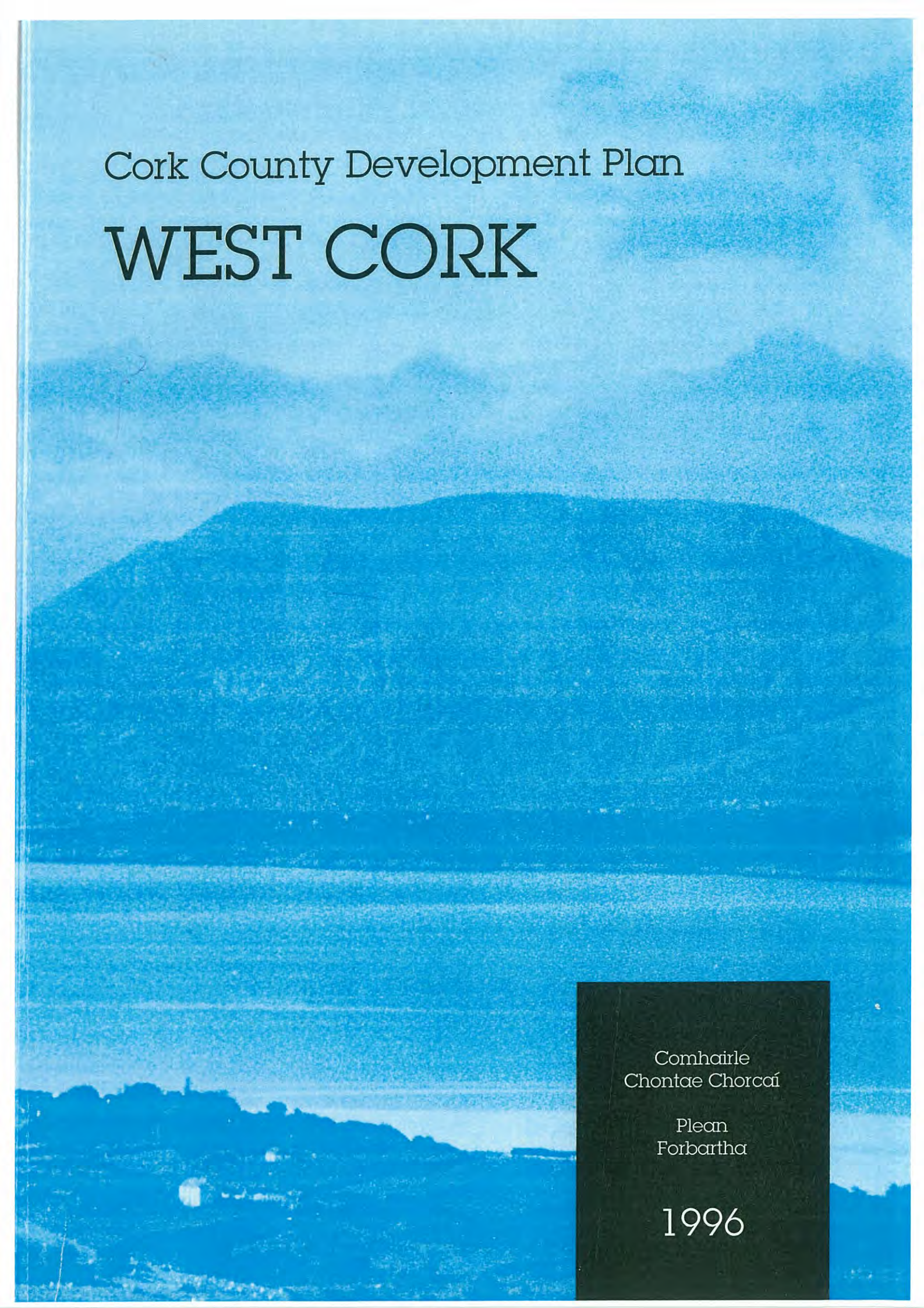




Cork County Development Plan

WEST CORK

Comhairle
Chontae Chorcaí

Plean
Forbartha

1996

**CORK COUNTY
DEVELOPMENT PLAN
WEST CORK VOLUME**



West Cork Development Plan

Plan Summary.....	(v)
Users' Guide	(ix)

PART 1: DIVISIONAL POLICIES

1. Economic Development:	
Production Industries	3
A. The Tendency to Employment Decline..	3
B. The Role of the County Council.....	3
2. Services, Tourism and Amenities	7
A. Slow Growth in Service	
Sector Employment.....	7
B. Tourism as a Service Sector Catalyst.....	7
C. Tourism Sector Needs	9
i Attractions, Activities	
and Amenities.....	9
ii Tourist Accommodation.....	10
iii Tourist Transport.....	11
D. Hub and Spoke Area Strategies	12
3. Rural, Coastal and	
Islands Development	13
A. Rural Development.....	13
B. Coastal Development.....	13
C. Islands Development	15
4. Infrastructure:	
The Divisional Programme	17

PART 2: LOCAL CATCHMENT AREAS, TOWN AND VILLAGE PLANS

5. Zoning Principles	23
A. Areas already Largely Developed	23
B. Peripheral Development Zones	23
C. Town Development Boundaries	25
6. The Clonakilty Area	27
6.1. Clonakilty Environs.....	31
6.2. Inchydoney	35
6.3. Rosscarbery.....	37
6.4. Owenahincha	41
6.5. Timoleague	43
6.6. Courtmacsherry	45
Ardfield (map only).....	46
Ballinascarthy (map only).....	47
Lissavard Pike (map only).....	47

7. The Skibbereen Area	49
7.1. Union Hall.....	55
7.2. Glandore.....	57
7.3. Castletownshend	59
7.4. Tragumna	61
7.5. Baltimore	63
7.6. Leap.....	69
7.7. Drimoleague	71
7.8. Drinagh.....	73
7.9. Skibbereen Environs	75
8. The Schull Area	79
8.1. Schull.....	81
8.2. Ballydehob	85
8.3. Goleen.....	87
8.4. Crookhaven	89
8.5. Barley Cove.....	91
9. The Bantry Area	95
9.1. Bantry	99
9.2. Durrus.....	105
9.3. Kilcrohane.....	107
9.4. Glengariff	109
9.5. Ballylickey	111
Ahakista (map only)	112
10. The Beara Peninsula	115
10.1. Castletownbere.....	119
10.2. Eyeries	123
10.3. Allihies	125
Ardgroom (map only).....	127
11. The Dunmanway Area	129
11.1. Dunmanway	133
11.2. Enniskeane/Ballineen.....	135
Lisbealad (map only).....	136
Ballinascarthy (map only).....	137
12. Development Controls	
and Standards	139
Appendix I. New Housing Estates	141
Appendix II. Country Lane	
Developments.....	143
Appendix III. Individual Houses/Small	
Housing Groups.....	145
Appendix IV. Car Parking Standards.....	147
Appendix V. Preservation of Amenities..	149



Summary of West Cork Development Plan

This Plan aims to make the best sustainable use of the area's assets to reverse declining employment and static population in West Cork.

Slowing Agricultural Decline, Boosting Manufacturing Jobs (Ch. 1)

Employment is falling because:

- *agricultural jobs are being lost*
- *manufacturing is static*
- *services growth is far below average.*

In response, the following measures are needed:

A. Agricultural Measures:

- *A study on overcoming past problems in horticulture.*
- *Access to shoreline sites for mariculture processing.*
- *West Cork should seek industries with seasonal variations in demand to supplement (seasonal) part time farming and tourism*

B. Manufacturing Measures:

- *Food units to help create food related spin off employment.*
- *Quality sites/good environment to attract multinationals: linkage to local resources/engineering skills to retain them.*
- *Attracting smaller European owner managed firms*
- *Encouraging small industry through small industrial units, (aimed at underpinning settlements of 2-500 population which often have weak service functions)*

C. Converting Services/Tourism Growth into Employment Gains (Ch.2)

Service employment grew by 4% in West Cork between 1971 and 1986, as compared with 49% in the County as a whole. Possible causes include:

- *The small size of towns (there is no town over 3000 population)*
- *Tourism activity is very seasonal and not at the employment intensive end of the market (eg West Cork has 15% of the State's self catering complexes, but only 3% of the hotel rooms)*

In response, the Plan recommends:

- *Developing services used by both tourists and permanent residents in the main towns. This should make a wider range of less seasonal businesses viable. To make this happen, the towns need to be made more attractive to tourists through environmental improvements, special facilities, and new/upgraded accommodation.*
- *reserving high quality sites for hotel development, where possible linked to public all weather facilities.*

A "hub and spoke" approach to physical development is implied. In the hubs (the main towns), combined tourist/permanent resident demand can support new services, and some holiday accommodation can be provided to avoid the smaller coastal villages being swamped by excess demand. The spokes (the coastal areas and villages) will provide the principal attractions, accommodation and basic services.

