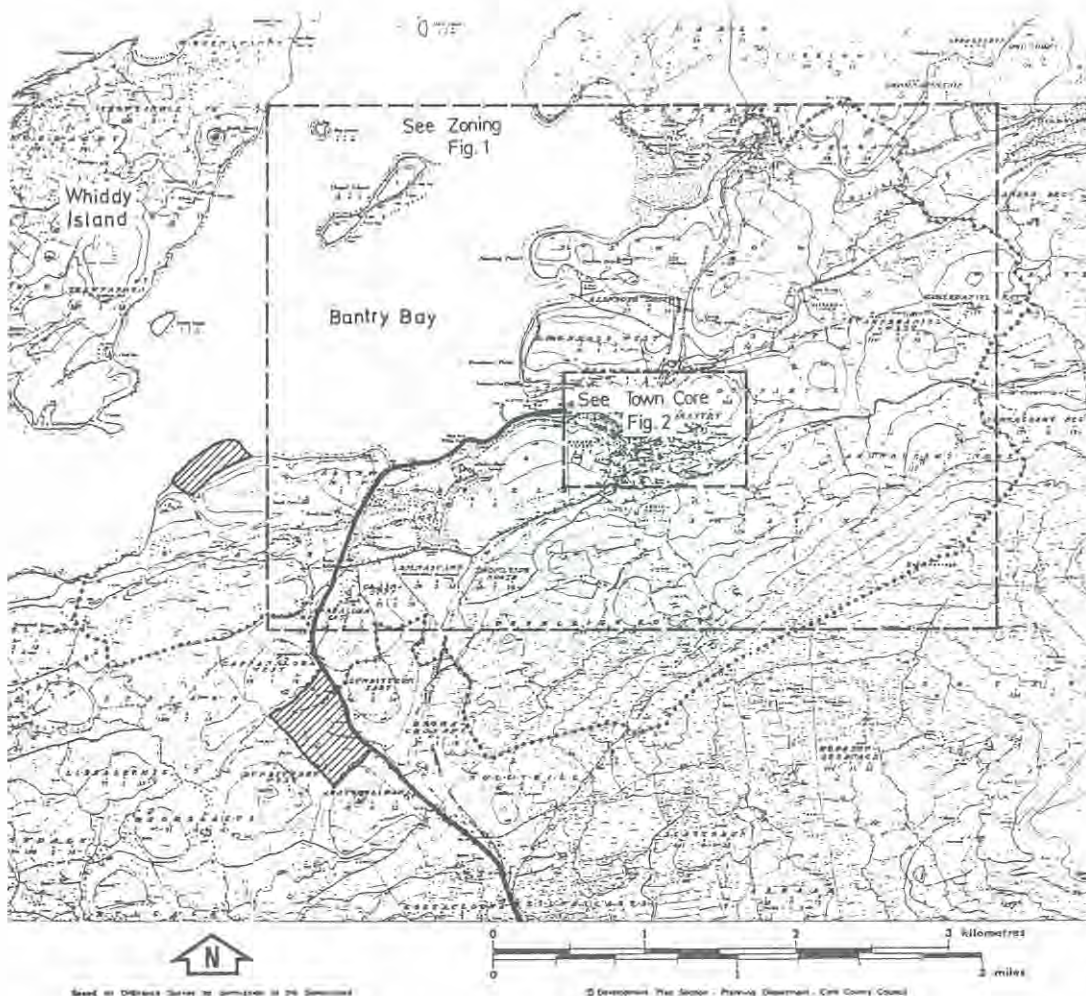





Fig. 4 Port Industrial Reservations

-  Reserved land
-  Main road
-  Scheduled town boundary

Bantry
Development Plan

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DURRUS

1. This cross-roads village, situated some 9 km. south-west of Bantry, is located at the junction of the northern Mizen peninsula touring route and the southern access to Sheeps Head, on either side of Dunmanus Bay. Consequently it has a limited touring function, which allied to its based holiday potential (some of the village services testify to this), justifies the compilation of a local plan.
2. Apart from the concentration of houses and shops/restaurants which constitute the old village, recent pressures for ribbon development have occurred to the west of the village around Four Mile Water. This is undesirable if the traditional compact nature of the village is to be maintained. Suitable alternative infilling could take place on the sites identified in Fig. 1.
3. In order to enhance the village centre further consideration will be given to the provision of a small amenity scheme at the Old Corn Mill. Active support and the co-operation of local interests will be essential to this.
4. There is an adequate public water supply, which, even in summer, has a spare capacity of 3,000 gallons per day. There is also a public sewerage system, which, however, is taxed to its maximum capacity in the high season. Proximity to the estuary, nevertheless, makes this problem easier to resolve.
5. A number of buildings of interest worthy of protection are located close to the village (See Fig. 1). These include St. James Church and Durrus Glebe House.

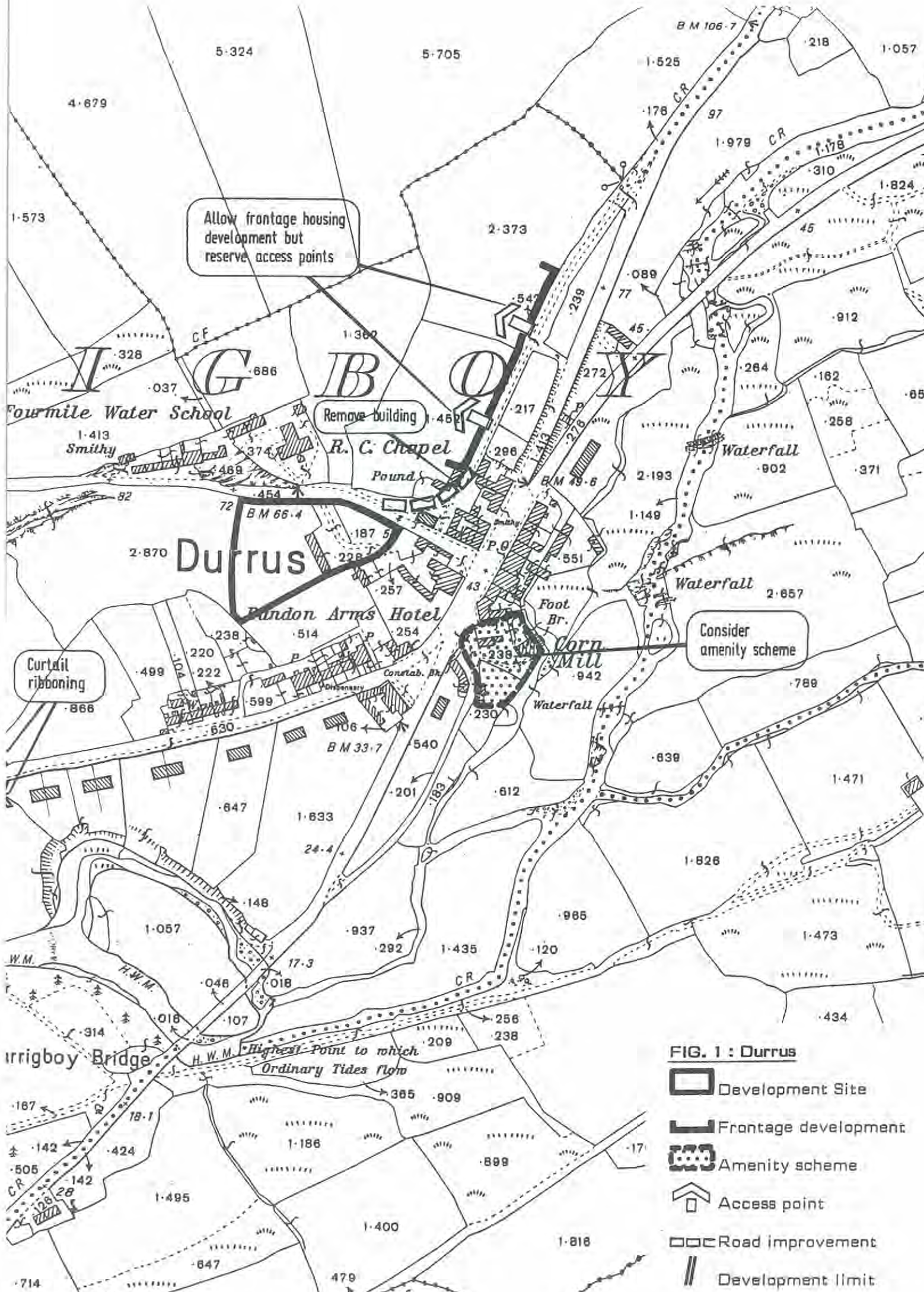


FIG. 1 : Durrus

-  Development Site
-  Frontage development
-  Amenity scheme
-  Access point
-  Road improvement
-  Development limit

KILCROHANE

1. Kilcrohane is a small village, situated on Sheep's Head peninsula approx. 24 km. west of Bantry. It is the last village on the peninsula, and is considered to be suitable as a priority village for a number of reasons. Firstly, it is suitably located to attract some of the scattered development of the peninsula. It also provides a much needed basic package of facilities in this remote area and could be considered a suitable stop for tourists who tour the peninsula.
2. Local co-operative effort over the years has succeeded in establishing worthwhile developments based on the area's natural resources. Renewal of this would assist the Council's promotional efforts for Kilcrohane.
3. In addition to pressures for scattered development along the main road to Durrus, a number of houses have been built between the village and the coast and because such development is inimical to the consolidation of the village core, a number of suitable sites for infilling have been identified closer to the village (See Fig. 1).
4. The road west of the village leads to Sheep's Head, the tip of the peninsula, from where there are extensive sea views. The often barren and ruggedly scenic nature of this part of the peninsula, which is devoid of tourist facilities, underlines the need for the development of an adequate settlement of Kilcrohane.
5. The present water supply is adequate to allow for foreseeable development during the plan period. However, plans to extend the supply in an eastern direction towards Durrus would be contrary to a cluster development policy close to the village and should be reviewed.
6. Kilcrohane has not got a public sewerage scheme at present. In view of the village's designation as a priority village, the design and provision of a sewerage scheme is desirable. The Council will give this due consideration.*
7. Renewal or removal of derelict properties, including an unsightly playground, should be considered a local priority. The Council will assist the local community where possible in improving the visual 'image' of the village.

The first part of the report discusses the general situation in the country and the role of the State in the development of the economy. It also mentions the need for a comprehensive reform of the economic system.

The second part of the report discusses the specific measures that have been taken to improve the economic situation, including the implementation of the reform program.

Development of the economy

The report states that the economy has shown a steady growth over the past few years, with a significant increase in the production of goods and services. This growth has been supported by the government's policies and the efforts of the people.

In order to achieve a higher level of economic development, it is necessary to continue the reform process and to attract foreign investment. The government is committed to these goals and will take all necessary steps to achieve them.

BANTRY

The report also mentions the need for a comprehensive reform of the economic system, including the implementation of the reform program. This reform is essential for the long-term development of the country.

The government is committed to these goals and will take all necessary steps to achieve them. It is also important to ensure that the reform process is carried out in a fair and transparent manner.

The report concludes by stating that the government is confident that the country's economic future is bright and that the people will continue to support the government's policies.

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1. Context

- 1.1 Bantry is the largest town in West Cork, situated about 80 km. west of Cork City. It has a population of 2,860 but it has shown a small decline in recent years. As a service centre, Bantry provides commercial and retailing facilities for a coastal and inland catchment. The town is also a holiday and touring centre for the scenic area that surrounds it, as it is conveniently situated to give easy access to the shoreline of Bantry Bay along the Beara and Sheep's Head Peninsulas.
- 1.2 The Bay itself has potential for port-related industrial activities, on account of its sheltered deep-water navigation, and also for the expansion of mariculture.

2. Problems & capacity for change

- 2.1 While Bantry grew between 1971 and 1981 at an annual rate of over 1%, from 2,579 to 2,862 inhabitants, the period in between 1979 and 1981 showed an actual decline in population. The 1984 population is estimated at 2,720 persons.
- 2.2 In order to achieve a population target of 2,880 in 1989, a policy of concentrating housing development in the town will be essential - this implies tighter controls on "one-off" housing outside the town.
- 2.3 Ribbon development has occurred mainly on the eastern side of Bantry. Also, speculative development has taken place without an apparent actual demand, resulting in a pool of vacant dwellings. The proposed reconstruction of the Whiddy Island oil terminal may alleviate this situation.
- 2.4 Other one-off housing development has taken place on the south side where panoramic views are obtained of the bay and the Beara peninsula. Siting and design of new dwellings in this elevated and scenic back-drop to the town should be carefully controlled.
- 2.5 The Council has built approx. 100 houses between 1972 and 1982. Most of these have been located in the north-western sector of the town. Further public housing should be situated in other areas.
- 2.6 The population target for the town implies a housing demand for some 110 dwellings during the plan period. The existence of planning permission for approx. 80 units at present reduces the need for extensive zoning.
- 2.7 Because of its street system, circulation around and access through the town is in need of improvement.* Traffic management measures (in particular parking) and the provision of a relief road are necessary. The route for the proposed relief road has been revised and follows to a large extent an existing road and the former railway track (See Figs. 1, 2 and 3).
- 2.8 At current unemployment rates, some 240 extra jobs will be needed over the next five years. Although a substantial amount of land was zoned in the previous plan for industrial use, very little development took place. The provision of a 4 ha. industrial estate at Drombrow by the I.D.A. should be adequate to meet grant-aided manufacturing needs during the plan period. However, the Council will also encourage the development of sites for small industrial/business activities in other suitable locations, particularly where this would facilitate urban renewal. *

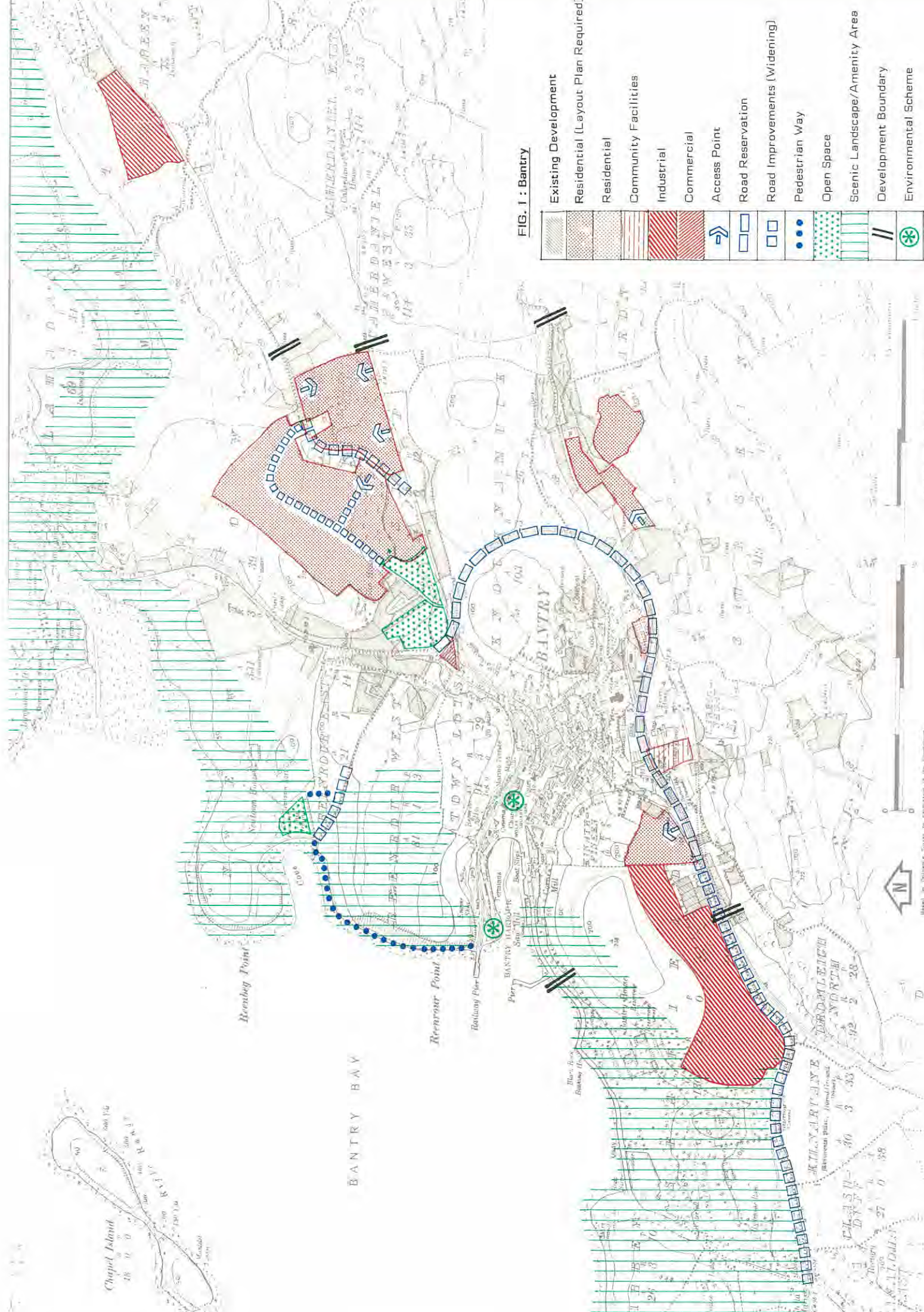


FIG. 1 : Bantry

	Existing Development
	Residential (Layout Plan Required)
	Residential
	Community Facilities
	Industrial
	Commercial
	Access Point
	Road Reservation
	Road Improvements (Widening)
	Pedestrian Way
	Open Space
	Scenic Landscape/Amenity Area
	Development Boundary
	Environmental Scheme