D. Managing High Demand Areas to Support Jobs, Local Communities (Ch.3)

The scenic coastal areas of West Cork can only take limited development, so the uses with most benefits for employment and the local community should be given priority, by:

- *only allowing exceptionally well designed and located second homes on the coastline, but with some relaxation for housing in permanent use. Permanent housing results in year round demand for local services, whereas second homes produce seasonal demand only.*
- *allowing small marinas or floating pontoons for harbours at intervals along the coast, providing most berths are available for visiting boats in summer. Visiting boats spend much more locally than boats being "stored".*
- *making special provision for non tourist employment and housing for permanent residents in some coastal settlements, to help maintain a balance between permanent and visitor populations.*

In much of West Cork, the problem is lack of development pressure. Some diversion of second home demand to more inland areas will help. As caravan facilities close to the coast are dominated by static caravans, inland sites are suggested for growing demand from campervans etc. "Island Houses" – businesses providing several local/ tourist services, will be promoted on islands facing depopulation.

Control of the rate of construction of single houses in rural areas close to larger towns in County Cork is proposed. Retaining attractive settings for towns in West Cork is vital for tourism and foreign industry. The policy will be relaxed for residents of the immediate local areas: for others, there will be generous zoning in the towns, and cluster settlements in the rural areas affected by the policy.

Away from the coast, there will not be an objection in principle to single rural houses more than 3 miles from the nearest main town. Some diversion of housing demand to more remote areas would help sustain services there.

E. Essential Infrastructure to Make Development Possible (Ch. 4)

Water supply deficiencies are preventing development at present, even in major settlements. This has to be rectified: failure to do so will stop West Cork contributing to realisation of national tourism goals.

A recent ERU Study showed that around £1,400 per head was needed to meet sanitary needs: much more than in the rest of the County.

As roads needs also greatly exceed likely resources, priorities are necessary. These should include the N71, town relief roads, and fishing access routes. Touring routes also need sensitive upgrading.

Local Planning Policies to Implement Objectives (Ch.5)

Zoning policies in area chapters (6-11) aim to stimulate development as well as provide for projected demand. Attractive sites are used to attract key development. Limited period "option" zoning will encourage new types of development and a quicker response by landowners.

The Clonakilty Area (Ch.6)

Clonakilty is suitable for specialist food units. Environmental upgrading already helps it act as a tourist hub. This has also encouraged private housing development in the UD. In the environs, 4 housing clusters are defined to provide further housing options.

In **Rosscarbery**, sites are reserved for a hotel and small industrial units, to support local employment and maintain the viability of the town. Current improvements to the square will help tourist services.

Small industrial units are also proposed for **Timoleague**. Holiday home complexes are suggested in Timoleague and **Courtmacsherry**. The two could be linked by the proposed Seven Heads walk and promoted jointly.

Proposals to upgrade services in **Inchidoney**, and for substantial hotel development at **Ownahincha** (Castlefcreke), are also included.

The Skibbereen Area (Ch.7)

The attractions of the small coastal villages within c.10 miles of the town should be maintained by moderate and compatible development, while the town provides services for combined tourist/ permanent resident demand, and holiday accommodation not easily fitted into the villages.

Inishbeg may have potential for a substantial tourist complex. In **Unionhall**, pier development will allow further growth in fishing, and pontoons for leisure craft. There is some scope for tourist/local housing at Unionhall and Castletownshend, Glandore and Tragumna. Leap has scope for local housing when the sewerage scheme is in place.

Baltimore needs to develop northwards, to avoid congestion around the existing village core. A relief road giving access to marine services in the old boatyard, and a possible hotel/mooring pontoons east of the lifeboat station, will help boost local employment. More local jobs will allow balanced development of the village, with mixed local/tourist housing development. The water supply needs upgrading.

Small industrial units, and a caravan and camping park, are suggested for **Drimoleague**. Provision for possible physical expansion of the coop in **Drinagh** is made. A number of housing clusters are defined in the environs of **Skibbereen**.

The Schull Area (Ch.8)

Schull has the highest proportion working in tourism in West Cork. Recent growth has been mostly in self catering units; to balance this, more employment intensive tourism is needed. A sea front site in Schull has been reserved for a hotel, and a relief road north of the Main Street will increase scope for expansion of service uses.

Substantial areas in the town have been zoned or given options for various types of local and holiday housing. Options have been used to encourage higher density second homes, which would help accommodate this demand without losing the compactness of the town. Development anywhere in the Schull area depends on completing the water scheme. Land close to the pier has been reserved for marine uses. Further small industrial units are proposed for both Schull and **Ballydehob**.

Parking improvements at **Barley Cove**, and some additional housing land at **Goleen** and **Crookhaven**, are also proposed.

The Bantry Area (Ch. 9)

Bantry is the largest town, and has much the highest proportion working in services, in West Cork. To develop further, the town needs to implement a water supply scheme, open up more areas for industry and industrial services away from the flat but congested town centre, and increase the attractiveness of the town as a tourist centre. The plan aims to do these things by providing

- a choice of 4 industrial areas with adequate road access
- a major upgrading of the square/pier area as a tourist/amenity focus, including a marina and additional tourist accommodation.

Much recent housing has occurred around rather than in the town. Zoning and options have been used to increase the range of land available in the town, including some with elevated views of the Bay.

Zoning in **Glengarriff** aims to share the limited land available between local demand, second homes and less seasonal tourist accommodation. Provision is also made for the expansion of **Durrus** and **Kilcrohane**.

The Beara Peninsula (Ch.10)

Emigration and population loss are exceptional in this area, which is highly dependent on fishing. The economic base could be broadened by attracting some other small/medium sized industries, and promoting tourism, which now employs less than the County average. To help achieve this, non fishing industry could be allowed on part of Dinish Island, and modest leisure craft facilities provided in conjunction with a relief road and environmental upgrading at **Castletownbere**.

Eyeries and Allihies are masterpieces of local architecture. New development consistent with their special character is intended.

The Dunmanway Area (Ch.11)

This area gained population in the late 1980s, because of its growing industrial base, but lost jobs recently. Additional industrial land is zoned in this Review. **Dunmanway** itself is losing population and has a weak service role. To strengthen this, zoning options are used to try to stimulate both the local housing market, and tourist accommodation which could benefit from access to the sports centre. Two housing clusters are indicated in the town's hinterland.

Enniskeane/Ballineen has a growing population, resulting from growth in local resource based industries. 5 areas are zoned or have options for new housing development.

Users' Guide

The purpose of this guide is to make it easier for users to find their way around this Development Plan Review.

Plan Layout

The Plan is published in 4 volumes. The County at Large volume outlines the County Council's general approach to the main planning issues. In the other three volumes, which cover the three divisions of the County (South, North and West Cork):

Part 1 of each volume discusses key problems and opportunities special to that division, and indicates the divisional policy measures needed to respond to them

Part 2 in each volume consists of 6-7 area chapters. Each area chapter starts with an overview of the area as a whole, and then includes individual plans for the main towns and villages within the area.

The general policies outlined in Part 1 (and in the County at Large Volume) are applied mainly through the detailed local objectives in Part 2. Local objectives also take full account of varying local circumstances and needs.

Each volume has an Executive Summary at the beginning of the volume. This summarises the main proposals of the Plan, and includes one or two paragraphs on each of the area chapters, and on the main towns. It provides a quick overall idea on what each volume is about.

Using the Plan

People consult a Development Plan for various reasons. The sections below explain how to pursue some of the more usual types of inquiry:

A. ZONING INQUIRIES FROM THE GENERAL PUBLIC

Members of the public often wish to find out how a particular piece of land is zoned, either because they are considering building on it, or because it adjoins their property and they want to know how it may be developed in future.

If the land you are interested in is in, or very close to, a town or a substantial village, look up the settlement plan for the town or village listed in the contents page of the South, North or West Cork volume.

Each settlement plan has a map. This map will show

- *whether the land is zoned, and if so, for what*
- *whether the land is treated as being within the settlement or outside it*

A development boundary is often used to define the edge of the town or village. In some cases, the outermost zoned area represents the edge of the settlement for planning purposes.

If the land is within the settlements, the text accompanying the map comments on the zoning and other policies for the settlement. (In very small settlements, there may only be a map).

The meaning of some of the zoning terms used is explained in Chapter 5. Unzoned land, and land which has already been developed, within the town, is covered by paragraphs 5.4-5.7, and 5.22.

Settlement plans normally include some information on sewers, water supplies, and planned road and parking improvements. However, the situation in relation to these often changes over time, so those considering development may need to contact the area engineer at their local County Council office for up to date information.

If the land is outside any settlement, it will be subject to rural planning policies, particularly in relation to housing. These are explained in paragraphs 3.1-3.16 of this volume (the policy background is discussed in Chapter 4 of the County at large volume). The figure at the beginning each area chapter shows the physical area to which controls apply.

Those thinking of building a house themselves should also read Appendix III of this volume.

B. BUILDERS AND DEVELOPERS

Those using the Development Plan to identify sites for specific types of development should bear the following points in mind:

- *the amount of land zoned has been increased, relative to the 1986 plan, but some of the extra zoning is "option zoning". This form of zoning is designed either to speed up development, or to encourage a very specific type of development, or both. The limits to which it is subject are explained at 5.9-5.11*
- *the Plan aims at a definite overall direction to the development of many of the larger towns. The text of the settlement plan explains the thinking behind this.*
- *the Plan aims to encourage some types of development which are considered desirable and economically feasible, but which are not occurring at present. These development types are indicated in the sections at the beginning of area chapters, in individual settlement plans, and (in more general terms) in the first three chapters of the South, North and West Cork volumes. Option zoning is used to encourage these types of development in many cases.*
- *There are a number of appendices at the end of this volume for the guidance of developers (including one on "country lane" type development, which is being encouraged as a way of making in depth housing development more economic in lower demand areas). They include references to advisory documents which are available from the County Council.*
- *Settlement plans normally include information on sewers, water supplies, and planned road and parking improvements. However, the situation in relation to these changes over time, and builders should always check the up to date situation with the County Council's area engineer before entering into any commitment.*

C. ECONOMIC DEVELOPMENT AND LOCAL COMMUNITY ORGANISATIONS

The Plan places exceptional emphasis on the need for sustainable employment growth, and to maintain coherent communities.

The first three chapters in this volume outline how, in general terms, this might be done; The Council recognises that economic objectives in particular can only be achieved with the cooperation of many different interests, including the relevant state, regional, and local agencies, key local industries, and local community organisations. One purpose of these chapters is to set an initial agenda for discussion with these interests, which can be modified to take account of their inputs, and will hopefully promote consensus and joint action on as wide a basis as practicable.

A brief outline of the first three chapters of each volume is included in the Executive Summary.

The local parts of the Plan are organised in "area chapters". These cover the main town in the area, together with its surrounding villages and small towns, and its rural hinterland. This way of organising the Review recognises the interdependence of town and countryside.

The County Council will be happy to arrange for offprints of area chapters or settlement plans, where this is requested by community organisations. Area chapters normally include some suggestions on local economic development, as well as policies on how the area and its settlements should develop physically.

D. LISTED BUILDINGS AND OTHER PRESERVATION OBJECTIVES

Buildings and other amenity items listed for preservation are found in Appendix V, at the end of the volume. They are arranged according to the 6 inch and 25 inch scale ordnance survey sheets on which they appear. If you do not know the sheet on which your property appears, the Planning Department in County Hall should be able to identify this for you.

**Part 1:
DIVISIONAL POLICIES**



1. ECONOMIC DEVELOPMENT: PRODUCTION INDUSTRIES

1.1. The purpose of this chapter is to highlight themes on agriculture and industry which are common to West Cork as a whole. More specific population and labour force projections have been carried out for Rural Districts (see the area chapters later in this volume), as this is the level where a direct and practical relation to employment and housing needs and zoning is possible. A summary of these projections at County/Divisional level is given in Chapter 2 of the County at Large Volume.

A. THE TENDENCY TO EMPLOYMENT DECLINE

1.2. West Cork has to make the best possible use of limited assets - principally its exceptionally attractive scenery and way of life - to overcome the long term tendency towards static population and declining employment (Table 1.1.). Since projected growth in the labour force of the area for the period 1990-2001 is between 8 and 14% (1300-2400 workers), a turn around in employment performance is badly needed.

Table 1.1.
Population and Employment in
West Cork 1971-91 (000s)

	1971	1981	1986	1991
Population	48.2	49.0	48.4	47.4
Employment	17.6	16.0	14.7	n.a.

1.3. West Cork's employment prospects depend partly on its production industries - agriculture, fishing and manufacturing - and partly on services - particularly tourism. The former group of industries are dealt with in this chapter, the latter in the next.

Trends in Agricultural and Fisheries Employment

1.4. Table 1.2 shows agriculture lost around 250 jobs a year in West Cork in the 1970s, and around 140 in the early 1980s. On a trend basis, it will lose at least 100 a year in the 1990s. Fishery employment statistics are only available at County level but up till 1986 were stable at around 340 jobs for Cork County. Growth in mariculture may have raised overall numbers employed since 1986.

Table 1.2.
Agricultural, Fishing and Mining Employment,
West Cork, 1971-2001 (000s)

1971	1981	1986	2001(proj.)
9.1	6.6	5.9	4.2

Trends in Manufacturing

1.5. Table 1.3 summarises manufacturing employment trends in the 6 Rural Districts in West Cork. Employment has been static for the last decade, with gains in Dunmanway and Bantry being offset by losses in Skibbereen RD.

Table 1.3.
Manufacturing Employment in West Cork, 1973-91

Rural Districts	1973	1979	1985	1991
Bantry	121	158	205	323
Castletown	75	24	50	55
Clonakilty (incl. UD)	365	463	362	331
Dunmanway	213	334	440	614
Skibbereen (incl. UD)	617	727	530	322
Schull	20	21	78	27
Total	1411	1727	1665	1672

Source: IDA Surveys

The dominant manufacturing industries, in terms of employment, are food (42%), engineering (20%), wood products (12%), clothing and textiles (10%). Food represents around 50% of manufacturing employment in the Clonakilty and Castletown areas, and around 40% in the Dunmanway and Skibbereen areas.

B. THE ROLE OF THE COUNTY COUNCIL

1.6. Primary responsibility for the development of production industries rests with specialist agencies. Nevertheless, there are ways in which the County Council can contribute to improved performance:

Fig 1.1.
Remoteness and Manufacturing Employment

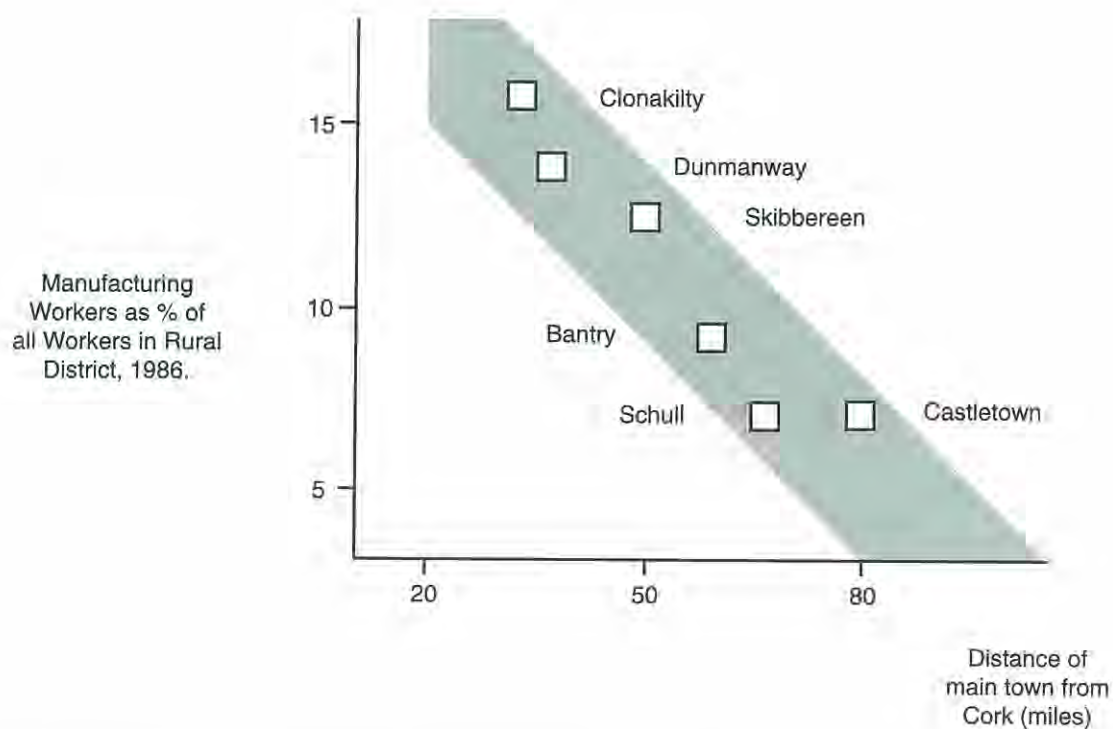
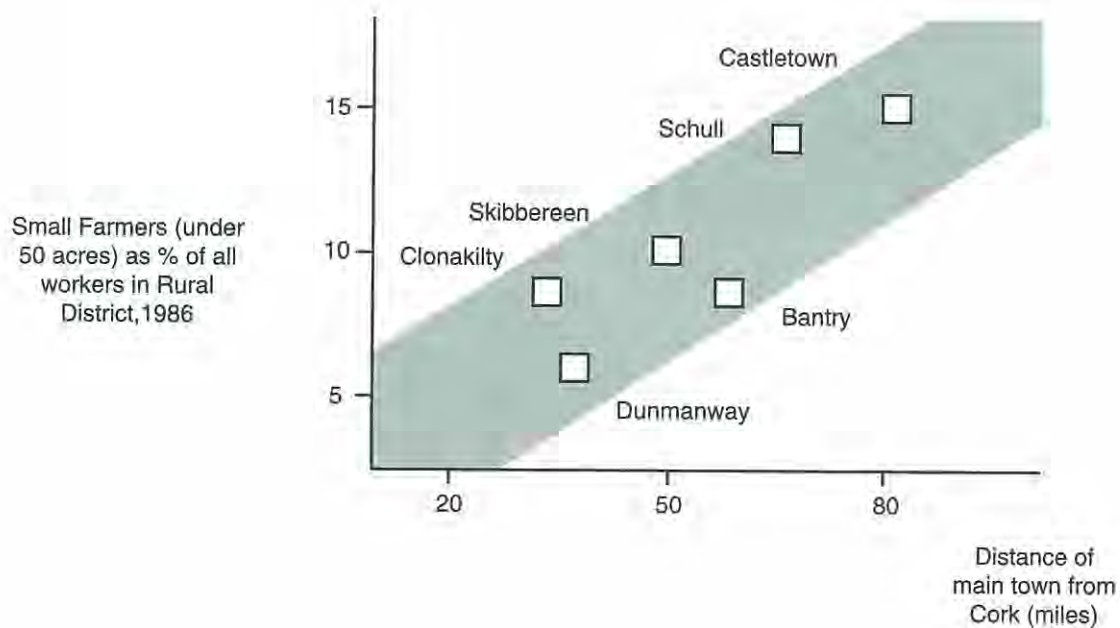


Fig 1.2.
Remoteness and Farm Size



1. ECONOMIC DEVELOPMENT: PRODUCTION INDUSTRIES

Larger Manufacturing Firms

1.7. In 1991, West Cork contained 9 manufacturing plants employing more than 50 people, of which 4 were dairy co-ops, 2 timber processing companies, and 2 multinational branch plants. Together, these 9 plants employed 1000 people.