Scale 1:50,000
 0 100 200 300 400 500 600 700 800 900 1000
 METRES

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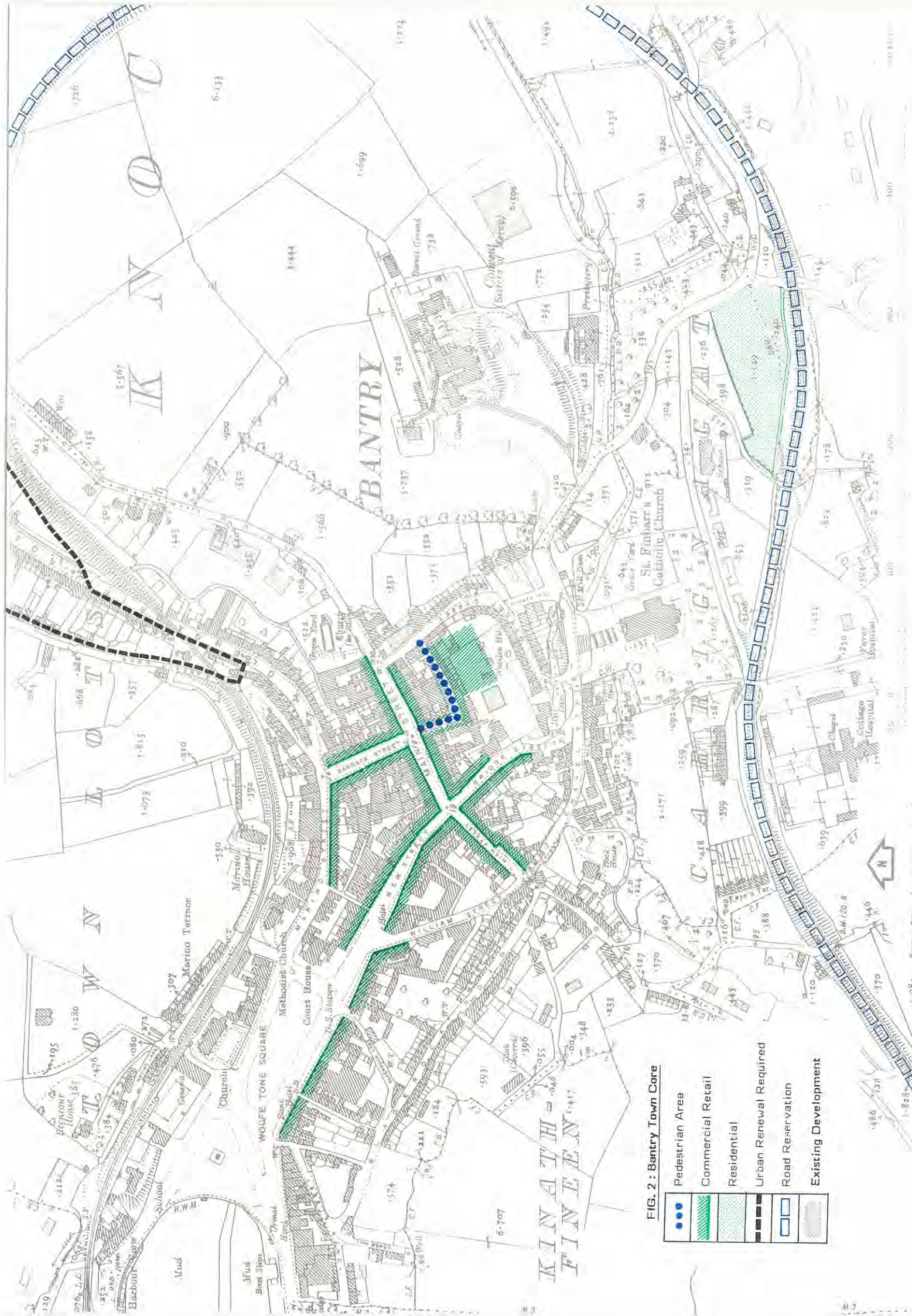


FIG. 2 : Bantrey Town Core

- Pedestrian Area
- Commercial Retail
- Residential
- Urban Renewal Required
- Road Reservation
- Existing Development

- 2.9 The proposed re-opening of the Whiddy Island oil terminal could have far-reaching beneficial effects on the local economy. Consequently, the Council will maintain a "reservation" on lands at Dunbittern West/Ardyhoolihane alongside the main Cork road in the south-western sector of the town. This "reservation" is intended solely for port-dependent industry¹ and non-compatible manufacturing or commercial uses will not be permitted. A similar "reservation" will apply in the case of the air-strip at South Beach.
- 2.10 A new sewerage system has been constructed recently. While it has ample capacity for the plan period, it can be extended if this should be necessary.* With the construction of an extension sewer to Drombrow, a considerable amount of land was brought into the catchment area.
- 2.11 Disposal of surface water is a problem in the town, as it is situated in a basin into which most of the surface water run-off flows. Opportunities to improve the situation are under investigation.*
- 2.12 There is a shortfall in the water supply facilities in particular during the summer period. A major improvement scheme has been prepared; implementation is likely to take place towards the end of the plan period.

3. Policies and Proposals

- 3.1 The town has a good supply of shops, attractively located in several streets with continuous retail frontage. This core-area could be extended into Marino Street (south side) and High Street. Further shopping development could be provided at the rear of Main Street (see Fig. 2).
- 3.2 In order to contain the core area within a walking distance radius, retail development other than local convenience shops will be discouraged on the Glengarriff road. However, in conjunction with the need for urban renewal in this area, commercial (non-retail) development can be considered here.
- 3.3 The Railway Pier and access to the beach suffer from dereliction although considerable improvements have been carried out to the beach. Involvement of the local community, however, is integral to the achievement of plans to enhance the environment around the pier and access road.
- 3.4 The Square is a major feature of urban design. It's impact as a dominant open space is reduced considerably by the present traffic circulation and parking layout. In view of it's importance as a townscape feature - one of the most outstanding in West Cork - special attention will be given to its treatment and landscaping. Relatedly, changes in buildings on the main elevations enclosing the Square must be treated with great care.

North-Eastern Sector

- 3.5 With the provision of sewerage facilities at Drombrow, as well as the upgrading of the Drombrow road, this area has become suitable for residential development despite it's relative remoteness from the town centre. The topography is, in the context of Bantry's particularly difficult terrain, also suitable. Access points are restricted partly due to ribbon development and must be reserved where indicated. The area should accordingly, be established as the principal sector for residential development even in the longer term. Further development in an eastern direction is both undesirable and unnecessary, a clear development boundary will be established.

¹ See also Coastal Policy for Bantry Bay, for further details on port-related industry, mariculture and tourism.

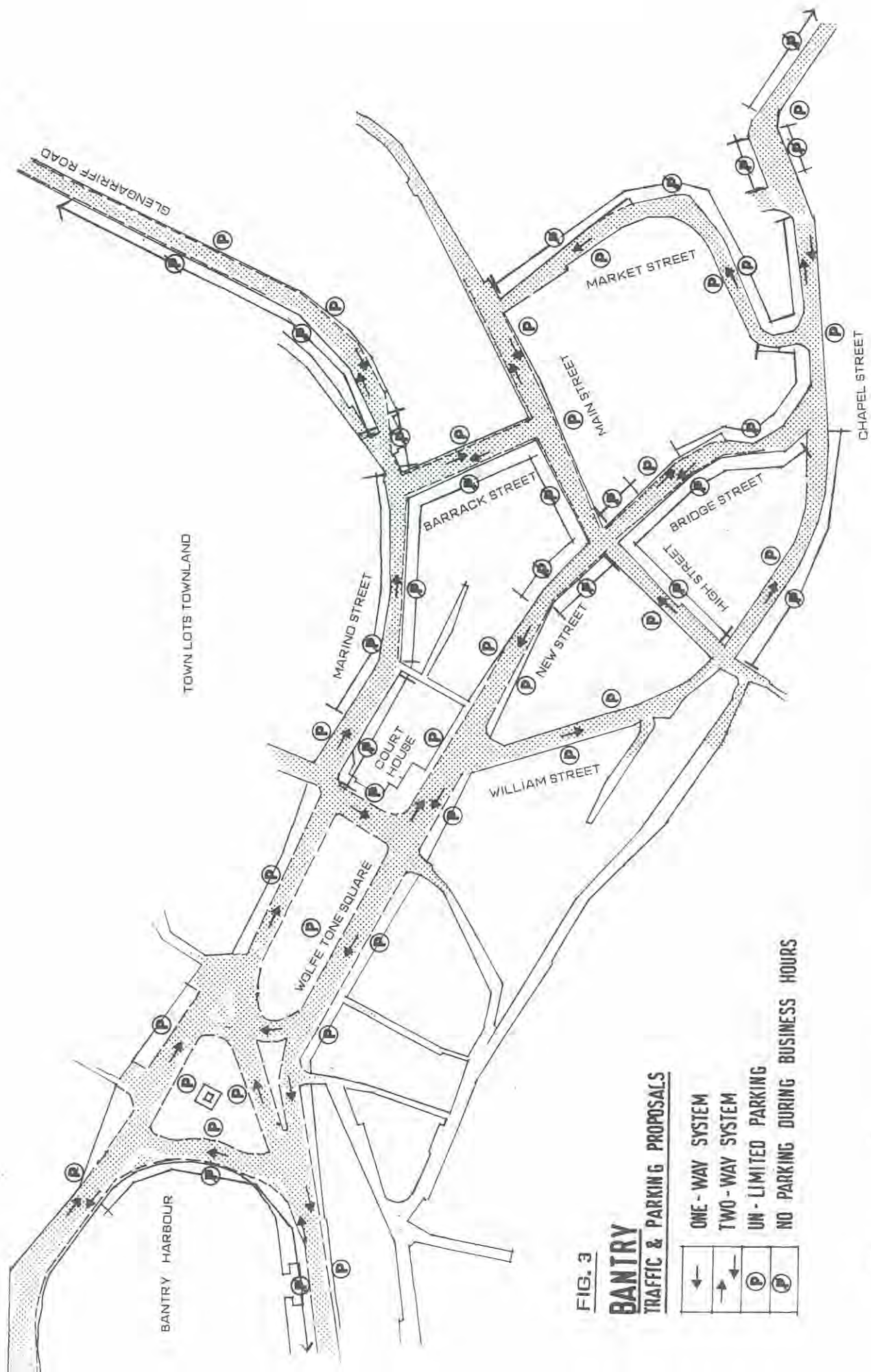


FIG. 3
BANTRY
TRAFFIC & PARKING PROPOSALS

	ONE-WAY SYSTEM
	TWO-WAY SYSTEM
	UN-LIMITED PARKING
	NO PARKING DURING BUSINESS HOURS

Board on Ordnance Survey by permission of the Government

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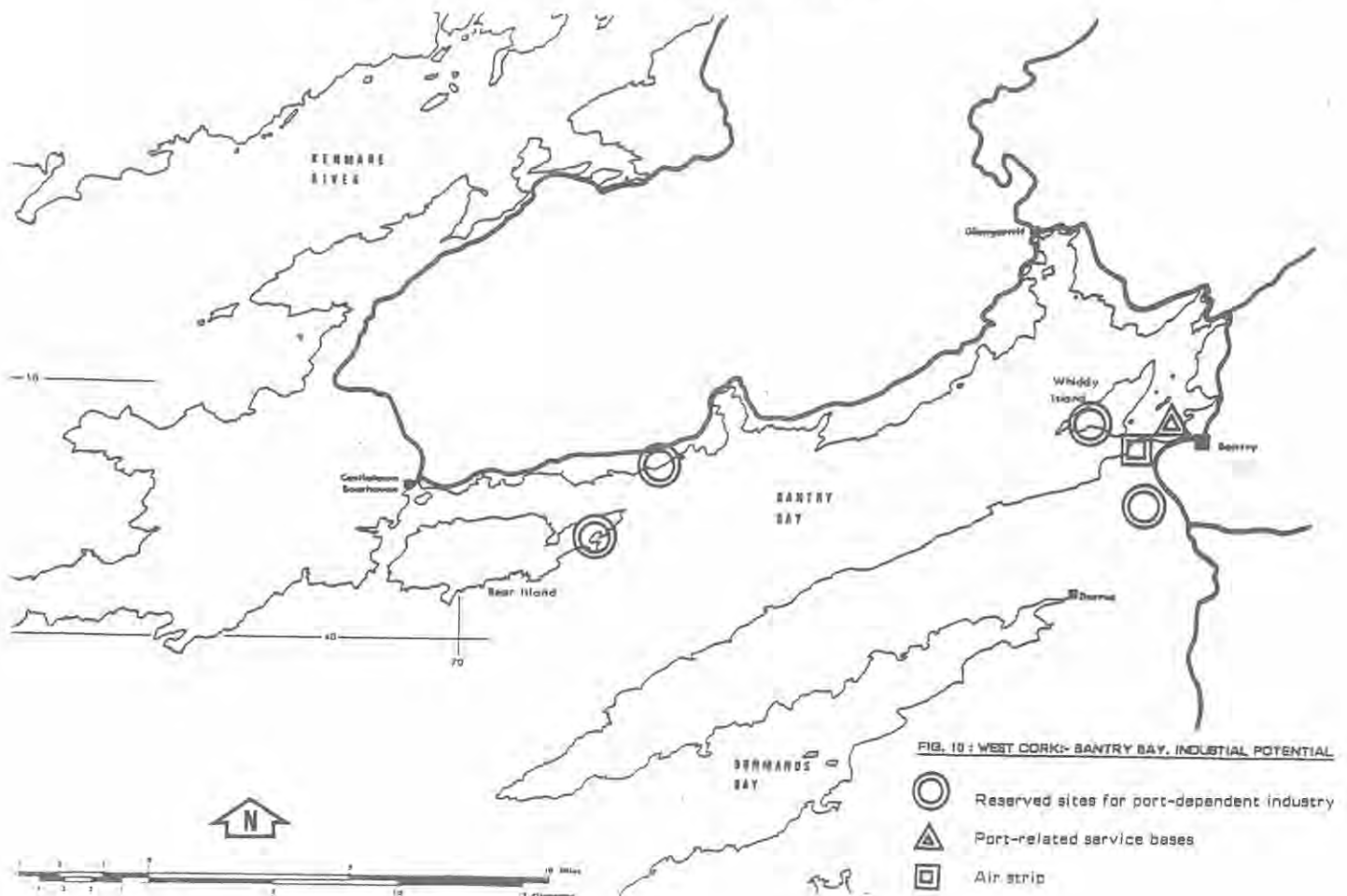
1.5 kilometres

1 mile

1/2

6. Bantry Bay : a location for port-dependent industry

- 6.0 Commercial use of Bantry's Bay deep-water facilities will be influenced by international maritime trends in the transport and processing of bulk commodities like oil. In this context, competition from other national and international ports must be expected. Further investment in infrastructure will, of necessity, have to bear this in mind.
- 6.1 Similarly, in regard to exploration for and, if successful, abstraction and processing of offshore oil and gas resources in both the Fastnet and Porcupine Basins off the west and south west coast, demands may be made on facilities in Bantry Bay, the Shannon Estuary or other ports. Castletownbere is well situated to compete with some of these by offering accommodation for servicing and maintenance activities.
- 6.2 Furthermore, in the event of a commercial find being made in these offshore waters, facilities could be made available for the fabrication of well-head platforms and for associated activities at deep-water sites east of Castletownbere (in I.D.A. ownership) and on Bere Island (Lonehort Harbour).
- 6.3 Storage and refining of bulk commodities can be facilitated on Whiddy Island at the head of the Bay and in the southern environs of Bantry¹.
- 6.4 Protection of sites which have the capacity to accommodate port-related activities of the type described in the foregoing paragraphs will be ensured through their "reservation" and curtailment of potential conflicting uses. The sites are shown diagrammatically on Map 10.