1.8. The County Council will seek the cooperation of other relevant bodies and industry interests in pursuing initiatives designed to generate new small firms related to existing food and timber industries. The aim is to take full advantage of the presence of larger firms, and of the skills and resources associated with them, to establish businesses which could supply services or products to them, or use their products as an input.

1.9. Physical measures, such as the provision of specialised food units, could be particularly relevant in the event of rationalisation by the co-ops resulting in skilled staff being likely to wish to set up their own businesses.

1.10. The small number of multinationals in West Cork is partly a result of closures. Branch plants are often linked to a particular product, which may not have a very long life cycle. The search for suitable mobile industry is very important, but, having regard to past experience, has to be balanced by other manufacturing initiatives.

1.11. Given the small size of West Cork's industrial base, a few significant incoming mobile industries could make a lot of difference. If they were linked in to the significant engineering skills base which exists in West Cork, or to food, fishery or timber resources, the risk of a short life span could be reduced.

1.12. The need for such industries is clear from the labour force projections, and likely agricultural job losses cited at Table 1.3 above. The County Council is not directly responsible for attracting such industries, but it can improve prospects by providing a limited number of attractive, well located and fully serviced sites for them.

Peripherality, Industry and Small Scale Agriculture

1.13. The manufacturing base in West Cork is noticeably smaller than in other parts of the County. In 1986, 12% of workers in West Cork were employed in manufacturing in 1986, as compared with 19.5% in the County as a whole. As Figure 1.1 shows, the proportion falls as the distance from Cork increases, suggesting that the problem is at least partly one of peripherality. The small size of local labour forces in the most western areas may also be a factor.

1.14. Unfortunately, the proportion of the workforce farming small farms (usually on poorer land) also increases as one moves west (Figure 1.2). The western peninsulas thus seem to be at a particular disadvantage in relation to employment in production industries, which will either have to be remedied, or offset by growth in employment opportunities in the service sector.

1.15. Peripherality implies a need to improve communications, particularly the main east west road links connecting the western peninsulas to Cork. Improved links from West to North Cork could help develop a market for specialised services supporting the food industry in both areas. The Council's plan for economically strategic road links are set out in Chapter 4.

1.16. West Cork has potential for telenetworking because of its attractiveness as a place to live, and the question of whether there are any special facilities which would promote this (eg a communications resource centre?) needs to be researched further. The EC assists "telecottages" designed to improve accessibility to information in peripheral areas.

1. ECONOMIC DEVELOPMENT: PRODUCTION INDUSTRIES

Horticulture

1.17. Cork has had a number of vertically linked vegetable growing-processing-marketing operations but they often not survived. This is unfortunate because it is potentially labour intensive both at the growing and the processing end. The County Council is in favour of a study of how the problems experienced in the past can be overcome. This should also assess related options such as organic farming, and ways of overcoming the distance separating fresh produce from European markets economically.

Part Time Work and Seasonality

1.18. Both small scale farming and tourism can be combined with part time or seasonal employment. Mariculture is an important and developing source of part time as well as full time employment. It can be assisted by improvement of piers and of the access to them. Developing local advisory services would also be helpful.

1.19. Other possible sources of part time employment are industries with highly seasonal supply or demand patterns, such as processing of seasonally available food products, and production of seasonal clothing lines. The "just in time" approach is now widely adopted in industry, and involves responsiveness to customer demands and avoiding holding large inventories. For such activities, West Cork's existing seasonal employment fluctuations could be an advantage.

1.20. The County Council will pursue these issues with the relevant specialist agencies.

Diversity and Small/Medium Sized Enterprises

1.21. West Cork has a diversity of small manufacturing businesses, and this is likely to continue, as one of the factors encouraging this is the preference of small business owners for living in the area. This diversity can be a stabilising factor, as employment in such firms is less vulnerable to sudden economic change than employment concentrated in larger firms. There is also the possibility of exceptional growth, or the beginnings of a clustering process, arising from some of the small businesses.

1.22. Some smaller European businesses are attracted to West Cork because the owners like living and working there. Of the various inflows into West Cork (holiday homes, retirement homes, etc), this is the one most likely to provide sustainable, non seasonal employment. It is demanding, as residents who have deliberately chosen to live in an area are going to be more aware of any erosion of its attractions due to defects in planning or environmental management than tourists or, probably, the local population.

1.23. A strategy of encouraging this process by seeking to attract smaller businesses from specific countries to particular areas through their mutual contacts is attractive. The availability of good quality, medium sized industrial units would help this strategy, as many incoming businesses are not ready to wait for buildings to be specially constructed. There could be scope for cooperation with incoming businesses wishing to use part of an existing larger industrial building, and willing to become involved in marketing spare space to other businesses from the same country.

Industry and Rural Development

1.24. A modest fund to support provision of small industrial units in villages and small towns would help encourage diversity of employment opportunities and small business creation in the more remote rural areas. These units would not necessarily have to be provided by the County Council or the I.D.A. They could be provided by the private sector with suitable support, such as through limited period (closed end) rent guarantees. Proposals for such units are included in area plans later in this volume.

1.25. Initially, resources for small units might be directed towards smaller towns and larger villages, small enough to make a more specialised approach inappropriate, but large enough to have a worthwhile resident labour pool. Specific suggestions are included in the settlement plans for Ballydehob, Drimoleague, Rosscarbery and Timoleague.

2. SERVICES, TOURISM AND AMENITIES

A. SLOW GROWTH IN SERVICE SECTOR EMPLOYMENT

2.1. The service sector is important because, unlike agriculture or manufacturing, it normally produces substantial and consistent employment gains over time. Both the proportion and the rate of growth of service employment is much lower in West Cork than in the County as a whole, as Table 2.1 shows. Slow growth in service employment is partly a result of lack of population growth, but service employment is growing more slowly in West Cork even if measured as a proportion of all employment, or in terms of service workers per 100 population.

Table 2.1.

Service Sector Employment, West Cork and County Cork, 1971-86

Service Employment	West Cork	Co. Cork
1971	5356	27395
1986	5584	40901
% increase 1971-86	+4	+49
Service as % of Total Employment		
1971	30	34
1986	38	48
Service jobs per 100 population		
1971	11.1	12.2
1986	11.5	14.6
% increase 1971-86	+4	+20

2.2. Two factors seem to be primarily responsible for slow growth in service employment in West Cork. Firstly, the size of local service sectors seems to be related to size of town, and towns in West Cork are small: none have a population of over 3000.

2.3. Secondly, West Cork may not be particularly successful at present in "capturing the wealth" generated by tourism and turning it into full time jobs. Overall, the proportion of the workforce employed in hotels and restaurants, for instance, is much the same in West Cork as in the County as a whole, with above average employment in the Bantry and Schull areas being offset by below average employment in the Dunmanway and Castletown areas.

B. TOURISM AS A SERVICE SECTOR CATALYST

2.4. Pump priming the service sector is not easy. The level of services is naturally related to consumer and business demand in the area served. Where population densities are fairly low, more specialised services may not be economic, and local demand for such services may rely on larger centres outside West Cork.

2.5. Tourism is a potential additional source of demand - a way of escaping to some extent from the limitations imposed by local population densities and purchasing power. However, tourism has its own limitations - principally seasonality. Only if one can create or develop services based partly on local purchasing power and partly on tourist demand, can additional year round employment be created. This could also stimulate employment growth indirectly, since perceived remoteness from more specialised consumer services probably contributes to the peripherality effect noted in the previous chapter, and to the consequent inhibiting effect on industrial development.

2.6. "Dual market" services based partly on local and partly on tourism are most likely to occur in towns. For this to happen, the towns have to be reasonably attractive to tourists, and to be places where they are happy to spend some time. The main ways this can be done are:

- (i) *environmental improvements which present the existing attractions of the town to better advantage*
- (ii) *encouraging the creation of some additional/upgraded accommodation with more marketing emphasis on tourism (as opposed to ground floor business), and preferably linked to environmentally upgraded areas*
- (iii) *provision of some facilities suitable for wet weather/off season use, possibly linked to hotel or other accommodation*

1. Selective Environmental Improvement in Towns

2.7. Towns which are physically more attractive to tourists (as well as permanent residents) can be achieved partly by the wider application of the type of design guidance and concern for historic buildings which have already been achieved in towns like Kinsale and Clonakilty, and partly by controlling the dominance of parked/moving vehicles.