¹ Refer to Town Plan also.

GLENGARRIFF

1. Glengarriff is scenically situated on the northern shore of Bantry Bay, some 15 km. north-west of Bantry town. Together with the adjacent Garinish Island and forest park, the village has a major role as a touring, daytrip and based holiday centre. As a priority village it also has an important function to play in stabilising population decline on the Beara peninsula. The Council will endeavour to consolidate these functions.
2. The village's population decreased from 173 in 1971 to 153 in 1979 followed by little change up to 1981. Population change in the hinterland D.E.D.'s generally reflected the same trend.
3. There has been considerable pressure for housing development around the harbour, east and south of the village. While some of this development has been carried out as in-depth development, it has resulted in an undesirable pattern of scattered development. However, the topography poses severe constraints, and it is very difficult to contain development in a more compact village-area. The Council will endeavour to facilitate use of development sites near the village centre for housing, with particular attention to design and compatibility with the existing streetscape.
4. Some development could take place on the escarpment area north of the village. Access can be obtained from an existing (narrow) road but it would be desirable to provide access also from the western side of the village. A survey will be necessary in order to ascertain whether a road can be provided adjacent to the Church and School.
5. Glengarriff has tended to rely purely on it's traditional attractions of beautiful scenery and exceptional flora (notably Garnish Island) instead of a more sophisticated marketing and development of it's unique attributes¹. In this regard, the Council will endeavour, in conjunction with Cork/Kerry Tourism and the local tourism interests to identify ways and means of improving the attractiveness of Glengarriff.*
6. Improvements to the Poulgorm (Blue Pool) area, involving sign-posting and better identification of it's amenities is proposed. Also landscaping of the road adjacent to the park is desirable so as to reduce the adverse visual impact it creates. An environmental scheme detailing such changes will be proposed.
7. While the water supply is adequate during most parts of the year, there are shortages during the summer. A supply to augment the existing scheme during drought periods is at present under construction. The area will ultimately be supplied from the Bantry Regional Scheme.

A recently up-graded public sewerage scheme has spare capacity even at peak periods in the summer.

8. The Council plans to further improve the existing road through the village near Barony Bridge and in the vicinity of the Eccles Hotel. These latter works will entail the construction of a new road along the foreshore and will, depending on the continuing availability of monies, be undertaken during the plan period. It is also proposed to avail of the opportunities provided by the new road to improve local amenities.*
9. The Council recognises the difficulties in obtaining further lands for a burial ground. It will endeavour to identify and acquire suitable land in the Glengarriff area for anticipated needs.
10. Implementation of the foregoing proposals will require the active support of the local community and tourism interests. The continuing availability of finance will dictate the degree to which some objectives are achieved.

¹ Refer also to Coastal Policies.

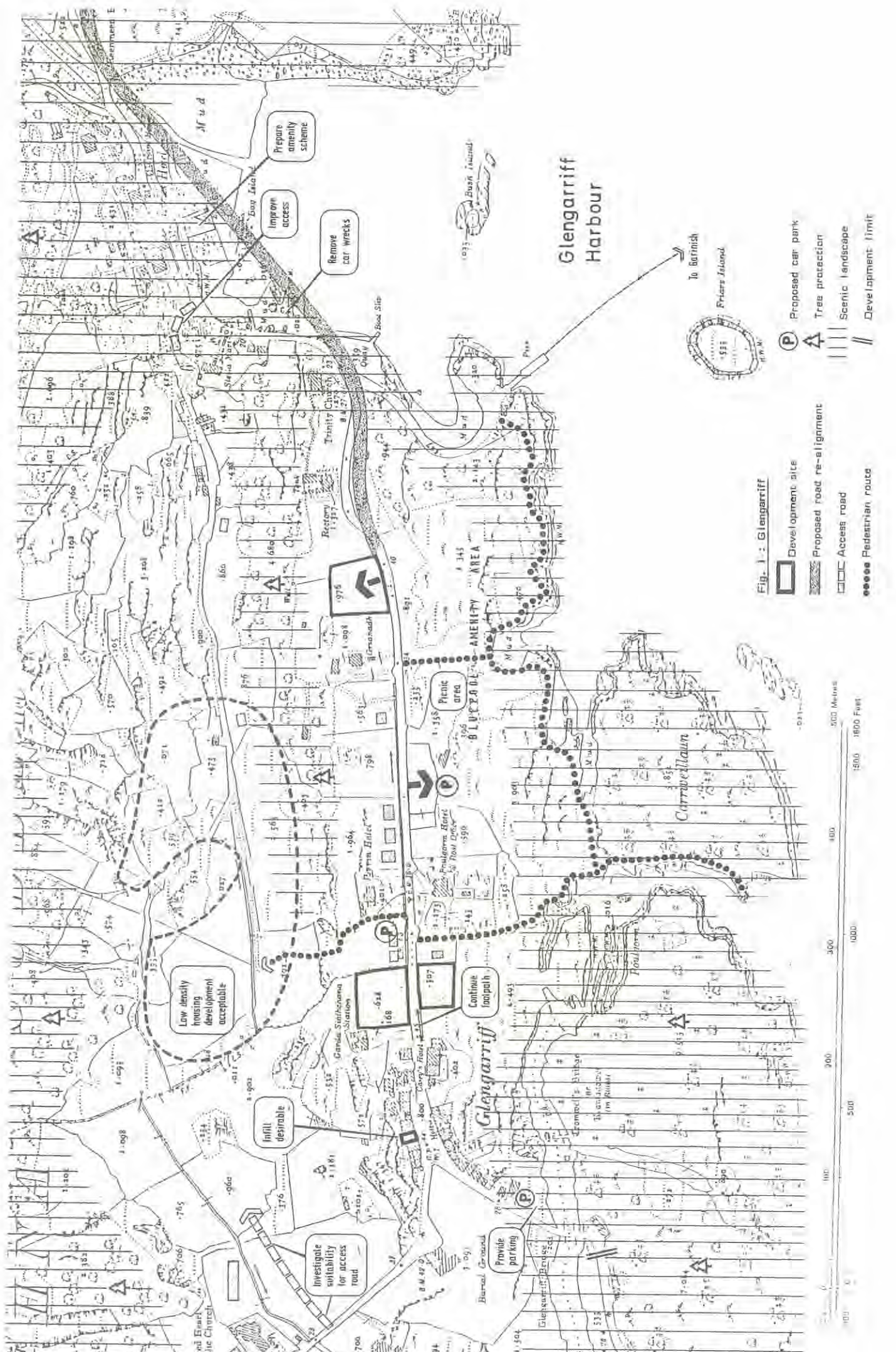


Fig. 1 - 1: Glengarriff

-  Development site
-  Proposed road re-alignment
-  Access road
-  Pedestrian route
-  Proposed car park
-  Tree protection
-  Scenic landscape
-  Development limit

0 100 200 300 400 500 600 700 800 900 1000
 0 100 200 300 400 500 600 700 800 900 1000
 METERS FEET

CASTLETOWNBERE

1. Introduction

1.1 The inclusion of Castletownbere in this Plan is based on the recognition of its importance as a service centre for the Beara Peninsula and the largely unrealised potential of the fish processing industry in the area. The town also functions as a major multi-purpose centre catering for touring, based holiday and specialist (sailing) activities at the western extremity of the peninsula.

2. Problems and Capacity for Change

2.1 The population of the town itself increased in the early part of the 1970's and then suffered a slight decline. Conversely, the area immediately around the town (rest of Killaconenagh DED) showed a spectacular increase of over 23% in the last decade. This is due to the roadside development along the Glengarriff road and development at Drom which is all outside the Census town boundary. The rural area around Castletownbere (rest of Castletown R.D.) has systematically declined over the past decade (See Table 1).

Table 1 : Population Change in the Castletownbere Area 1971-1981

	1971	1976	1981	Change 1971-1981
Castletownbere	820	867	860	+4.9%
Castletownbere environs (rest of Killaconenagh DED)	431	471	532	+23.4%
Rest of Castletown R.D.	3,200	3,010	2,962	-7.4%

2.2 A current population estimate for the town is around 850 people. It is projected that the number of people in the town will stabilise at 870 by 1989, creating a demand for about 25 new housing units over the next five year period. Both the population and number of houses required could be substantially higher if a proportion of housing needs for the rural area is encouraged to locate in the town.

2.3 Numbers employed in manufacturing industry in the town in 1984 are comparable with those employed in 1974 i.e. 52 in 1984 and 59 in 1979 respectively.

2.4 There are two main areas of opportunity in terms of employment growth, namely fishing related and tourist based industries. A large serviced land bank exists on Dinish Island for industrial development, whilst the promotion of based holidays and holiday housing in the Beara peninsula could encourage the tourist industry including ancillary craft industries.

2.5 Approximately, 14,000 new jobs will be required for the whole of West Cork in the next five years to maintain the existing level of unemployment in the County i.e. approximately 13%. Of this figure, about 140 jobs will be needed in the Castletownbere area.

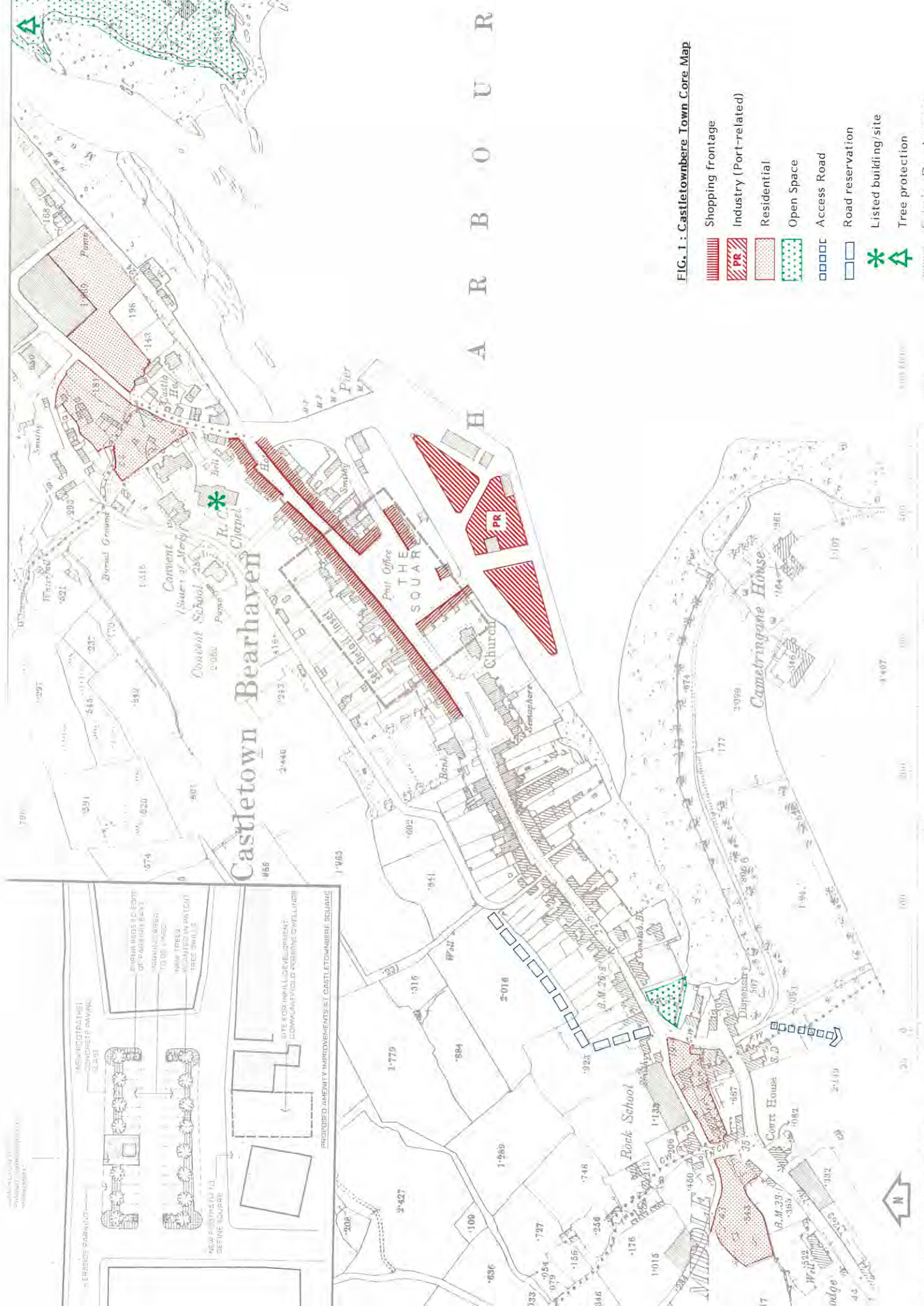
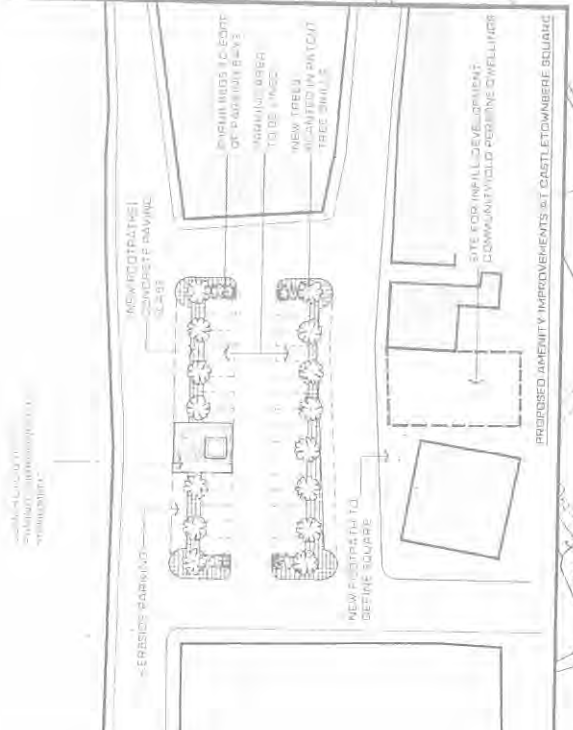


FIG. 1 : Castle town Berrubere Town Core Map

- Shopping frontage
- Industry (Port-related)
- Residential
- Open Space
- Access Road
- Road reservation
- Listed building/site
- Tree protection
- Existing Development



Based on Ordnance Survey by permission of the Government

- 2.6 There is ample spare capacity in the water supply system of about 805,000 gallons per day. However, the existing sewerage system is operative at capacity. Improvements to the system to cater for a population equivalent of 3,000 people were designed over 10 years ago. Stage 1 of the new scheme to drain lands at Drom North and Cametringane is of particular importance, since these lands afford the best opportunities in the town for orderly indepth development. Funding for Stage 1 of the scheme will be actively pursued, and considered a priority.*
- 2.7 The "Ring of Beara" route has been designated in this plan review¹ as a regional route requiring special funding for its improvement. Up-grading of the Glengarriff-Castletownbere road is considered to be important in the servicing of the designated fisheries harbour, the realisation of other development opportunities², and the promotion of tourism. A continuation of Government funding at a substantially increased level is necessary if justified by the role of this road in the economic development of the peninsula.*
- 2.6 Local road improvements in the Brandyhall Bridge area will continue as funds are available. Improvements include a new bridge as well as road widening. A line will be reserved for a new section of road on lands to the north of the Main Street. The road will both improve the access to and the development potential of the land to the north of the town, as well as functioning as a local relief road.
- 2.9 A quantitative analysis of grocery shopping needs for the town and surrounding rural areas has confirmed that floorspace levels in food are adequate for the plan period.
- 2.10 There are a number of derelict sites and dilapidated buildings in the town. The Council will encourage renovation of redevelopment in such areas, subject to maintaining existing building lines.

3. Policies and Proposals

3.1 Town Centre

In order to separate the port related and service functions of the town a distinction has been made in the zoning for the town centre between port related development, retailing and other commercial (non-retailing) land uses (See Fig. 1).

- 3.2 New retailing enterprises or extensions to existing premises will be considered within the retail frontage area as defined on Fig. 1 to ensure a compact town centre development. Future grocery shop provision will be considered in the light of this zoning.
- 3.3 Maintaining the enclosure of the town square is seen as an important objective. Measures to environmentally improve and define the Square will be considered subject to local agreement and funds being available. Infill development between the Fire Station and garage is suggested to reinforce the character of the square. Environmental improvements should also be considered at the public car park to the east of the Main Street. Also there appears to be an opportunity for environmental improvements on the grounds surrounding the Church of Ireland.

Dinish Island

- 3.4 The island, which is state owned, has full services as well as wharf and boat repair facilities. To date, there is only one significant industrial unit located there, although there is another project for a new fish processing plant pending.

¹ Refer "County-at-large Transportation Policies".

² Refer to policies for Bantry Bay.

- 3.5 Development on the island should be restricted to fish processing and ancillary industries so as not to inhibit the realisation of its full potential as a port-related industrial estate.

Western Section

- 3.6 This sector includes lands at Cametringane and Drom North, and is the most suitable area for future residential and holiday home development in the town. This is due to the local topography and the fact that it lies within an area that would be first drained when Phase 1 of the proposed drainage scheme is implemented. *
- 3.7 Accordingly, an action area plan has been drafted for these lands so as to ensure that the construction of further single houses in the area does not prejudice its orderly development in the long term. It is particularly important that access points and proposed routes for access roads be kept free from development.
- 3.8 Lands at Cametringane overlooking Dinish Island can be developed prior to the implementation of Phase 1 of the Drainage Scheme, if sewers are laid by developers in accordance with the Drainage Scheme from the vicinity of Cametringane House to the proposed gravity outfall. Either a residential development or holiday home complex would be appropriate on the site, subject to acceptable design and landscaping standards.

Eastern Sector

- 3.9 Pressure for roadside residential development has been exerted for a distance of over a mile on the Glengarriff road, as well on the minor road parallel to the Glengarriff Road to the north. In the interests of orderly and compact development in the town, development limits have been set for both roads (see Fig. 3). Further to this, roadside development between the road and sea will be restricted along the frontage from a point north of the entrance to Dinish Island to a point north of Minane Island (See Fig. 2) in order to protect views of the town and Bere Island.
- 3.10 The trees at Brandyhall are very prominent and should be retained. Lands adjacent to the new road section should be developed as an amenity area with picnic tables etc.

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EYERIES

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1. Eyeries is a small village on the western extremity of the Beara Peninsula, about 6 km. north of Castletownbere. The village has an attractive undulating form and setting with rocky outcrops within the village centre itself. More recently, development has occurred to the south, along the "Ring of Beara" coastal road, some distance from the village centre.
2. Eyeries functions as a small local service centre and as a location for based holidays. Because of its situation on the "Ring of Beara" route, some potential exists for further tourism development. This, however, would be of seasonal benefit only and would depend on the success of measures aimed at attracting more touring traffic to the area. In this regard, the Council's proposals for the peninsula are considered necessary.
3. The village is too small to be recorded its own population figure in the 1981 Census (i.e. it has less than 150 inhabitants). Population trends for Kilcatherine DED (within which Eyeries is located as well as Ardgroom) indicate a slowing down in the rate of population decline for the area. It is likely that, in the absence of remedial measures, this will continue.
4. On population trends alone, a strong case could not be made for including Eyeries in the list of priority villages. However, its location on the main road to Castletownbere, equidistant to both Allihies and Ardgroom leaves the village well placed to act as a focus for limited growth at the western end of the peninsula. Additionally, because of the poor settlement structure in this part of the Beara peninsula a phased approach to renewal is desirable.
5. The village has a new sewerage system with a spare treatment capacity for over 200 people. Water supply comes from the Castletownbere Scheme, of which there is a more than adequate spare capacity to cater for future needs of the village. This infrastructural capacity supports the Council's priority village proposals for Eyeries.
6. Development opportunities in the village are somewhat limited due to the local topography and rock outcrops. There are opportunities for renewal and infill schemes within the village and in this regard, the Council is currently alleviating the problem by its house construction programme.
7. Renewal or infill developments should also reflect existing building lines in order to preserve the attractive village streetscape. Likewise the more traditional shopfronts should be retained, where possible.
8. Pressure for any significant new developments in the locality should be directed to the south-east end of the village (See Fig. 1). Not only is this land the most suitable for development, but development here would also help to consolidate the village form by linking the older village centre with newer developments on the Kenmare road. Furthermore, the design of new buildings immediately adjacent to the village core will be regulated to ensure that the attractive character of the village is maintained.
9. Achievement of the foregoing objectives will depend on the availability of finance and the active assistance of both the local community and tourism interests.

DUNMANWAY & MID-CORK

INTRODUCTION

This inland sector of West Cork encompasses the dominant service and employment centre of Dunmanway and the priority villages of Drimoleague, Drinagh Ballineen/Enniskean¹. Inchigeelagh, to the north, lies just outside the administrative area and is not included.

Dunmanway occupies an accessible and strategic location making it an ideal employment centre for a wide hinterland, between the main coastal settlements of Bantry, Skibbereen and Clonakilty and the main towns of Macroom and Bandon in South Cork. The Council will endeavour to secure special funding for transportation improvements which will facilitate both commuter and commercial traffic between these centre and industrial development within them. Other infrastructural improvements are proposed for the centres elsewhere.

Agricultural processing is represented in the substantial dairy products plant at Ballineen and Drinagh. Indeed, these villages and their rural environs depend heavily on these for employment. Further resource development in agricultural and forestry products is necessary to consolidate job opportunities. The area also has reasonably extensive sand and gravel deposits which with economic revival can be utilised in local construction.

Not as well endowed as other parts of West Cork in terms of scenic amenities, the area has, none the less, some attractive mountain and lake scenery worthy of protection and exploitation for tourism and recreational purposes. Dunmanway's example should be a guiding light in this respect as it shows how a modestly equipped town can convert both its natural and man-made resources into a high quality environment for living, working and re-creating in.

¹ Treated as a single planning unit and also included in South Cork Divisional Plan.

DUNMANWAY

- 1.0 Dunmanway , as the principal service centre in the only inland catchment in West Cork, influences a significant rural hinterland containing a range of small villages. It's economic development will affect their growth prospects.
- 1.1 Good transportation linkages between Dunmanway, these villages, and the other major towns on the periphery of the catchment such as Bantry, Bandon, Skibbereen and Clonakilty are considered a necessary pre-requisite for the town to function as a major centre and the Council will endeavour to achieve such improvements.
- 1.2 Dunmanway is a small market town located on the main inland tourist route between Cork and Bantry. Environmentally, the town is very attractive with a Town Park and scenic woodlands in the centre.
- 1.3 The 1971-1979 period saw a sharp rise in the town's population, reversing a 50 year period of decline. However, during the 1979-1984 period the population has declined again to an estimated 1,360.
- 1.4 In contrast to the environs of towns in other parts of County Cork, the rural area surrounding Dunmanway also declined in population over the 1971-1979 period, although the rural area increased over the 1979-1981 period.

TABLE 1 : Population Change in the Dunmanway Area 1971-1981

	1971	1979	1981	1984 Estimate
Dunmanway Town	1,400	1,592	1,493	1,360
Rest of Dunmanway R.D.	6,283	6,120	6,176	-

- 1.5 The future growth of the town will depend mainly on the establishment of new industries and the exploitation of the town's tourist potential due to it's strategic location between Cork and Bantry, and its amenity resources such as the Lake and Town Park.
- 1.6 Population and Housing
Due to the current economic recession, the town's population is unlikely to exceed 1,420 by 1989, even if some of the housing developments which otherwise might have been located in the surrounding rural area can be attracted to the town.
- 1.7 Such a population increase would create a demand for an extra 50 housing units during the plan period.
- 1.8 Despite extensive residential zoning in the last Plan, and a considerable number of planning permissions, relatively little residential development has been carried out in residential zones. By way of contrast, there has been pressure to allow residential development in the agricultural zones and on road frontage sites leading out of the town.
- 1.9 Accordingly, the extent of residential zoning will be considerably reduced in this plan, with the emphasis placed on land that is likely to be available in the near future.

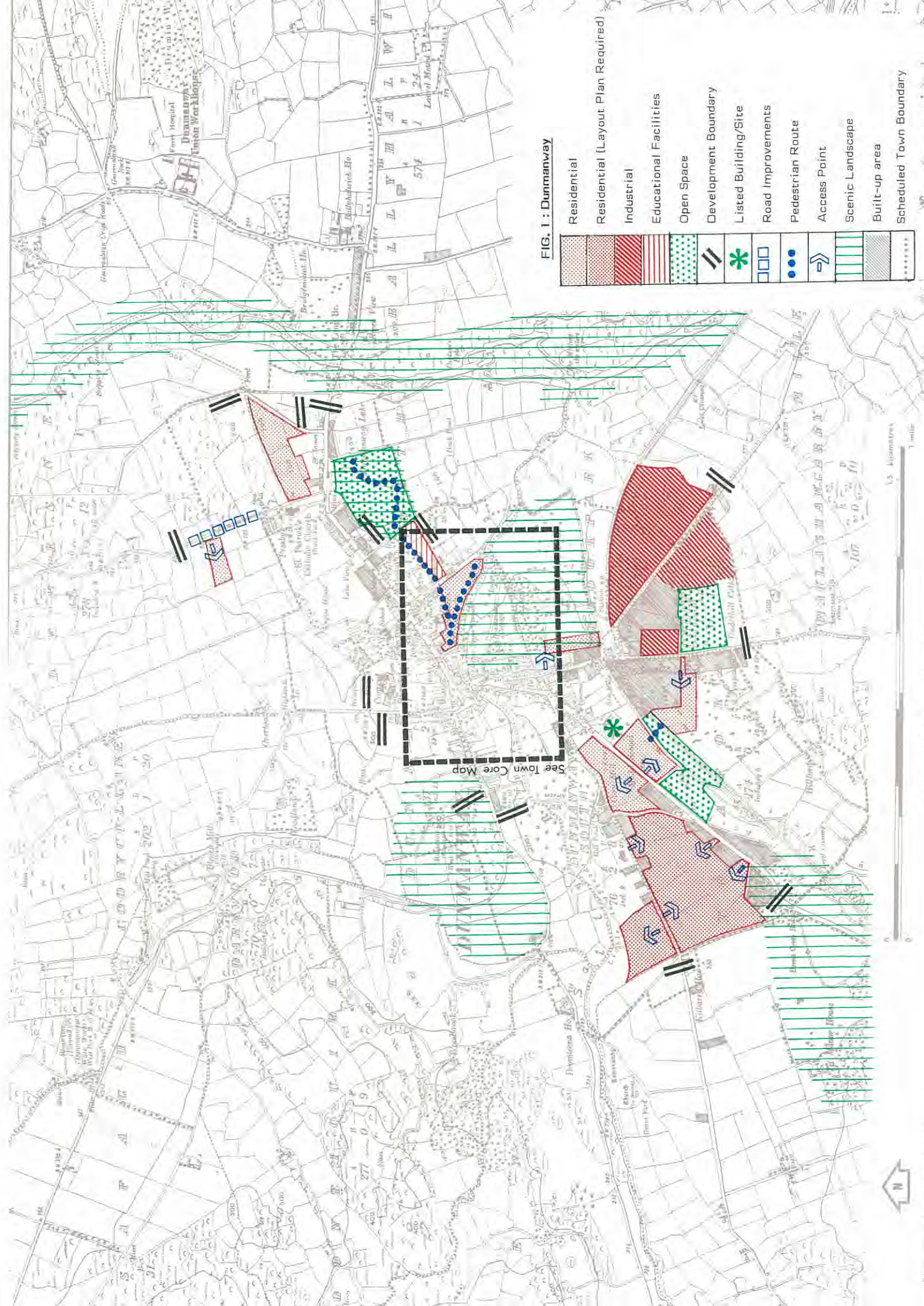


FIG. 1 : Dummanway

	Residential
	Residential (Layout Plan Required)
	Industrial
	Educational Facilities
	Open Space
	Development Boundary
	Listed Building/Site
	Road Improvements
	Pedestrian Route
	Access Point
	Scenic Landscape
	Built-up area
	Scheduled Town Boundary



1.5 Kilometers
1 mile

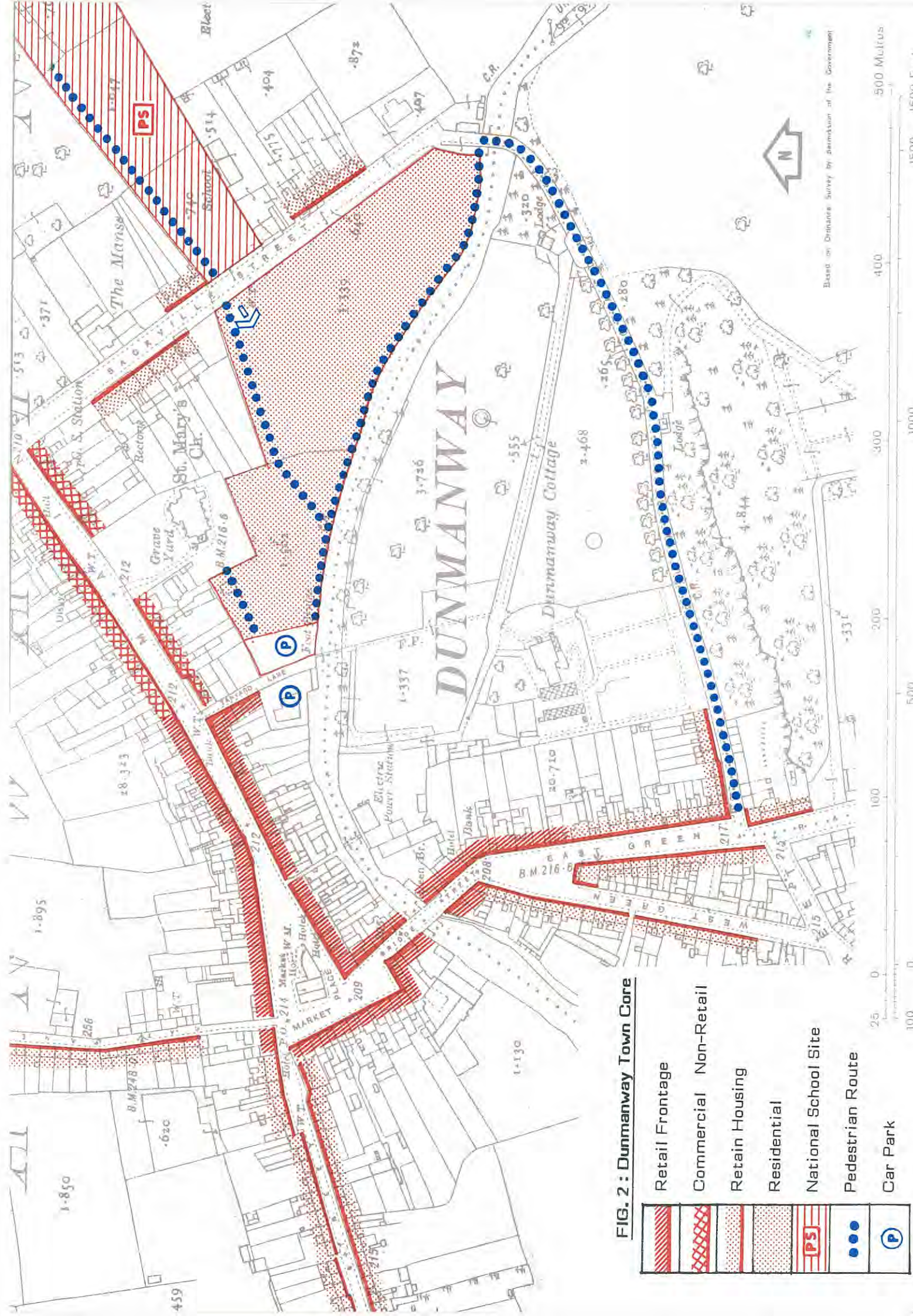









FIG. 2 : Dunmanway Town Core

-  Retail Frontage
-  Commercial Non-Retail
-  Retain Housing
-  Residential
-  National School Site
-  Pedestrian Route
-  Car Park

1.10 Employment

In terms of industrial employment over the last decade (1974-1984) the town has fared remarkably well i.e. the number of people employed has increased from 39 to 141. These aggregate figures conceal a trend that for every job lost, three additional jobs were created.

1.11 The I.D.A. has an industrial holding of over 12 acres at Underhill. A new medical company will shortly commence operations on site.

1.12 Given the existing industrial estate and the I.D.A. land, the south-east is the most appropriate area for industrial expansion. Accordingly, land zoned for industrial development in the last plan in the western sector will not be zoned for such purposes in this review. The zoning map (See Fig. 1) also includes land reserved for future industrial uses adjacent to existing industrial development.

1.13 Exploiting the town's tourist and amenity resources is another potential employment generating opportunity. Dunmanway is strategically placed between Cork and Bantry, and should be developed as a stopping off point for tourists travelling west. Enhancement of the town's environment and amenities should also act as a fillip to establishing further jobs in the town.