2. SERVICES, TOURISM AND AMENITIES

2.8. In most towns, there are a few key locations near the core of the town, where the quality of the buildings, the public spaces and the relationship to water or a view create a real potential for transforming not only the locations themselves, but the whole atmosphere of the town.

2.9. Often these key locations are town squares. At present, these usually offer prime instances of the conflict between amenity potential and cars. (Sometimes the conflict is more acute than it need be, as in cases where internal circulation for parking areas in the middle of squares is provided, instead of minimising vehicle space needs by relying on the roads around the edge of the square for circulation.) In coastal towns, which have the greatest potential, the same conflict occurs around the piers. The physical upgrading of potentially attractive locations needs to be accompanied by a reorganisation of traffic and parking systems, so as to resolve these conflicts.

2.10. Modest town by passes, giving access to some additional (or substitute) moderately sized parking areas, often provide part of the solution. Since parking is a convenience, not an attraction, siting and scale need great care if the town is not to be made less attractive rather than more. Car parks can be made more attractive by planting, taking account of contours, and keeping them in scale with their surroundings: the car park on the road into Schull from Ballydehob is a good example.

2.11. It is often not possible to provide for all the parking generated by a particular group of businesses or attractions in directly adjoining car parks, without undesirable or unacceptable consequences for the amenities of the town. The relatively small size of West Cork towns means that alternative provision can usually be made within easy walking distance. Where illegal or obstructive parking is a problem, the County Council will only be prepared to invest in alternative places to park if this will be accompanied by effective enforcement.

2. In Town Accommodation

2.12. Upgrading key locations within a town may make it more economically attractive to provide tourist accommodation in such locations. Given Ireland's image as a primarily rural tourist destination, many tourists will always want to be in rural or seaside locations, but provision of some good intown accommodation will help develop a market for restaurants and entertainment, which will in turn make the town more capable of acting as a focus for tourists staying in the towns hinterland.

2.13. This approach should also help West Cork towns benefit from their location on main tourist routes (e.g. Cork-Clonakilty-Skibbereen-Bantry-Kerry) by developing the character and attractiveness of the towns and the range of accommodation within them, making tourists more likely to overnight there, and explore their hinterlands.

2.14. Slightly over one third of visitors to West Cork do not bring or hire a car. This is a substantial market, which suitable in town accommodation could be used to develop.

3. All Weather Facilities

2.15. All weather facilities and attractions provide something to do on wet days and can lengthen the tourist season. Swimming pools and other facilities which are directly linked in to hotels (eg the West Lodge Hotel, Bantry or Acton's, Kinsale) or other accommodation could be particularly helpful. In West Cork, the "dual market" approach would imply that the facilities should be open to non residents.

Community Involvement

2.16. The County Council will try to act as a catalyst for the environmental improvement of towns, but recognises that effective action is only possible with the support and active participation of the local community. In the areas most dependent on tourism, a the involvement of an active local tourism group is desirable.

2. SERVICES, TOURISM AND AMENITIES

2.17. A particularly attractive feature of West Cork towns is the prevalence of brightly painted shops and terrace houses. This is an important expression of community involvement in maintaining and improving the appearance of towns and villages. The Council will support the maintenance of this feature in the exercise of its planning powers.

Compact Retail Areas

2.18. The Council will seek through its development control policies to support lively and attractive shopping areas in town centres, paying particular attention to the quality of shopfronts, and the successful integration of retailing and ancillary areas into the urban fabric. The aim should be to maintain compact shopping areas which are attractive to pedestrians, and to avoid significant edge of town retail developments which could help create a second retail focus in the town, to the detriment of the town core. There will be a positive approach to the development of neighbourhood scale shops outside the town core, subject to residential amenity considerations.

2.19. Take away restaurants, while meeting a genuine demand, are not suitable in residential areas, and can be damaging to town core areas if badly sited, or if there are several in a limited area. Permission for take aways will only be granted where the Council is satisfied that adverse effects will be minimal, and that any necessary controls on late night operation can be put in place.

Linkage to Tourism Strategies

2.20. Tourism is a sector in its own right and not simply a means of stimulating growth elsewhere in the service sector. During 1992, Cork Kerry Tourism published its "Regional Development Plan 1994-1997, while the West Cork LEADER Coop commissioned a Study of "Tourism in West Cork". These studies look at tourism as a sector. The role of the County Council is primarily to promote physical planning support which will support sectoral development on a sustainable basis, and in a way which ensures a beneficial relationship with the local community.

C. TOURISM SECTOR NEEDS

2.21. The needs of the tourist sector can be grouped under three main heads:

- (i) the attractions, activities and amenities they come for*
- (ii) the accommodation in which they stay*
- (iii) the methods of transport they use to get around*

I. ATTRACTIONS, ACTIVITIES AND AMENITIES

2.22. The competitive advantage of tourism in West Cork is mainly based on its distinctive scenery, amenities and character. This long term competitive advantage needs to be enhanced by encouraging compatible activities and development which will build on and contribute to this special character, and protected against erosion by less compatible or more standardised tourist products.

2.23. The County Council is the public body principally responsible for maintaining and enhancing the amenities of the area.

2.24. The built heritage is most in danger of decay and most in need of maintenance. The capacity to do this needs to be developed through Revolving Fund operations, as there are clearly limits to what the County Council can do on the basis of non recoverable capital expenditures. Social employment schemes have supported restoration projects which it would not have been possible to fund by other means.

2.25. In the UK, voluntary organisations play an important role in caring for sensitive heritage landscape. The need for a means of acquiring and managing sensitive or ecologically important areas is becoming increasingly pressing.

2.26. Intangible factors, such as a lively and interesting cultural life, can both help support and be partly supported by tourism. West Cork has a good mix of the traditional and the cosmopolitan, and can generate interesting new projects which contribute to the uniqueness of the area.

2. SERVICES, TOURISM AND AMENITIES

II TOURIST ACCOMODATION: ECONOMIC BENEFITS TO THE LOCAL COMMUNITY

2.27. Table 2.2 gives estimates of the relative economic values of different types of tourist accomodation:

Table 2.2.
Relative Economic Value of Tourist Accommodation

Accomm. Type	Employment	Expenditure Ranking	Off Peak Potential (Ranking)
Hotel	0.75 per room	1	1
B & B	0.25 per room	2	3
Rented Hostel	0.20 per unit	3	2
Camping & Caravan	0.15 per bed	4	4
	0.05 per pitch	4	5

Source: LEADER Cooperative Study:
Tourism in West Cork.

2.28. At present, West Cork is much better represented in the less labour intensive forms of tourism - particularly self catering - than in the employment intensive hotel sector. To some extent, this clearly reflects market demand. However, even allowing for market conditions, hotel/guest house provision in West Cork seems unduly low in relation to other areas, as Table 2.3 indicates.

Table 2.3.
% Share of Tourism Accomodation in West Cork

	no	% of State
Hotel (Bedrooms)	576	2.6
Guesthouse (Rooms)	84	3.9
Town+Country Homes (rooms)	392	3.4
Farmhouses (Rooms)	172	7.4
Units in Self Catering Complexes	164	15.2

Source: LEADER Cooperative Study:
Tourism in West Cork.*

2.29. The appropriate strategy for raising the employment content of tourism will vary, depending on the existing strength of demand and opportunities in the area concerned. Where demand conditions allow, expansion of the hotel sector should be pursued. In less developed coastal areas such as the Beara peninsula, intermediate benefit accommodation designed to help develop the critical mass necessary to help develop tourist services. In most inland areas, there is relatively little tourist development, but there are some types of accommodation for which they may have an advantage.

The Hotel Sector

2.30. The weakness of the hotel sector in West Cork needs to be remedied if we are to increase the employment content of tourism. The main barriers to increasing the volume of hotels business - and, indirectly, the employment content of tourism in West Cork - are seasonality, quality, and orientation to the tourist market. The LEADER report states:

"There are 28 registered hotels..in West Cork. The majority ..are small mid to lower grade units. 10 are located in Main Street locations with a further 9 only open on a seasonal basis. Ground floor sales tend to be the principal source of business for most of the hotels.

2.31. In the larger towns on the main touring routes, the volume of non seasonal business should be sufficient to make expansion and upgrading of the hotel stock economically possible. Larger hotels are less seasonal and can tap into the package tour market more easily. The policies to improve the immediate environment and facilities of existing or potential in town accommodation described in 2.7-2.15 above are highly relevant to attracting new sources of tourist accommodation, and encouraging the upgrading of existing hotels and their increased orientation to the tourist market.

2.32. In smaller settlements, seasonality (and lack of all weather facilities which might reduce this) make investment in new hotel facilities doubtfully economic at present. However, the tourism market, and more particularly, the rules governing the availability of financial support and tax concessions on tourist development, are subject to constant change, so the medium term position may be better.

* (The Cork Kerry area has around 24% of national tourist numbers)

2. SERVICES, TOURISM AND AMENITIES

2.33. Because of the constraints on profitability resulting from exceptional seasonality in West Cork, ERDF support for hotel accommodation would be justified. An alternative may be to provide support for creation of hotel linked facilities available to those staying in the resort and designed to make off peak use attractive.

2.34. The “planning option” approach, under which land zoned for agriculture carries the option of a specific type of development, is seen as the appropriate way of holding high quality sites for possible future hotel development. The sites suitable for continued agricultural use in the absence of such development.

2.35. This approach has been applied in the settlement plans later in this volume to sites in three promising smaller coastal settlements: Schull, Baltimore, and Ross Carbery. Schull and Baltimore are already amongst the most popular tourist locations, while Ross Carbery is a natural gateway location for West Cork (similar to Oughterard, at the edge of Connemara), on the main coastal route and at the point where the characteristic West Cork scenery becomes dominant. All three locations already have recent self catering complexes.

Intermediate Benefit Accommodation

2.36. Guest Houses, Bed and Breakfasts, Hostels, and self catering complexes, can build up direct tourism employment, and tourist derived demand for services, in areas whose tourism potential is underdeveloped at present. The more successful self catering complexes, while not employment intensive, usually have a much longer season than individual self catering houses, and are often operated on a year round basis.

Inland Areas

2.37. Areas which are relatively remote from the coast may nevertheless be attractive for country house type hotels, and (on main touring routes) for caravan and camping sites. In practice, coastal caravan parks have a tendency to become occupied by permanent caravans, and may thus often not be available to accommodate touring caravans. Inland locations on the Cork - Dunmanway - Bantry route (eg Drimoleague) may make sense in these circumstances. Caravan facilities do require very careful siting and screening.

2.38. Many inland areas in West Cork have attractive scenery and good access to mountain and coastal areas, and may represent suitable bases for touring holidays. Smaller scale development of tourist accommodation on working farms could be attractive to tourists as well as helping to support the agricultural sector. The quality of such development, and in particular its ability to fit into the landscape, and make use of existing or traditional type buildings, is likely to be critical for its acceptability and success.

Coastal Demand and Environmental Capacity

2.39. Tourism is market driven and responds to what tourists want or are willing to accept. One of the main functions of planning is find sustainable ways of accommodating and guiding market demand, particularly in areas where “raw” demand is either so intense as to be damaging and unsustainable, or so weak as to need stimulus or encouragement if the area is to avoid permanent decline.

2.40. In areas of limited environmental capacity - particularly coastal areas - priority should be given to development which has high economic benefits, relative to the amount of environmental capacity used up. Also, some lower benefit development can be accommodated in ways which do not have an adverse impact on the environmental capacity of the area. There are social as well as physical limits to what specific areas can absorb.

2.41. Policies to control lower benefit development in high pressure areas may divert some of it to lower pressure areas where it is more likely to have a positive effect. In some cases, planning should make positive attempts to guide this process in ways which will help meet the development needs of lower pressure areas.

2.42. The next chapter, which deals with rural, coastal, and islands development, outlines planning policies designed to achieve these effects, in relation to both tourist and other types of development.

2. SERVICES, TOURISM AND AMENITIES

III TOURIST TRANSPORT

2.43. The County Council will seek create or maintain conditions which encourage a variety of methods of transport, for tourists and permanent residents. A substantial minority of tourists do not have cars. Alternative ways of travelling can be interesting and recreational, and make fewer demands on capital investment and the local environment.

2.44. The main alternatives to car use are buses, cycling, walking and water transport. Awareness of these alternatives could be promoted by producing an annually updated tourist leaflet "Getting around Cork without a car".

2.45. There is potential for ring tours of the western peninsulas, using comfortable minibuses. Seasonal tourist bus services might be more economic if vehicles used as school buses during term time were available (particularly if there were more variety in the vehicle type used).

2.46. The coastal area from Ross Carbery to Mizen Head is particularly suitable for cycling, being scenic but not unduly hilly. This would be a suitable area in which to pursue the policy, recommended in the Cork Kerry Tourism Development Plan, for special signposting of routes which are highly scenic, but not heavily trafficked. Skibbereen has particular potential as a base for cyclists. A limited amount of dedicated cycle route (eg on former rail lines) could be helpful in keeping cycles off more heavily trafficked roads, and giving a higher profile to cycling promotion. Sections of the former Skibbereen-Baltimore rail line might represent an appropriate starting point.

2.47. A mixture of long distance hill or coastal walking routes, and shorter routes linking the main towns to nearby attractions is needed. A preliminary study on walking routes, and plans for a Beara Way, have been drawn up.

2.48. The LEADER Coop report suggested that feasibility of a coastal passenger steamer service linking key tourist areas with a number of islands should be explored.

D. IMPLEMENTATION THROUGH "HUB AND SPOKE" AREA STRATEGIES

2.49. The physical development policy implied by this discussion of the service sector in West Cork is a "hub and spoke" one. The hubs - the main towns - are vitally important as places where tourism and consumer services demand can be combined to generate additional year round service jobs. The spokes - coastal and other villages - are often very attractive already. The amount of additional development they can accomodate without damage to these attractions varies, but is often fairly limited. A secondary function for the hubs is to accommodate the housing and accommodation pressures which the villages with more limited capacity and smaller permanent populations would find it difficult to absorb satisfactorily.

2.50. The two functions are mutually supportive, since additional accommodation in the towns will support services there, and a wider and more sophisticated range of services will make the towns more attractive places to live or stay.

2.51. This approach will be applied to the individual areas within West Cork. These areas correspond to the hinterlands of the main towns, and thus are the correct units within which to apply a hub and spoke approach.

3. RURAL, COASTAL AND ISLANDS DEVELOPMENT

A. RURAL DEVELOPMENT

3.1. In West Cork, a minority of rural areas are subject to strong development pressures which are in need of guidance and control, while the majority suffer from inadequate development pressure, resulting in many cases in rural decline.

3.2. The housing policy described more fully in Chapter 4 of the County at Large Volume is designed to respond to both problems. In rural areas outside zoned areas, but (normally) within 3 miles of the main towns, the intention is to maintain agricultural uses and there is an objection in principle to new housing proposals. This will protect the attractiveness of towns, and avoid development which could adversely affect their prospects for industrial and service employment growth. The relevant areas are defined in the individual area chapters.

3.3. This objection in principle will be relaxed in cases where the County Council is satisfied that a proposal for an individual house is for the use of a farmer, his direct descendant or ancestor, or a person who has lived outside the town and within 1.5 miles of the site for 7 years or more. This relaxation will safeguard community and family ties, and low cost access to the housing market as a result of free sites given by a parent. (See also para 4.29 in County at Large volume).

3.4. Outside the rural areas within 3 miles of the main towns, there will be a positive attitude in principle to individual rural houses. This is without prejudice to issues specific to the site or proposal, which the planning authority is also obliged to consider.

3.5. Controls in the rural areas within 3 miles of the town will tend to displace housebuyers who did not need to live there inwards to the towns, or outwards to lower density rural areas. Growth in town populations will help develop the service sector. Additional population in the more remote and lower density areas will help support rural services.

3.6. The Council will seek to provide additional support for the more remote rural areas through provision of small industrial units (see para. 1.24 above), and support for agritourism (2.36-8).

B. COASTAL DEVELOPMENT

3.7. West Cork's coastal areas are one of the County's most important assets. These areas need careful management to safeguard the environment and achieve the best sustainable return to the community. Tourism needs selective encouragement, emphasising the elements likely to be of most benefit to the local community, and to cause fewest environmental problems. The coastal area maps at the end of each of the area chapters (chapters 6-11) indicate the basic functions considered appropriate in particular coastal locations.

3.8. The amount of development which can be absorbed by West Cork's scenic coastal areas is limited. Sustainable development implies aiming at a rate of development which can be accommodated for the foreseeable future without seriously damaging the basic attractions of the area. If all demand for tourist facilities cannot be accommodated on this basis, the types of development likely to do most to sustain the local community, through creation of permanent employment opportunities, will be given priority.

3.9. Demand for second homes is potentially very large, and except for the construction phase, the benefits to the local economy are quite small because of seasonal occupation. Because of this, second homes do not represent very good use of scarce environmental capacity in coastal areas.

3. RURAL, COASTAL AND ISLANDS DEVELOPMENT

Individual houses in Coastal areas

3.10. Because of this, new individual houses in coastal areas outside zoned development areas will only be permitted where sufficiently sympathetic to their environment, well designed and located to be likely to positively enhance the local environment (site specific design by a fully qualified architect would normally be a necessary if not sufficient condition), and to be unlikely to contribute significantly to infrastructure deficiencies. (This does not necessarily favour high cost proposals, since moderately sized houses are usually easier to fit into the landscape than large ones). Some relaxation, where the Council is satisfied that housing will be in year round use, will apply. The dominant existing use - agriculture - will be maintained. For the purposes of the above policy, coastal areas are defined as areas within sight of the sea, inlets or lakes.

3.11. This approach should give adequate control over both quality and volume of second home construction, resulting in a more attractive general environment for tourism and environment conscious industry, and maintaining a better balance between permanent residents and second homes.