1.14 Sanitary Services

There is reserve capacity in the sewerage system. There are no proposals to extend the system within the next five years.

1.15 A preliminary report on a proposed scheme to augment Dunmanway's existing water supply has been drawn up. However, the existing reserve capacity should be sufficient for anticipated developments over the plan period. Should industrial demand exceed this capacity, the proposed scheme will be commenced.

1.16 Roads & Car Parking

There are no major roadworks planned for the next 5 years. Small sections may be realigned as per Fig. 1. The existing town park at Tanyard Lane will be extended.

1.17 Retailing

In line with the County Shopping policy, application for new retail floor space will be assessed according to the criteria and policies set out in the County-at-large document. New shop units should front onto streets zoned 'retail frontage' in order to ensure a compact town centre (See Fig. 2).

1.18 Office uses and other non-retail commercial activities will be allowed in either the "Shopping Frontage" or "commercial - non retail" zoning (See Fig. 2).

1.19 Amenity/Environmental Improvement

The initial stages of amenity works around Dunmanway Lake are now complete. It is a Council objective to provide a pedestrian route from the Lake Car Park to the Tanyard St. Car Park. This will be achieved through negotiation and by planning conditions. The route is marked on Fig. 1. Agreement has already been reached for a right-of-way through the new National School site at Sackville Street.

1.20 The attractive wooded area around Dunmanway Cottage and Brookpark House will be protected by Tree Preservation Orders.

DRIMOLEAGUE

1. Drimoleague village is situated on the main Dunmanway-Bantry Road, within commuting distance of both towns. The village has a residential function and acts as a local service centre.
2. Drimoleague has an attractive and winding main street with a good range of shops and other facilities. As well as churches and a school, Drimoleague has a small village park. There are some parts of the village which need renewal, these are referred to on Fig. 2.
3. Any redevelopment of properties within the main street must respect existing buildings lines and the style and fenestration details of adjacent buildings. Where possible, existing traditional shop fronts should be retained. The design of any new shop fronts or renovated shop fronts will be controlled so as to maintain the attractiveness of the existing streetscape.
4. Development pressures to date have largely been exerted on the two main approach roads to the village, rather than in the village itself. On the Dunmanway road, the attractiveness of the scenery to the north of the road probably accounts for much of this pressure, where there are over 20 residential properties within a half a mile of the village. In some cases, the standard of design and siting of new development detracts considerably from the eastern approach to the village.
5. Recent roadside developments outside the village boundary have resulted in population increases in the surrounding rural area. A possible indication of the development can be seen by comparing the growth of the adjacent D.E.D.'s which include these areas.

Table 1 : Estimated Population Change in Drimoleague and the Surrounding Area 1971-1981

	1971	1979	1981	% Change 1971-1981
Drimoleague Village	415	404	385	-7.2%
Garranes and Drimoleague South D.E.D.'s	679 ¹	790	823	+21.2%

6. These statistics would tend to indicate that expansion of the village would be possible if some of these "one-off" pressures were channeled into Drimoleague instead. While applications for additional residential development are available in the village, the potential for further roadside development is limited if due consideration is given to access controls and safety along the main roads.
7. Consequently, the Council will encourage the development of Drimoleague within the specified development boundary as an alternative to roadside development along the main Dunmanway-Bantry road, and within the area designated 'scenic landscape' on fig. 1.

¹ The 1971 figure for the population of the two D.E.D.'s outside the village is an estimate, as the 1971 Census does not give a breakdown for the various D.E.D.'s that make up Drimoleague village.

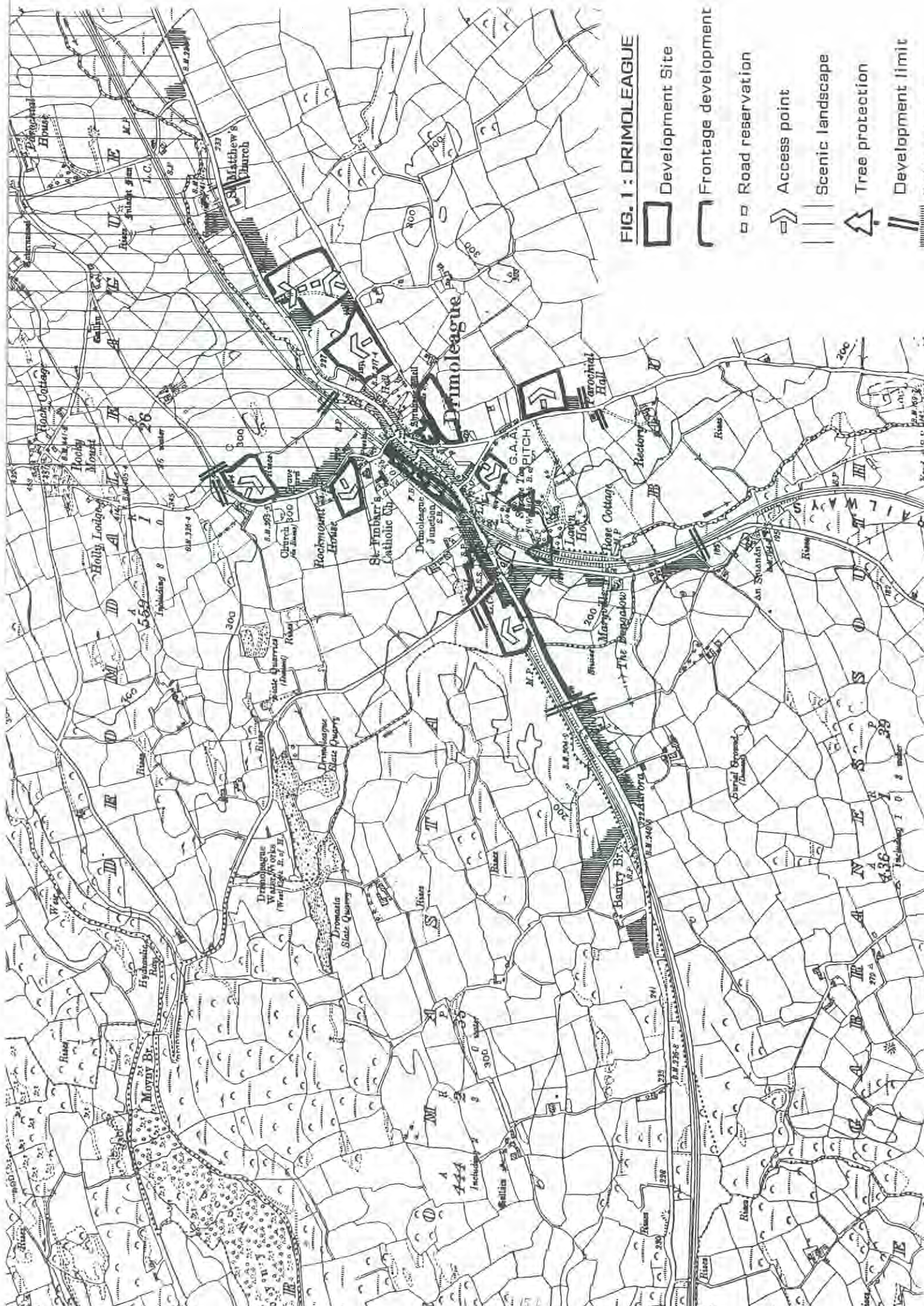









FIG. 1 : DRIMLEAGUE

-  Development Site
-  Frontage development
-  Road reservation
-  Access point
-  Scenic landscape
-  Tree protection
-  Development limit
- Built-Up-Area

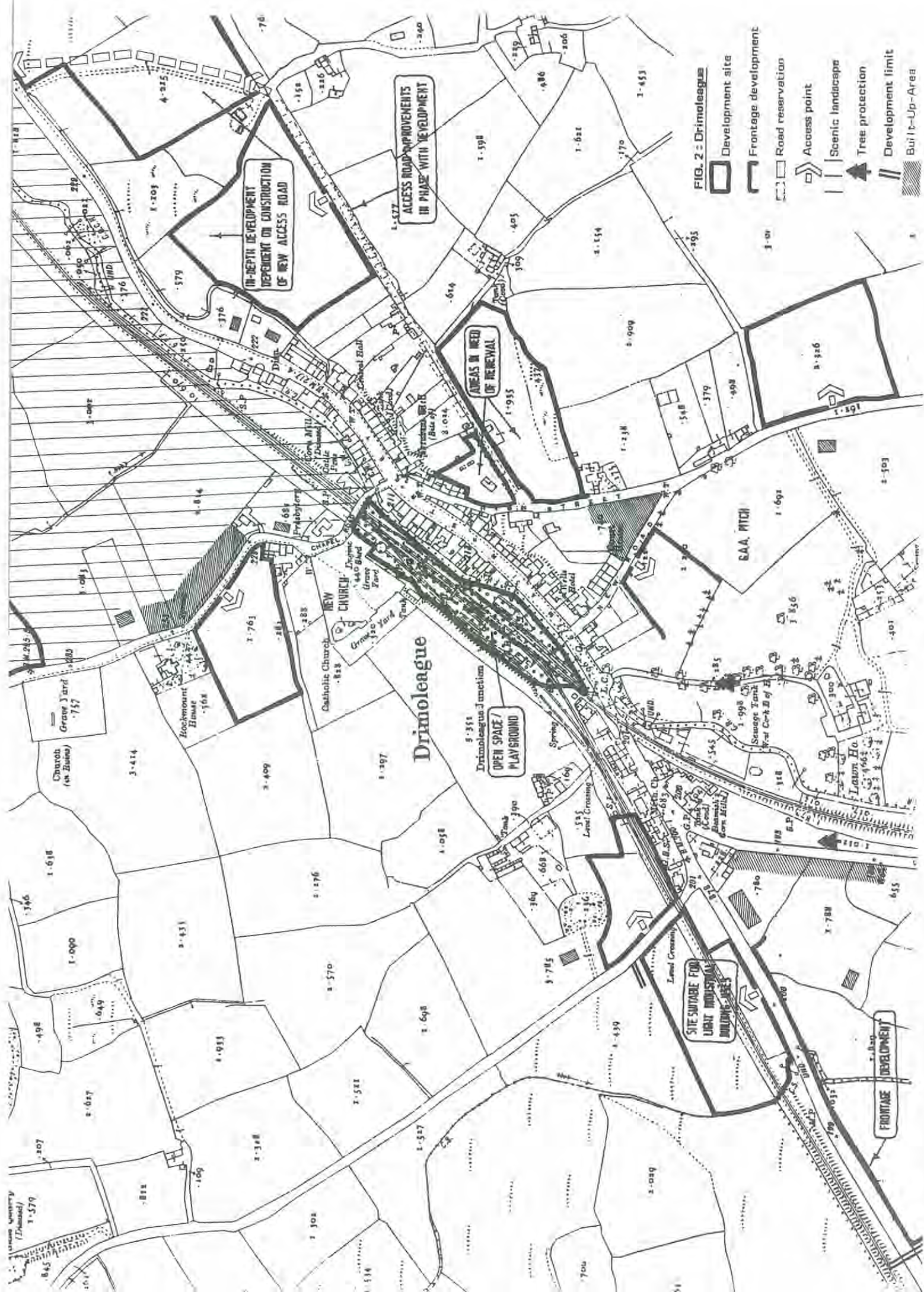




FIG. 2 - Drimoleague

-  Development site
-  Frontage development
-  Road reservation
-  Access point
-  Scenic landscape
-  Tree protection
-  Development limit
-  Built-Up Area

Drimoleague

IN-DEPTH DEVELOPMENT ON CONSTRUCTION OF NEW ACCESS ROAD

ACCESS ROAD IMPROVEMENTS IN PHASE WITH DEVELOPMENT

AREAS IN NEED OF RENEWAL

OPEN SPACE / PLAYGROUND

SITE SUITABLE FOR LIGHT INDUSTRIAL BUILDINGS USES

FRONTAGE DEVELOPMENT

NEW CHURCH
1440 Gland
Urron's Yard

Catholic Church
1440 Gland

S.A.A. MITCH

Drimoleague Junction

SEWAGE TANK
West End of Drimoleague

LABOUR HALL
1905

St. Mary's (Drimoleague)
1-579

Church (St. Bude)
1-757

Grange Yard
1-757

Knockmount House
1-168

Imphobert
1-288

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8. An area north east of the village, to the north of the Dunmanway road is designated 'scenic landscape', and development within this area will be discouraged. Any development proposals permitted will be subject to satisfactory design standards and landscaping.
9. The existing water supply is barely adequate to meet summer demands, although there is some spare capacity at normal periods. The public sewerage scheme has a spare capacity for about 100 people and should facilitate infilling of sites within the village.*
10. A site has been identified for small scale industrial/commercial development on the west end of the village and should be reserved for these uses. Retailing and other service activities will be directed in to the Main Street so as to consolidate the village centre and stimulate renewal.

DRINAGH

1. Drinagh is a linear village situated some 7 km. from Drimoleague, 9 km. from Dunmanway and 14 km. from Skibbereen. Accessibility to these settlements is reasonable despite the fact that the connecting routes are only classified as County Roads. Further investment is proposed, however, as part of the Council's strategy for the regional road system and this, if effected, should produce significant improvements in accessibility.
2. The headquarters of the Drinagh Co-Op dominate the village and it is clear that the village's development is closely tied to that of the Co-Op.
3. No population figure for the village was given in the 1981 Census, which means the number of inhabitants was less than 140. Statistics available for Drinagh (Skibbereen R.D.) DED, an area which includes the village and a fairly large rural hinterland, indicate a 7% decline in population, from 397 in 1971 to 369 in 1981. The Council, however, considers that the village has a growth potential which can be realised if the locational advantages are availed of to attract development into Drinagh.
4. The Co-Op, as the principal local employer, has an extensive range of processing, storage, sales and office facilities. Additional employment is found in the various community service and commercial facilities typical of a village of it's size,
5. Drinagh has a public water supply with an excess capacity over peak summer demand of approximately 16,000 gallons per day. However, the village does not as yet have a sewerage system, although one has been designed.* The Co-Op has it's own private sewerage system.
6. While it is likely that the scheme may not be commenced during the plan period, it is important that access points to sites capable of high density developments be retained at this stage so to maximise future development opportunities.
7. The somewhat random mixture of industrial and residential uses throughout the village is in need of regulation. Further large scale commercial/industrial activities will be restricted to the west end, in the vicinity of the Co-Op; residential and other village functions to the east of the village in the interests of orderly development and the protection of residential amenities (See Fig. 1).
8. Sites have been identified within the village limits on which residential uses will be encouraged. While road frontage development will be permitted, access points will be reserved on sites which have potential for in-depth development (See Figs. 1 and 2).
9. If possible, the pleasant rural aspect occurring south of the main road in the middle of the village (see Fig. 1), will be maintained by a break in the frontage development. Furthermore, to add some focal interest to the residential end of the village, efforts will be made to encourage the provision of a small park on the site of the former Catholic Church (See Fig. 2).
10. In order to achieve the objectives set out in this plan, it will be necessary to secure the co-operation of both the local community and business interests.