3.12. Some second home demand is likely to be diverted towards towns and villages, inland areas, and renovation of existing derelict houses. Use of a Revolving Fund and, where appropriate, the Derelict Sites Act, could provide useful demonstration projects which might be followed up by the private sector if shown to be economic.

Group Housing

3.13. Good quality grouped complexes of holiday homes can have significant economic benefits in terms of lengthening the tourist season. Sites suitable for this or other housing uses have been indicated in a number of settlement plans later in this volume.

3.14. Smaller coastal settlements should not become unduly dominated by holiday housing. Plans for these settlements reserve some development areas for permanent housing, and/or require a suitably separated permanent housing element in predominantly holiday housing/second home schemes.

3.15. Holiday housing (normally rented) is likely to be more intensively used than second homes (normally sold). In some cases, applications for holiday housing complexes may be regarded as acceptable where second home complexes would not. In such cases, appropriate controls on the manner in which such complexes are occupied may be necessary.

3.16. The County Council will be interested in, and as far as possible supportive of, innovative tourist housing or second home schemes. Possible examples include higher density in town complexes such as the BES funded tourist housing complex in Clonakilty. Conversion of some of West Cork's shoreline warehouse buildings to apartments would be another possibility.

Marinas

3.17. The provision of marinas or floating pontoons at suitable intervals along the West Cork coastline should help service the substantial numbers taking sailing holidays along the West Cork Coast, and encourage growth in this sector. The key to ensuring full local economic benefit from marinas, and avoiding their undue proliferation, is to require the bulk of berths in summer to be available for visiting boats. Visiting boats result in relatively high local expenditure, whereas boats being "stored" do not.

3. RURAL, COASTAL AND ISLANDS DEVELOPMENT

3.18. Accordingly, proposals for marinas will be assessed, having regard to agreement which can be reached with the promoters on the management of the marina. Marinas have important implications for sanitary services in the settlements in which they are located, which may also need to be the subject of agreement between the promoters and the local authority. Excessive size, which could lead to too great a demand for on shore facilities such as car parking, and make the marina out of scale with the settlement, should be avoided. Linkage of marina/pontoon development in a single operation with on shore facilities should promote sharing of manpower, and make small marinas more economic. Such linkage should also increase economic benefits to the local community.

3.19. Having regard to the physical suitability of settlements for marinas, their potential to benefit from associated marine services, and the desirability of having marinas at reasonable intervals, provision for marinas is made in the settlement plans for Union Hall, Baltimore, Bantry and Castletownbere, and also for a small seasonal pontoon at Crookhaven.

Caravan and Camping Facilities

3.20. Coastline caravan parks tend to be dominated by static caravans which are rented out, and may thus not do much to ease the problems of mobile caravans looking for somewhere to stop. In addition, caravan parks usually have considerable environmental impact, and rather limited economic benefits. They may therefore not represent very good use of scarce coastline environmental capacity.

3.21. Possible solutions to this problem are caravan parks on touring routes some distance inland, where

fixed caravans would not be so attractive commercially, or coastal sites catering for campers only. Two additional caravan sites, in the Dunmanway and Skibbereen areas, are suggested. Wherever such facilities are located, siting, screening and access to services are critically important.

C. ISLANDS DEVELOPMENT

3.22. Islands have a special appeal. The islands of West Cork are numerous, varied, interesting, and have substantial potential in the medium term. They are also particularly vulnerable to depopulation (many are now uninhabited) and environmentally sensitive.

3.23. The LEADER Study included a section on islands, and suggested that

- *tourist services based on local initiatives should be encouraged (e.g accommodation, catering and activities) Where possible this should be achieved without expansion of physical development on the islands*
- *hotel development, and man made development for exclusive tourism use on uninhabited islands, should not be encouraged*

3.24. While general guidelines can be indicated in the County Development Plan, the islands are sensitive and complex. A special Islands Study was undertaken in collaboration with FAS, and with funding from EUROSINET (draft published December 1994) to identify helpful initiatives and to respond in detail to the specific assets and character of particular Islands. The Council will have regard to this study in its planning policies.

Table 3.1.
Populations of West Cork Islands, 1961-2001

Island	Area (acres)	1961	1971	1981	1986	1991	1994 (est)
Bear	4490	382	288	252	230	216	216
Clear	1528	235	192	164	145	132	133
Dursey	1520	65	38	19	20	20	14
Hare	381	94	79	35	19	22	12
Long	352	52	40	38	18	11	9
Sherkin	1282	101	82	70	87	93	82
Whiddy	1027	96	111	54	41	34	24
Total		1025	830	632	560	538	490

3. RURAL, COASTAL AND ISLANDS DEVELOPMENT

3.25. Table 3.1 gives populations for the years 1961-94 for the inhabited islands without road links to the mainland.

Islands with Substantial Populations

3.26. There are three islands with substantial populations: Bear Island, Oilean Cleire and Sherkin Island. The special asset of Bear Island is its size, which means that tourist development on a larger scale than would be possible on the other islands could be allowed. As development pressures are low at present, special controls on second homes may be unnecessary. Sherkin and Oilean Cleire are smaller and more sensitive, and could easily be damaged by inappropriate development. Sherkin's beaches are an important asset which can be used to support development of the accommodation and services base.

Islands with Small Populations

3.27. Table 3.1 shows Dursey, Hare and Long Islands are in danger of complete depopulation, and that in the longer term this could also extend to Whiddy. Measures to avoid this could include:

- *encouragement of the "Island House" concept. On a small island, conventional services are likely to be uneconomic, and the absence of such services an important factor in encouraging people to move to the mainland. If a number of consumer and tourist activities can be combined in a single business/building (e.g. shop, pub, deliveries, management of houses available for letting on the island, bed and breakfast, camping site etc) the ability of the island community to survive could be improved. Modest EC funding to support any necessary capital expenditure might be possible.*
- *purchase, refurbishment and resale of vacant houses on the islands on the Revolving fund principle, with preference being given to permanent residents.*

Uninhabited Islands

3.28. Table 3.2 lists uninhabited islands of over 50 acres. The height above sea level is included because this is relevant to the ability of the island to absorb development: development on a flat island is visible from all directions. The visibility and scenic impact of any proposal for building on an uninhabited island would have to be carefully assessed.

Table 3.2.
Area and Highest Point of Uninhabited Islands

Island	Area (acres)	Highest Point (ft)
Horse	155	134
Castle	123	132
Spanish	120	110
Inishfarnard	80	158
Calf (E)	77	75
Calf (M)	64	50
Calf (W)	62	86
Skeam (E)	56	72

3.29. There is a market for private islands with a single holiday home on it, and this is the most likely source of development proposals for the uninhabited islands in the short term. Such proposals rule out future use for appropriate types of tourism development which might be of greater benefit to West Cork. The Draft Islands Study suggested protecting the medium term tourist potential of islands with a beach accessible via sheltered waters (ie Castle, Horse and East Skeam). On these islands, only developments accessible to the general public should be permitted. On other uninhabited islands, the main issues are public access and avoiding adverse visual impacts.

Interdepartmental Report on Islands Development

3.30. The Interdepartmental Report on Islands (1996) recommends important reforms to the public sector's relationship with the islands including a 'financial envelope' from which funding for operational/infrastructure costs of access can be provided. It also seeks a priority list of other infrastructure works for each Island from the relevant local authority. The Council will work with the interdepartmental committee to implement the improvements envisaged.

4. INFRASTRUCTURE: THE DIVISIONAL PROGRAMME

4.1. In the past, West Cork has found it difficult to secure adequate infrastructure funding, possibly because of the relatively dispersed population. This has resulted in an accumulation of infrastructure needs, which are particularly alarming in the area of water supply. For instance, Bantry, which is the largest town in West Cork, cannot develop at present because of lack of water. Summer water shortages are recurrent in many coastal areas. Of the major coastal towns, the situation is reasonably satisfactory only in Clonakilly.

4.2. The recent ERU Study on Water Supply and Sewerage Needs in Cork showed that the cost of meeting accumulated sanitary service needs were around £1,400 per head in West Cork: far higher than South and North Cork. The more critical needs in West Cork need to be given top priority if tourist and other development is to be practicable.

4.3. West Cork has no national primary routes, and only one national secondary route, which puts it at a disadvantage in funding terms. As needs exceed likely funding, priorities are necessary. These should include:

- *the N71 (which serves north south traffic to Kerry as well as the Cork-Skibbereen movement) and the Bandon- Dunmanway-Bantry route.*
- *town bypasses (these can have important economic and land use as well as traffic functions, and may also be the most effective way of using limited funding to reducing delays. In many of the town plans, construction of the by pass or relief road is seen as a necessary catalyst for development of land served by the road)*
- *roads giving access to fishing ports (particularly Castletownbere) and food industry centres*
- *touring routes. Improvements to these roads need to take account of amenities, particularly in relation to width and treatment of the road edge. This applies to more major routes with a significant tourist function, as well as to minor ones.*

4.4. For industrial, services, and tourist employment, the capacity of the principal town in each Rural District is disproportionately important. A successful "hub and spoke" relationship between the main town and the subsidiary centres it serves is not likely to be achieved if the hub is unable to expand or develop. Providing an adequate level of sanitary services capable of serving future development areas, good town core environmental conditions, and in most cases town relief roads, are necessary conditions of further economic development in West Cork.