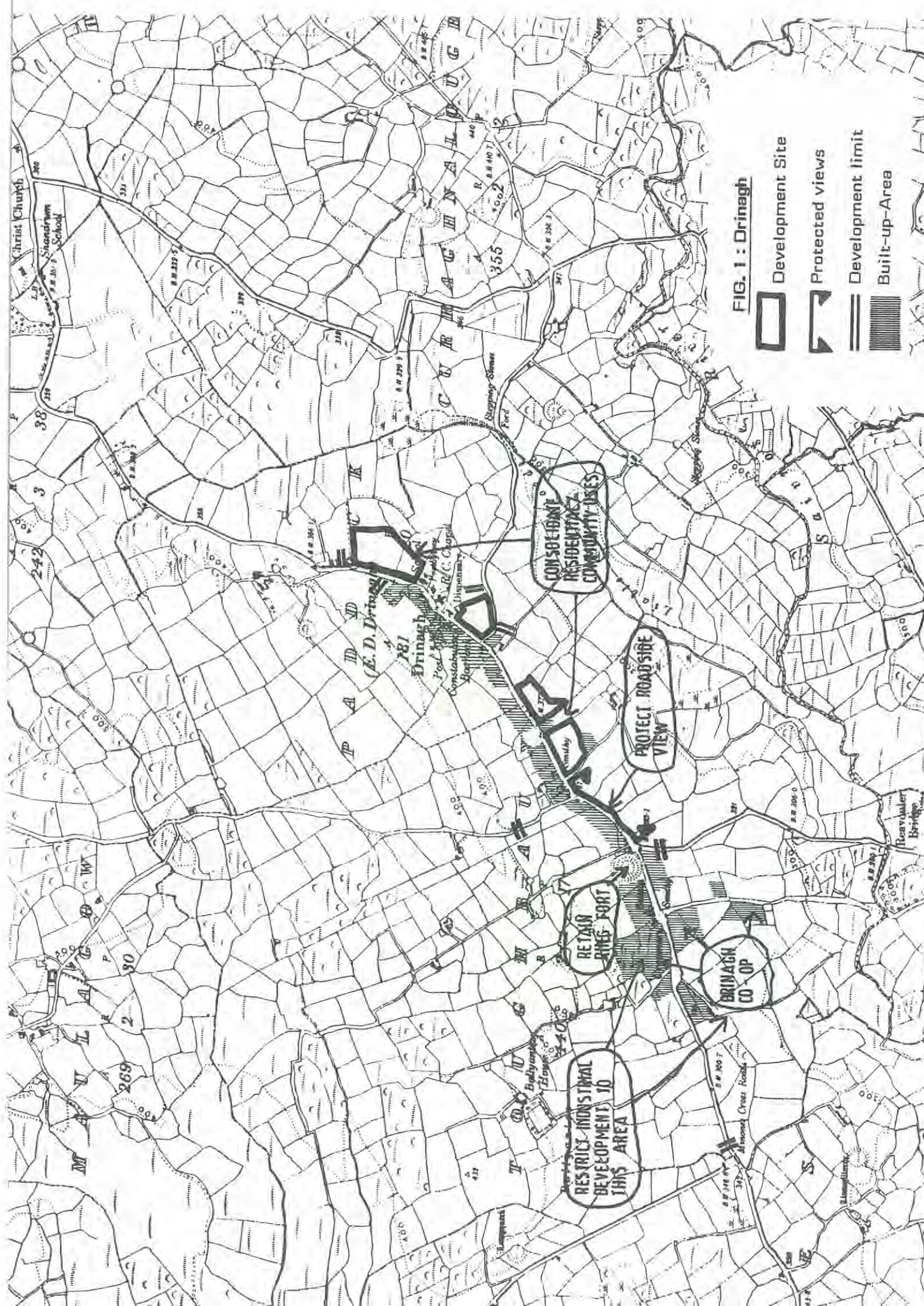


FIG. 1 : Drinagh

-  Development Site
-  Protected views
-  Development limit
-  Built-up-Area

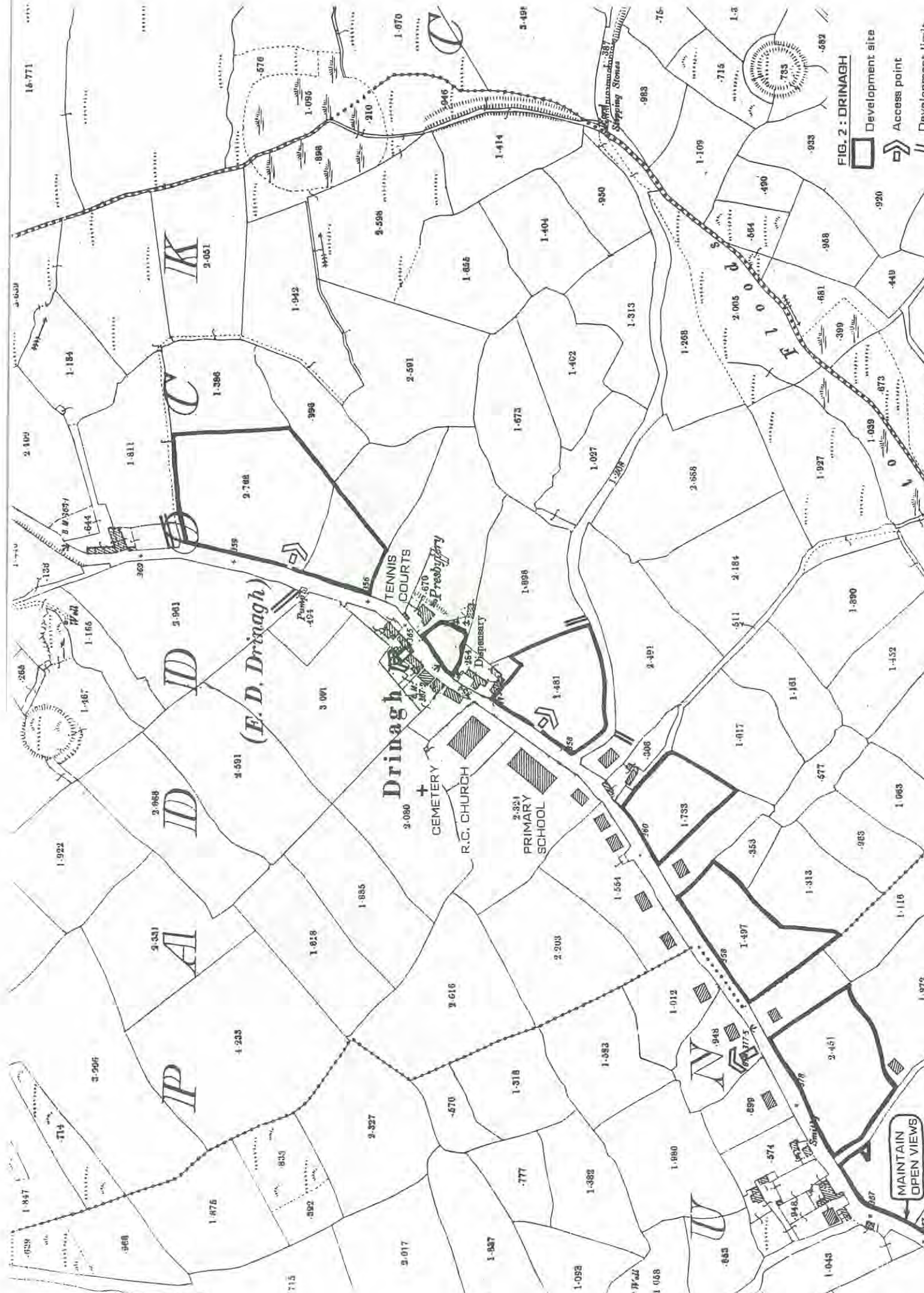





FIG. 2 : DRINAGH

-  Development site
-  Access point
-  Development limit

Drinagh

(E. D. Drinagh)

TENNIS COURTS

CEMETERY

R.C. CHURCH

PRIMARY SCHOOL

Presbytery

Dispensary

MAINTAIN OPEN VIEWS

Stepping Stones

A

D

D

C

K

W

U

S

O

O

O

O

O

O

16-771

3-633

2-109

1-184

1-184

1-922

1-922

1-922

1-922

1-922

2-051

1-386

1-811

3-941

3-688

4-531

3-996

1-876

1-876

1-942

2-598

2-501

3-091

1-885

1-818

4-233

3-327

3-327

1-404

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1-673

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BALLINEEN/ENNISKEANE

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 530 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 plan, the well-being of the rural community.
4. A wide range of facilities include 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.

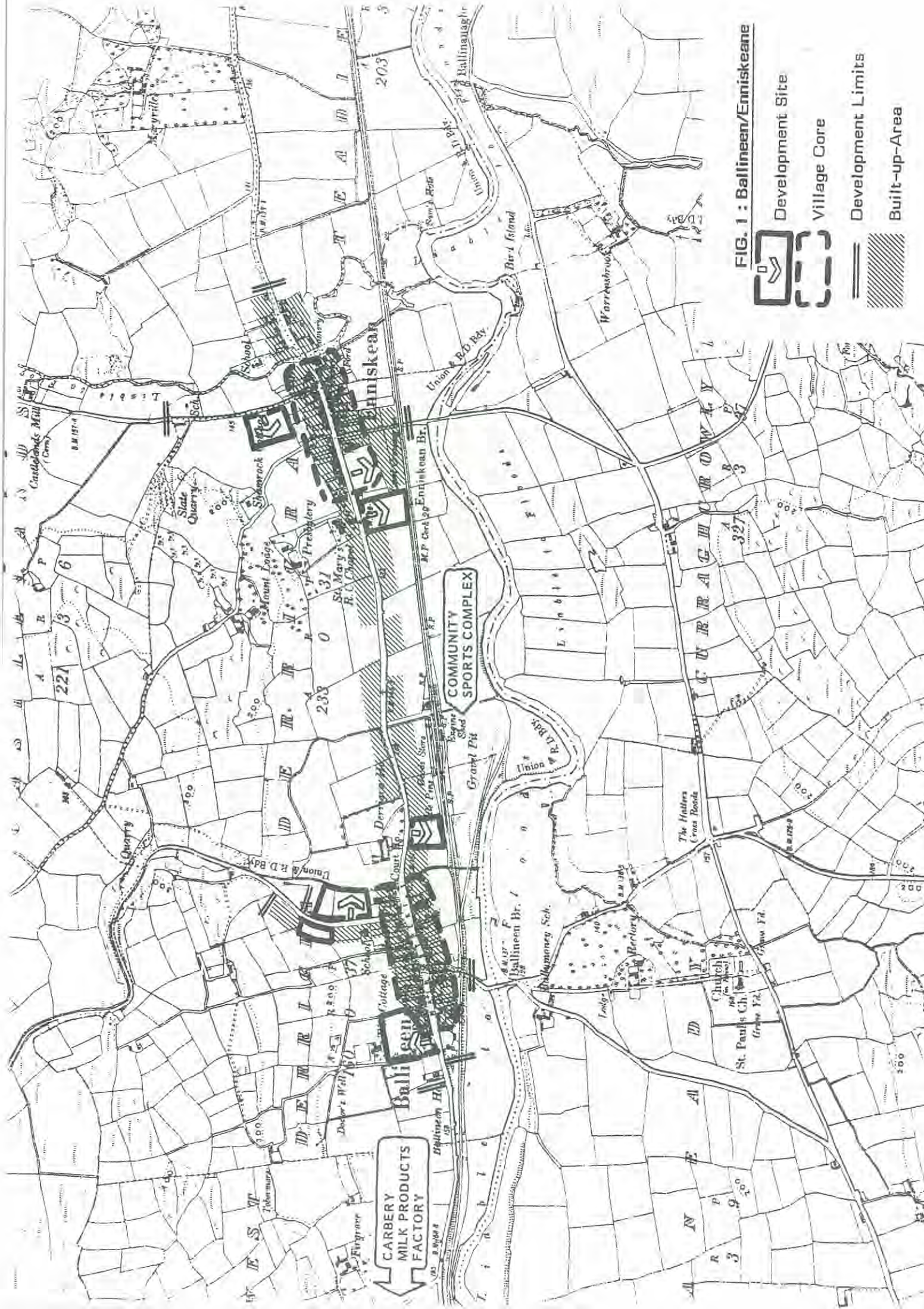


FIG. 1 : Ballineen/Emiskeeane

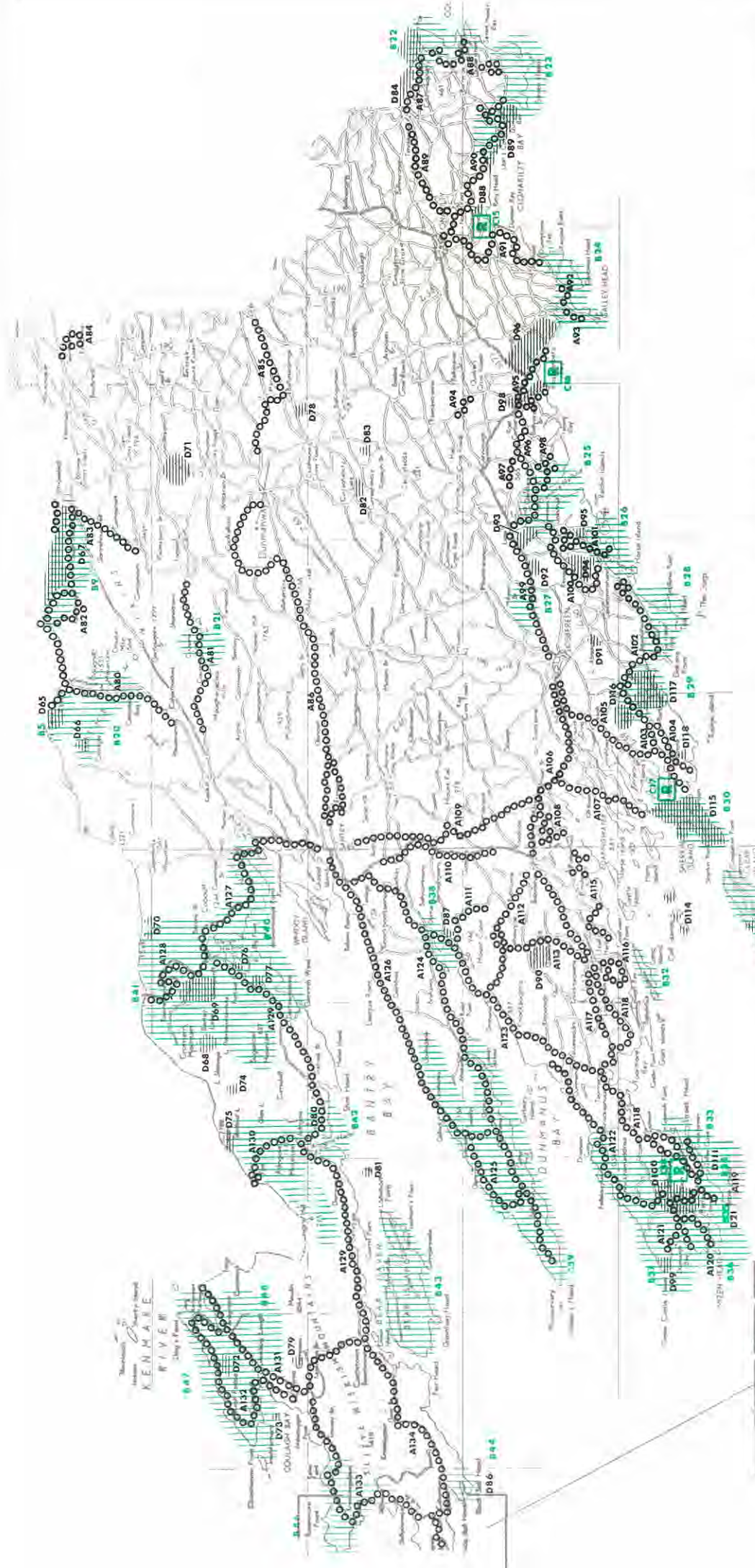
-  Development Site
-  Village Core
-  Development Limits
-  Built-up-Area

CHAPTER 9 : Development Controls & Standards

- 9.0 This Chapter takes cognisance of the policies outlined in the "County-at-large" document which introduces the County Plan. These policies over-ride and dictate to a large extent the location-specific policies for each administrative area of the County, including West Cork.
- 9.1 Similarly, the standards on open space provision, car-parking etc., given in the Appendix apply also to this area as do the provisions of the Council's recently revised "Guidelines for Residential Estates"¹.
- 9.2 Other controls e.g. those on advertising, are outlined in the "County-at-large" document or in guidelines available from the Council, details of which are given in the Appendix.
- 9.3 Areas of visual/scenic importance, recreational utility and scientific interest - as well as scenic views - are shown on Map 11 and listed in Tables 1-4 inclusive. It is the intention of the Council to protect these areas and views. Protection in this context means the strict control of any development which might prove injurious to the listed items, and when such development is normally exempt from planning permission, its removal from this category.
- 9.4 A provisional listing of heritage buildings and sites for the area is given in Tables 5(a)-5(c) 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 9.3.
- 9.5 In scenic rural areas the Council will permit housing provided it is sympathetic to the preservation of the visual amenities of the locality. With this in mind, the Council has prepared an Advice Notice² aimed at achieving a balance between development opportunities and conservation requirements.
- 9.6 Access to development from the National Secondary Route, N.71, will be subject to National arterial roads policy and the Council's own County-at-large policies. Special consideration will be given to essential agricultural, industrial and residential needs.
- 9.7 Attention is drawn to Chapter 5 (paragraphs 5.22 to 5.23) where controls on the disposal of trade effluents to watercourses in the area are referred to. The application of these controls and the provisions of the proposed water quality plan for the Lee and Bandon river catchments is re-iterated.
- 9.8 The Council will also endeavour to improve more stringent control on coastal sand extraction where this is likely to either result in serious coastal erosion, ecological damage or destruction of recreational amenities.
- 9.9 Residential development will be permitted in "amenity areas" provided it complied with amenity requirements for these areas.

¹ Available from County Council offices, price £2.50.

² "Building in the Countryside", Cork County Council, 1984, available free at County Council Offices."



CORK COUNTY DEVELOPMENT PLAN WEST CORK MAP 11 AMENITY CONTROLS

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

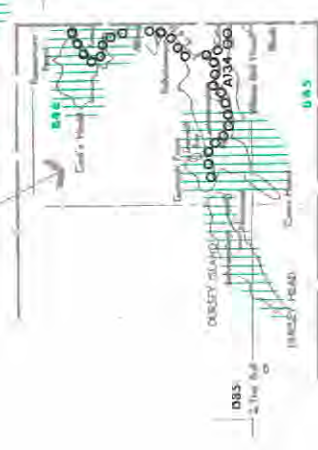
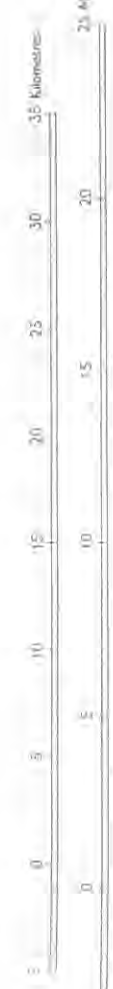


TABLE 1 : Scenic Routes

<u>Item No.</u>	<u>Views to be preserved or improved</u>
	Views from:-
A37	Road between Inchigeela and Ballingearry to Keimaneigh (continues into S. Cork).
A80	Scenic road at the Pass of Keimaneigh to Gougane Barra.
A81	Road from Kealkill, via Cousane Gap to Togher.
A82	Road between Ballingearry - branch off S. Lake Road - and Kealvaugh.
A83	South Lake Road - Inchigeela and Ballingearry to Keimaneigh
A84	Roads adjoining Tarelton - scenic views
A85	Road between Ballineen and Ballinacarriga to Dunmanway
A86	Road between Dunmanway and Coolkellure, Castledonovan and Bantry
A87	Road between Timoleague and Courtmacsherry.
A88	Roads at Butlerstown and Coolbaun.
A89	Road between Timoleague and Clonakilty via North Ring.
A90	Road between Barry's Cove and Lehenagh to Dunworley to North Ring.
A91	Coastal road from Clonakilty to Inchydoney and Ardfield.
A92	Road at Red Strand.
A93	Road at Galley Head.
A94	Portion of road between Rosscarbery and Reenascreena
A95	Roads to both sides of Rosscarbery Bay
A96	Road between Rosscarbery and Leap via Glandore.
A97	Road between Roury Bridge and Kilbeg.
A98	Roads from Kilfinnan to Cregg to Drombeg
A99	Road between Leap and Skibbereen
A100	Road between Castletownshend and Rinneen to Union Hall.
A101	Roads between Union Hall and Reen.
A102	Road between Castletownshend and Tragumna to Lough Hyne to Baltimore
A103	Road between Pookeen and Rathmore
A104	Roads at Baltimore
A105	Road between Baltimore via Old Court and Skibbereen.

Item No. Views to be preserved or improved

- A106 Road between Skibbereen and Ballydehob.
- A107 Road between Aghadown and Turk Head.
- A108 Roads near Bealaclara Bridge.
- A109 Road between Kissaclarig and Ballybane to Barnaghegeeha and Ardrah
- A110 Road between Ballydehob and Parkana.
- A111 Road between Lahern and Coolconlaghta
- A112 Road between Ballydehob and Drishane Bridge.
- A113 Road between Schull and Mount Gabriel.
- A114 Road between Ballydehob and Schull.
- A115 Roads at Rossbrin and Dereenatra
- A116 Road between Schull and Colla.
- A117 Road between Schull, Lowertown and Guarranes.
- A118 Road from Schull via Derryleary to Toormore, Goleen and Crookhaven.
- A119 Road from Lissagriffin by Barley Cove, to Brow Head.
- A120 Road between Lissagriffin and Mizen Head.
- A121 Road between Lissagriffin and Three Castle Head.
- A122 Road between Dunmanus and Lissagriffin.
- A123 Road between Toormore and Durrus
- A124 Road from Bantry via Durrus and Ahakista to Kilcrohane
- A125 Roads around Cahermountain and to Sheep's Head.
- A126 Road from Bantry via Gerahies to Kilcrohane
- A127 Road between Bantry, Snave, Ballylickey and Glengarriff.
- A128 Road from Glengarriff to Kenmare (County Bounds).
- A129 Road between Glengarriff, Trafesk, Adrigole and Castletownbere.
- A130 Road from Adrigole to and including Tim Healy Pass.
- A131 Road between Castletownbere, Eyeries, Ardgroom and County Bounds.
- A132 Road between Eyeries, Kilcatherine and Ardgroom
- A133 Road between Cahermore, Allihies and Eyeries
- A134 Road from Castletownbere via Cahermore to Garnish Point.

Table 2 : Areas or Features of Visual/Scenic Importance

<u>Item No.</u>	<u>Item</u>	<u>Location</u>
B5	Gougane Barra & environs	Cork/Kerry boundary (also included in South Cork Plan)
B9	Lough Allua	Between Inchigeelagh and Ballingearry (also included in South Cork Plan)
B20	Pass of Keimaneigh and environs	Shehy Mountains, South of Gougane Barra.
B21	Cousane Gap and environs	N.W. of Dunmanway
B22	Courtmacsherry, Woodpoint to Seven Heads Bay	Courtmacsherry and environs
B23	Seven Heads & Dunworley	South of Timoleague/Courtmacsherry.
B24	Galley Head, Donovan Head and Dannycove	S.W. of Clonakilty
B25	Glandore/Union Hall harbour area	Glandore
B26	Castle Haven/Myross	Castletownshend
B27	Shepperton/Shreelane Lakes and environs	East of Skibbereen
B28	Toe Head, Gokane Point area	South of Skibbereen
B29	Lough Hyne and environs	S.W. of Skibbereen
B30	Sherkin Island	Near Baltimore
B31	Clear Island (Oileán Cléire)	Near Baltimore
B32	Long Island	South of Skull
B33	Streek Head/Galley Cove area	Crookhaven
B34	Brow Head	East of Crookhaven
B35	Barleycove	East of Crookhaven
B36	Mizen Head	East of Crookhaven
B37	Three Castle Head & environs	N.E. of Crookhaven
B38	Dunmanus Bay (Upper)	Environs of Durrus
B39	Sheep's Head/Kilcrohane peninsula	S.W. of Bantry
B40	Glengarriff, harbour, Garinish Island & environs	Glengarriff

<u>Item No.</u>	<u>Item</u>	<u>Location</u>
B41	Barley Lake, Sugarloaf Mountain and environs	Near Glengarriff
B42	Adrigole Harbour/Mountain and Hungry Hill and environs	West of Glengarriff
B43	Bear Island/Durboy Castle environs	Near Castletownbere
B44	Black and White Ball Heads	West of Castletownbere
B45	Firkeel Bay to Garinish Bay, including Dursey Island	West of Castletownbere
B46	Allihies, Cod's Head and environs	West of Castletownbere
B47	Ballycrovane Harbour and Kilcatherine Point to Ardgroom Harbour	North of Castletownbere
B48	Glenbeg Lough & environs	North of Castletownbere

TABLE 3 : Areas of Recreational Importance

<u>Item No.</u>	<u>Item</u>	<u>Location</u>
C15	Inchydoney Island	South of Clonakilty
C16	Castlefcreke/Owenahincha	South of Rosscarbery
C17	Baltimore/Sherkin	Roaringwater Bay
C18	Crookhaven/Barleycove	Near Mizen Head

Table 4 : Areas or Features of High Amenity by virtue of their Scientific Importance

<u>Item No.</u>	<u>Townland</u>	<u>Area</u>	<u>Interest</u>	<u>Value</u>	<u>Grid Ref.</u>
D65	Gougane Barra	Lake	(E)	(R)	80.5/6/9/10
D66		Coomroe	(O)	(L)	80.10
D67		Lough Allua	(O)	(L)	81.5/6/10/11/12
D68	Coomarkane	Barley Lake	(C)	(L)	90.14 & 104.7
D69	Coolnane/ Cappyanghna	Glengarriff Woodlands	(B)	(I)	90.15 & 104.3
D70	Coonane	Two Mountain Tarns above Glengarriff	(Z) & (E)	(L)	91.5
D71		Aultagh Wood	(B)	(L)	94.9/13
D72	Ardgroom Inward	Woodland west of Ardgroom	(B)	(L)	101.8
D73		Eyeries Island	(O)	(L)	101.16
D74	Glenlough	Mountains	(O)	(L)	103.4/8 & 104.1/5
D75		Knockowen Mountain	(B)	(N)	103.7
D76	Glengarriff Harbour	Garnish Island	(E)	(N)	104.4/8
D77		Lough Avaul	(E)	(R)	104.11
D78		Ballinacarriga Lake	(O)	(L)	108.14
D79	Gowlane	Podsolised Soil	(G)	(R)	115.1
D80	Cappanaparka	Adrigole	(B)	(L)	116.3
D81	Roancarrig Beg	Roancarrig Beg	(O)	(R)	116.10
D82	Curraghlickey	Curraghlickey Lake	(O)	(L)	120.12
D83	Knockawadra	Lough Atarrif	(O)	(L)	121.9
D84	Argideen	Argideen River Estuary	(O)	(R)	123.15/16 & 136.3/9
D85	Bull & Cow	The Bull & Cow Rocks	(O)	(N)	126A
D86		Black Ball Head	(G)	(N)	127.10
D87	Ardogeara	Bogland near Durrus	(B)	(L)	130.12 & 131.9
D88	Inchydoney	Estuary & Dunes	(O) & (B)	(R)	135.12

<u>Item No.</u>	<u>Townland</u>	<u>Area</u>	<u>Interest</u>	<u>Value</u>	<u>Grid Ref.</u>
D89	Lenenagh	Durworley Bay & Lion's Cave	(G)	(R)&(L)	136.13/14
D90		Mount Gabriel Copper Mines	(G)	(I)	136.13/14
D91		Lough Abisdealy	(O)	(L)	141.16
D92	Aghilles	Shepperton Lake	(C)	(L)	142.2/6
D93	Brade	Myross Wood, Leap	(B)	(L)	142.3/7
D94	Castletownsend	Castletownsend Wood	(B)	(L)	142.10/14
D95		Cluhir Lough	(O)	(L)	142.11/15
D96	Castlefreke	Kilkerran Lake & Castlefreke Dunes, Fens & Woodland	(E)	(N)&(R)	143.3/4/8 & 144.5
D98		Rosscarbery	(O)	(L)	143.3/7
D99	Dunlough	Three Castle Lead	(B)&(O)	(I)&(R)	146.12
D100	Ballyvoge Beg	Lisagriffin Lake	(O)	(R)	147.9/10/13/14
D111	Castlemehigan	Area around Crookhaven	(B)	(N)	147.14/15
D114	Calf Islands	Calf Islands	(B)	(I)	149.9/10/13
D115	Sherkin Island	Rare Plant Species	(B)	(R)	149.12/16 & 153.3
D116	Highfield	Knockomagh Wood	(B)	(L)	150.2/3/6
D117	Lough Hyne	Lough Hyne & neighbouring Bay	(E)	(I)	150.7/11
D118	Baltimore	Baltimore	(B)&(O)	(I)&(L)	150.13
D119		Cape Clear	(O)	(N)	153.5/9 & 153A
D21	Ballyvoge Beg	Lisagriffin Lake	(O)	(R)	147.9/13

E - Ecological
O - Ornithological
G - Geological
B - Botanical
Z - Zoological

Table 5(a) : Structures & Features of Historic, Archaeological, Architectural or Artistic Importance, vested in the Commissioner of Public Works or subject to preservation or listing by the O.P.W.

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
E84	Teeranassig	Stone Fort	(LO)	82.9
E85	Carrignamuck	Wedge Tomb	(LO)	93.1
E86	Clogher	Wedge Tomb with inscribed stone	(LO)	93.3
E87	Farranahineeney	Standing Stones	(NM)	93.8
E88	Keenrath	Ringfort	(LO)	93.14
E89	Keenrath	Ogham Stone	(LO)	93.14
E90	Coppeen West	Cahervagliar Ringfort	(NM)	94.8
E91	Kilmelooda	Souterrain	(LO)	94.13
E92	Faunkill & the Woods	Ballycrovane Ogham Stone	(NM)	102.9
E93	Dromgarvan	Stone Circle	(PO)	116.3
E94	Reenadisert	Castle	(LO)	105.11
E95	Kealkill	Ritual Site (Standing Stones, Cairn, Stone Circle)	(PO)	106.1
E96	Breeny More	Stone Circle and Boulder Burial	(NM)	106.1
E97	Dromdrasdil	Stone Alignment	(PO)	107.6
E98	Ballynacarriga	Castle	(NM)	108.15
E99	Maugh	2 Fulacht Fiadha	(LO)	107.16
E100	Knockacullen	Ringfort	(LO)	108.16
E101	Ardrah	Ringfort	(LO)	118.15
E102	Kilnaruane	Carved Pillar Stone	(NM)	118.6
E103	Clodagh	Standing Stones	(NM)	120.5
E104	Minanes	Ringfort	(LO)	120.15
E105	Liscubba	Ringfort	(PO)	121.8
E106	Glanbrack	Medieval Moated Site	(LO)	121.14
E107	Templebryan North	Stone Circle	(LO)	122.15

<u>Item NO.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
E108	Timoleague	Abbey (Franciscan Friary) (NM)		123.13
E109	Kilmichael	Group of Standing Stoens (NM)		126.10
E110	Gearhameen	Coolnalong Castle (PO)		130.8
E111	Coolcoolaghta/ Dunbeacon	Stone Circle and Standing Stones (PO)		130.12
E112	Derrycarhoon	Pre-historic Mine (PO)		131.11
E113	Reenascreena South	Stone Circle (LO)		134.6
E114	Lackana looha	Ringfort (LO)		135.1
E115	Ballintemple	Ringfort (LO)		135.8
E116	Cruary West	Ringfort (LO)		135.8
E117	Ardehane/ Donoughmore	Ringfort (LO)		136.9
E118	Caherurlagh	Ballyroon Holed Stone (PO)		138.6
E119	Mount Gabriel	Pre-historic Mines (PO)		139.8
E120	Rathcool	Pre-historic Mines (PO)		139.8
E121	Lissacaha	Ringfort (LO)		139.10
E122	Skeagh	Pre-historic Mines (PO)		139.12
E123	Skeagh	Round Cairn and Ring Barrows Pre-historic (PO)		139.12
E124	Letter	Bronze Age Copper Mines (PO)		140.5
E125	Lisheen	Ringfort (LO)		140.16
E126	Bawngare	Dolmen (LO)		141.13
E127	Carrigillihy	1. Promontory Fort Iron Age or later (LO)		142.12/
		2. Stone Enclosure and house, Bronze Age (LO)		142.12/
E128	Farrandaw	Knockdrum Caher (NM)		142.14
E129	Gurranes	Stone Alignment (LO)		142.14
E130	Burgatia	Ringfort (LO)		143.3
E131	Drombeg	Stone Circle etc. (NM)		143.5
E132	Farrancoush	Sherkin Island Abbey (NM)		149.16
E133	Farrancoush	Dunalong Castle (PO)		149.16

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
E134	Baltimore	Dunashad Castle	(LO)	150.9
E135	Ballyieragh North	St. Kierans Church	(NM)	153.5/9

Table 5(b) : 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>
F10	Garranes	Three Standing Stones	(L)	142.14

Table 5(c) : Structures & Features 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>
F678	Derryvacorneen	Megalithic Tomb 'Bordan Ri'	(L)	80.16
F679	Carrignacurra	Castle near Inchigeelagh and access footbridge over River Lee	(L)	81.8
F680	Derrygortnacloghy	Wedge shaped Gallery Grave	(L)	81.16
F681	Rosnakilla	Stone Alignment		82.12
F682	Knockane	Alignment & Dolmens	(L)	82.12
F683	Coolaclevane	Stone Circle	(L)	82.14
F684	Cooleenlemane	Carved Rock Face, including 'Rock of the Rings', prehistoric	(L)	91.6/10
F685	Derrynafinchin	Dolmen	(L)	92.1
F686	Derryriordan	Megalithic Tomb	(L)	92.4
F687	Cappaboy	Ringfort, Stone Circle, Gallauns; Penal Day 'Mass House' (Clashanafrin)	(N)	92.7
F688	Cousane	Stone Circle	(L)	92.15
F689	Cloughboula	Wedge Shaped Gallery Grave	(L)	93.1/5

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>
F690	Lackabaun	Wedge Shaped Gallery Grave 'Mearagafin'	(L)	93.3
F691	Coolmountain	Stone Circle	(L)	93.6/7
F692	Inchincurka	Wedge Shaped Gallery Grave with rock art	(N)	93.8
F693	Glanyearney	Stone Circle	(L)	93.13
F694	Keenrath	Wedge Shaped Gallery Grave	(R)	93.14
F695	Togher	Castle, N.W. of Dunmanway area 1590, re-roofed in 19th Century	(R)	93.15
F696	Slieveowen	Ringfort, pre-historic	(L)	94.3
F697	Clashbredane North	Boulder Dolmen	(N)	94.3
F698	Slieveowen	Wedge Shaped Gallery Grave	(L)	94.3/4
F699	Dane	Dolmen		94.4
F700	Gortroe	Stone Circle		94.5
F701	Coppeen East	Two Megalithic Tombs 1. O'Buachalla's Bed 2. O'Buachalla's Grave	(L)	94.8
F702	Kinneigh	Round Tower at Castletown Kinneigh	(N)	94.15/16
F703	Gortacarriff	Kilcatherine Church and Stone Cross	(L)	101.12
F704	Eyeries	Village	(L)	101.16
F705	Ardgroom Outward	Dolmen and Stone Circle		102.2
F706	Ardgroom	Stone Circles	(L)	102.3
F707	Ardgroom	R.C. Church	(L)	102.6
F708	Cahervart	Stone Cross near Killeen	(L)	102.13
F709	Bofickil	Wedge Tombs		102.13
F710	Kildromaline	Dromlane R.C. Church	(L)	103.16
F711	Glengarriff	Eccles Hotel, C. of I. Church	(N&L)	104.4
F712	Dromgarriff	Glengarriff House Hotel	(R)	105.1
F713	Kealanine	Inscribed Rock	(L)	105.2

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F714	Mill Litle	Dolmen		105.2
F715	Cooryleary	Coomhola R.C. Church	(R)	105.3
F716	Ardnagashel	Ardnagashel House entrance	(L)	105.6
F717	Share	20th Century House	(R)	105.6/7
F718	Cappanaboula	Stone Circle	(L)	105.12
F719	Whiddy Island	Artillery Fortification	(L)	105.13 & 118.2/4
F720	Reenavanniy	Castle Ruins	(L)	105.14
F721	Kealkil	Church, Group of houses	(R)	106.1
F722	Carriganass	Castle on the Ouvane	(R)	106.1
F723	Maughauaclea	Stone Circles, Pre-historic	(L)	106.2/3
F724	Culleenagh	Stone Circles, Pre-historic	(L)	107.9
F725	Dunmanway North	R.C. & C. of I. Churches	(N&L)	107.12
F726	Cloonties East	Cloonties House	(R)	107.16
F727	Drumidiclogh	Knockpoge Ringfort	(L)	108.8
F728	Dromidiclogh West	Carrigmore House	(L)	108.8
F729	Knockaneady	Ballymoney C. of I. Church	(R)	114.5
F730	Ballineen	Village	(L)	109.5
F731	Derry	Tower House	(L)	109.5
F732	Reentrunk	Gortaghig House	(R)	114.5
F733	Allihies	Dooneen Promontory Fort		114.13
F734	Allihies	Village	(L)	114.14
F735	Teernahillane	Megalithic Tomb		114.16
F736	Foildarrig	Dolmen		115.5/6
F737	Dereenataggart	Stone Circle	(L)	115.9
F738	Castletownberehaven	R.C. Church, House 'The Beara Bar'	(N&L)	115.10
F739	Curryglass	R.C. Church	(L)	115.12
F740	Cappaghavuckee	Dolmen		115.12

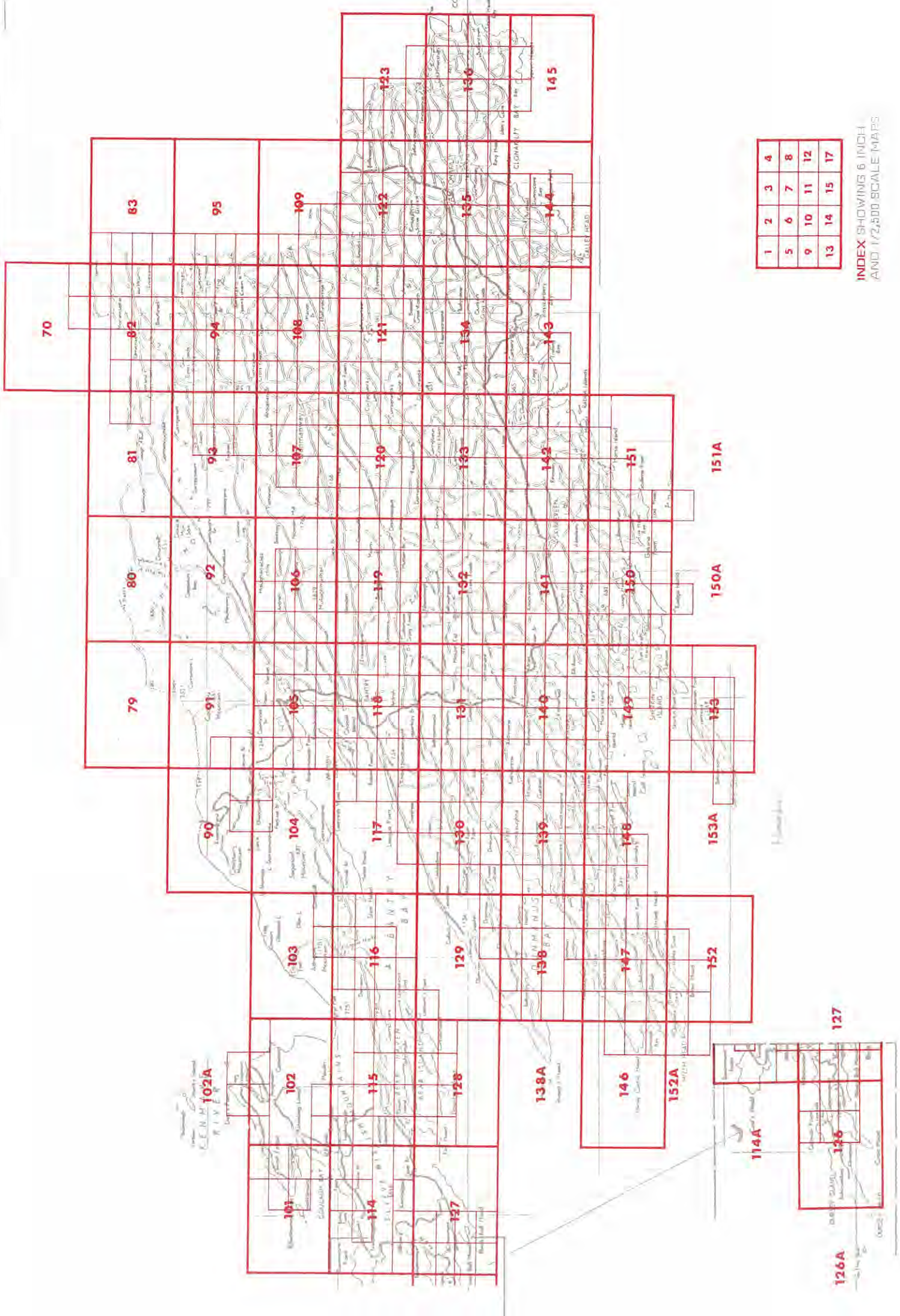
<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F741	Adrigole	Adrigole House	(L)	116.3
F742	Cappaleigh North	Dolmen		116.3
F743	Lyre	Two groups of Standing Stones	(L)	116.5
F744	Ardragh	Wedge Shaped Gallery Grave, Pre-historic	(L)	116.5
F745	Whiddy Island	Artillery & Fortifications	(L)	118.2/4 & 105.13
F746	Seafield	Bantry House and Gardens 18th Century & 19th Century	(N)	118.6
F747	Bantry	R.C. & C. of I. Churches 18th Century house	(N&L)	118.7
F748	Colomane East	Leacht Coloman, Killeen, Ringfort, Stone Circle	(R)	118.12/16
F749	Castledonovan	Circa 15th Century & 16th Century, Outdoor Oven, O'Donovan's Seat	(R)	119.3
F750	Dromastra	Medieval Tomb, Pre-historic	(L)	119.11
F751	Drimoleague	Village	(L)	119.12
F752	Dromdaleague	Moated Medieval Site		119.12
F753	Clodagh	Ringfort, Parknalassa Medieval	(L)	120.5
F754	Caherkirky	Dolmen		121.4
F755	Lettergorman	Stone Circle, Pre-historic	(L)	121.5
F756	Knockawadra	Stone Circle, Pre-historic	(L)	121.10
F757	Knocks	Stone Circle, Pre-historic	(L)	121.11
F758	Maulatanavalley	Stone Circle, Pre-historic	(L)	121.14
F759	Garraneishal	Garraneishal Fort, Medieval		122.10/11
F760	Templebryan	Monastic Site, Medieval	(L)	122.15
F761	Lisselane	Lisselane	(L)	122.16
F762	Lisselane	Lisselane House & Demesne	(L)	122.16
F763	Monteen	Tumulus, 'Mullaghseeffin', Pre-historic	(N)	123.5

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F764	Timoleague	R.C. Church with Harry Clarke windows	(L)	123.13
F765	Ballynacarriga	Dolmens		126.11
F766	Killough East	Wedge Tomb		127.5
F767	Kilkinnikin West	Cahermore R.C. Church	(L)	127.9
F768	Cloghane Upper	Dolmen		127.10
F769	Derryereveen	'Doonigar', Promonotory Fort, Pre-historic	(L)	128.1
F770	Dunboy	Dunboy Castle Puxley mansion) (tower house and star-shaped fortifications and carved stones)	(N)	128.1
F771	Bear Island	19th Century Fortifications on Bear Island	(L)	128.4
F772	Dromnea	Site of O'Daly's Bardic Seminary	(L)	129.16
F773	Dunbeacon	Doona Promon tory Fort		130.11
F774	Ballycommane	Dolmen		131.1/2
F775	Ballybane	Decorated Stone Outcrop Pre-historic	(L)	131.11/12
F776	Reavouler	Two Ringforts, Medieval	(L)	133.3
F777	Knockskagh	Ringfort 'Iisanearla', Medieval	(L)	133.11
F778	Carrigacrenane	Stone Circle, Pre-historic	(L)	134.1
F779	Cashel	Hillfort, Pre-historic	(L)	134.9
F780	Barleyhill/Benduff	Castle, 'Castle Salem'	(L)	134.13
F781	Tineel	Stone Circle, Prehistoric	(L)	134.15
F782	Ahagilla	Standing Stones, Souterrain, Wall, Burial Ground, Church	(L)	135.1/2
F783	Ballyvackey	Stone Circle, Pre-historic	(N)	135.1/5
F784	Carrigroe	Moated Medieval Site		135.3
F785	Ballyduvane	Moated Medieval Site		135/5
F786	Clonakilty	C. of I. Church, 18th Century Mill	(R&L)	135.6/7

<u>Item No.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F787	Creagbeg	Moated Medieval Site		135.9
F788	Tullyneasky East/ Lissavaird	Ringfort, Medieval	(L)	135.9
F789	Abbeymahon	Cistercian Monastery of De Fonto Vivo	(L)	136.3
F790	Kilsillagh	Medieval Church on early Christian site	(L)	136.5
F791	Grange Beg	Ringfort, Medieval	(L)	136.10
F792	Dunmanus West	Castle	(L)	139.12
F793	Dunmanus East	Dolmen		139.13
F794	Ardmanagh	Disused C. of I. Church with Medieval Fragments	(L)	139.16
F795	Schull	Village	(L)	139.16
F796	Rathruane More	Decorated Stone Outcrop Pre-historic	(L)	140.1/2
F797	Ballydehob	Railway viaduct	(N&L)	140.6
F798	Kilcoe	Church with Sarah Purser window and McCarthy Castle of 1495	(L)	140.8
F799	Derreenatra	Ringfort 'Lisbealada' Medieval	(L)	140.13
F800	Lisheen Lower	Boulder Dolmen 'Cloughmore' Pre-historic	(L)	140.16
F801	Coolowen	Fulachta Fiadh, Complex	(R)	141.2
F802	Maulbrack	Hollybrook C. house	(N)	141.4
F803	Munnane	Three Groups of Standing Stones, Pre-historic	(L)	141.5/9
F804	Abbeystrowry	Remains of Cistercian Foundation		141.7
F805	Kilnaclasha	Ringfort, Medieval	(L)	141.8
F806	Aghadown	Aghadown house and Gazebo	(L)	141.9
F807	Reenmurrageha/New Court	18th Century house	(L)	141.10
F808	Deelish	Deelish House	(L)	141.11
F809	Coronea	New Bridge	(L)	141.11

<u>Item NO.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F810	Skibbereen	Shop fronts, R.C. Church, Courthouse	(R&L)	141.12
F811	Old Court	Dolmen		141.14/15
F812	Union Hall	Village	(L)	142.7
F813	Aghatubrid	Glandore Castle incorporated in Modern House	(L)	142.8
F814	Kilfinnan	Castle	(L)	142.8
F815	Glandore	Village	(L)	142.8
F816	Drishane	Drishane House, Somerville and Ross 18th Century	(N)	142.14
F817	Castletownshend	Village and Castle	(R&L)	142.14
F818	Ballyvireen	Coppingers Court, 16th Century Ruined Tower House	(N)	143.2
F819	Rosscarbery	Ross C. of I. Cathedral, Rathbarry Castle Ruins, Downeen Castle	(L)	143.3
F820	Burgatia	Stone with Cup marks etc. Bronze Age	(N)	143.3
F821	Burgatia	Dolmen		143.3
F822	Aghlashlin	Wedge Portal Dolmen Pre-historic	(N)	143.3/4
F823	Bohonagh	Stone Circle, Hut Site & Small Dolmen	(R)	143.3/4
F824	Castlefreke	Castlefreke	(R)	143.4
F825	Castlefreke	C. of I. Church	(L)	143.8
F826	Castlefreke	Rathbarry Castle	(L)	143.8
F827	Maulatrahane	Castlefreke R.C. Church	(R)	144.1
F828	Dunowen	Ringfort, Medieval	(L)	144.10
F829	Dundeady	Castle & Promontory Fort Medieval	(L)	144.13
F830	Ballydivlin	Wedge Shaped Gallery Grave, Pre-historic	(L)	147.7
F831	Knockeenagearagh	Inscribed rock, Pre-historic	(N)	147.10
F832	Ballyvogebeg	Wedge Shaped Gallery Grave, Pre-historic	(L)	147.10

<u>Item NO.</u>	<u>Townland</u>	<u>Item</u>	<u>Value</u>	<u>Grid Ref.</u>
F833	Tooreen	Megalithic Tomb, Pre-historic	(L)	147.14
F834	Leehane	Megalithic Tomb, Pre-historic	(L)	147.14
F835	Letter	Stone Circle	(L)	147.14
F836	Arduslough	Wedge Shaped Gallery Grave with Decorated Stone	(N)	147.14
F837	Altar	Wedge, Pre-historic	(N)	148.1
F838	Arderawinny	Wedge Shaped Gallery Grave Pre-historic	(N)	148.2
F839	Leamcon	Late Medieval Castle		148.6
F840	Castlepoint	Black Castle Late 15th Century	(L)	148.10
F841	Innishbeg	Dolmen		150.1
F842	Baltimore	Village	(L)	150.9
F843	Ballymacrown	Killeen & Cross, Medieval	(L)	150.10
F844	Reen	'Reen Point' Promontory Fort Prehistoric	(L)	151.2
F845	Scobaun/Portadoon	Promontory Fort, Medieval	(L)	151.5
F846	Scobaun	'Lisnacaheragh' Ringfort, Medieval	(L)	151.5
F847	Dooneen/Toe Head	'Dooneendermotmore', Promontory Fort, Medieval	(R)	151.13
F848	Lissnamona	Clear Island, Early Cross Pillar		153.5
F849	Gortnalour	Dolmen		153.6



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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 ²
Flat	Dwelling	1.25
Hospital	Per Bed	1.50
Hotel, Motel, Motor Inn etc. (excl. function rooms, bars, etc.)	Bedroom	1.00
Manufacturing	1,000 sq. ft. (100m ²) gross floor area	5.00
Warehousing	1,000 sq. ft. (100m ²) gross floor area	1.00
Ballroom, Private Dance Clubs	100 sq. ft. (10m ²) dance floor and sitting out space	3.00
Restaurant	100 sq. ft. (10m ²) dining room	2.00
Bars, Lounges, Function Rooms	80 sq. ft. (8m ²) net public space	2.00

¹ A requirement of 6 spaces per 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.