4.5. West Cork has special infrastructure needs related to its long coastline. This coastline includes beach maintenance and improvements, particularly as EC standards and the blue flag scheme increase consciousness of quality of management. The vulnerability of the coastline itself to erosion is highlighted in a recent report from the County and City Engineers Association.

4.6. Table 4.1 summarises current infrastructure needs. It is accepted that this programme needs to be the subject of ongoing assessment, so that money can be directed into cost effective schemes which, wherever possible will create opportunities, as well as remedy existing deficiencies.

4.7. The Council has commissioned a major waste management study in the West Cork area, which will cover all aspects of waste minimisation, reduction, recycling and disposal with a view to identifying appropriate solutions. The specific physical facilities likely to be required will be identified as the study progresses.

Table 4.1:
Infrastructure Proposals - West Cork

A. Major Routes	Cost (£m)	Comments
N71 Cork-Bandon-Skibbereen-Bantry	10.0	Main Spine Routes serving West Cork.
R586 Bandon-Dunmanway-Bantry	10.0	
B. Fishing Industry Routes		
R572 Glengarriff - Castletownbere	10.0	Current condition resulting in special premium being charged by hauliers. Sensitive design needed.
R597 Leap - Union Hall	1.5	Union Hall important fishing port, with minor road access only. Sensitive design.
R585 Crookstown - Glengarriff	5.0	Access route to Castletownbere.
C. Town Bypasses (benefits for tourism / service sector)		
Skibbereen bypass	3.0	Bypass proposal could help create environmental condition for growth of tourism/consumer services in town. Town is in focal position to serve series of small, very attractive coastal villages.
Schull Relief Road	3.0	Town has capacity to accommodate extensive tourist development satisfactorily, and market demand is there. Bypass would allow development of land to north of town, and ease traffic pressure on town centre.
Bantry bypass	2.0	Relief to Square/inner harbour area crucial to achieving major environmental improvements in that area.
D. Food Industry		
Ballineen-Barryroe	3.0	
Drinagh-Manch	3.0	
Lisavaird-Ballineen	2.0	
E. Tourist Routes		
Skibbereen-Baltimore	13.0	Sensitive design and appropriate dimensions essential for these routes.
Crookhaven/Mizen Head		
Durrus/Kilcrohane/Roska		
Toormore/Dunmanus		
Clonakilty/Timoleague/Courtmacsherry		
Leap/Glandore/Rosscarbery		
“Ring of Beara”		

F. Pavement Strengthening and Minor Improvement	Cost (£m)	Comments
30% of 400 km of regional roads	12.0	
10% of 3200 km of County roads	15.0	
G. Water Supply Schemes		
Skibbereen, Stage 3	3.05	Will improve water supply situation in Schull, which has major potential for tourism development
Clonakilty Western Distribution, Stage 1	1.2	
Bantry Regional Scheme, Stage 1	11.65	To serve Bantry town and south side of Mizen Head peninsula. Lack of water in Bantry town seriously restricts development in Bantry. Very unsatisfactory situation as Bantry is largest town in West Cork, has highest proportion of tourist related employment in County.
Dunmanway Augmentation Scheme	11.00	
Schull Upgrading	3.50	(Distribution System)
Leap/Glandore/Union Hall Augmentation	2.50	
Baltimore Upgrading	1.50	
Clonakilty Western Distribution Stages 2, 3, 4 and 5	5.08	Would serve coastal resorts to west of Clonakilty. Rosscarbery in particular has potential for further development.
H. Sewerage Schemes		
Leap Stages 2 and 3	0.3	
Bantry Secondary Treatment	6.0	
Castletownbere Scheme	2.5	Lack of sewerage scheme inhibiting tourism development. Only town on Beara peninsula.
Skibbereen Scheme	6.0	
Inchydoney Scheme	1.0	
Ballylickey Scheme	0.75	
Schull Secondary Treatment	0.9	
Baltimore Secondary Treatment	1.25	

I. Flood Relief	Cost (£m)	Comments
Skibbereen	4.60	Approx. 270 properties subject of flooding. Would create opportunity for high environmental quality development based on tourism and service sector.
Bantry	2.70	c. 40 properties affected. Flooding frequent.
Clonakilty	1.00	c. 100 properties affected.
Union Hall	0.32	c. 30 properties affected.
Dunmanway	0.5	c. 20 properties affected frequently.
Glandore	0.03	
Castletownbere	0.01	
Baltimore	0.20	Flooding of road through village.
Rosscarbery	0.01	Tidal flooding of roadways.
J. Piers and Harbours		
Union Hall	2.57	Substantial increase in fishing fleet. Present facility too small and structurally unstable.
Bantry	1.05	Includes inner harbour development proposal adjoining main square of town. Could help provide major boost to tourist role of town.
Baltimore	2.85	Increasing fleet, loadings. Present berthage inadequate.
Courtmacsherry	0.20	
Schull	0.25	Allow development of fishing and recreational/tourist use.
Oilean Cleir (N. Harbour)	0.75	To facilitate fishing loadings, tourism, communications.
Smaller Fishery Harbours.	0.97	Smaller harbours have important new role for mariculture.
K. Waste Disposal	2.0	

Part 2:
**LOCAL CATCHMENT AREAS,
TOWN AND VILLAGE PLANS**



5. ZONING PRINCIPLES

5.1. The purpose of this chapter is to explain the principles underlying the zoning provisions in the succeeding area chapters (6-11) of the plan. These chapters contain settlement plans for the scheduled towns in West Cork, and a variety of smaller towns and villages.

5.2. Zoning for housing and employment purposes is carried out within the context of population projections for 1996, and the projected population range for 2001. These projections indicate the order of magnitude of growth needed in land available for housing and employment.

5.3. The zoning aims to stimulate as well as provide for demand by using

- *especially attractive sites to attract key development*
- *zoning and option categories intended to broaden the range of development occurring*
- *potential for positive interaction between existing and desired uses, amenity assets and proposed infrastructure, while protecting the special attractions and character of the town.*

A. AREAS ALREADY LARGELY DEVELOPED

5.4. These areas are in general not specifically zoned. The basic principles of a relatively compact commercial core, and protection of housing areas, apply.

5.5. The settlement plans for the larger towns have retained from the 1986 County Development Plan a designation of the retail frontage areas in the town core area. The underlying objectives are

- *to ensure compact town cores in which it is easy to walk from shop to shop, and in which housing areas close to the town core are not subject to erosion by sporadic commercial development.*
- *to maintain and enhance the physical quality of retail areas. A high standard of urban design will be required for retail development in general, including sympathetic treatment of existing buildings, well designed shopfronts, and avoidance of single storey structures.*

- *Where there is an independent entrance and staircase to upper floors above a shop, their removal will only be allowed where the Council is satisfied that there is no danger of upper floor vacancy or underuse arising as a result.*

5.6. Where retail development, of a type which is acceptable in principle but is not easily fitted into the existing retail frontage, is put forward, the development may be considered favourably if it is located sufficiently close to the existing retail frontage to permit easy movement of pedestrian shoppers between the two, and is not at the expense of established housing or industrial uses which it appears desirable to protect.

5.7. Older housing areas in towns are particularly vulnerable to erosion of amenities by incompatible commercial development or traffic. Conditions in these areas should be likely to promote their continued use, and their maintenance in an attractive condition. This will be an important factor in assessing planning applications, and in designing the Council's own development projects.

B. PERIPHERAL DEVELOPMENT ZONES

5.8. In smaller settlements, the volume and nature of development proposals likely to be put forward in a 5 or 10 year period is less predictable than in large towns. Flexibility on the purpose for which conventionally zoned land is used may be appropriate where

- *the development promotes the wider goals sought by the settlement plan*
- *a good physical relationship between the uses, buildings and physical setting which will adjoin each other as a result of the proposal can be achieved.*

Zoning Options

5.9. Some land at the edge of settlements has been zoned for agriculture, with the option of a specific type of development. The purpose of these zones is to provide alternative land for development in case sufficient conventionally zoned land is not made available for development during the life of the Development Plan, and to stimulate new types of development not occurring in the town at present.

5. ZONING PRINCIPLES

5.10. Options may lapse as a result of needs or desired development types being accommodated on conventionally zoned or other option land, or as a result of a subsequent review of the settlement plan in the light of altered circumstances. If an option lapses, the land reverts to the substantive zoning - agriculture - and to the lowest level in the order of priority for development.

5.11. Accordingly, potential purchasers of option land are advised that purchase of such land at development values is highly imprudent if they are not in a position to carry out a development of the type outlined within the lifetime of this Review, or of a planning permission granted under it, as the Council can give no undertaking that any such option or permission will be renewed. One of the purposes of the option system is to encourage quicker development and to discourage the practice of holding land as an investment asset.

Zoning and Sanitary Services

5.12. Ideally, all zoned land should be serviced. In practice, full advance servicing, so that there are no quantitative or qualitative deficiencies at all, is not always attainable. Restricting development to land with no current sanitary service limitations at all would unduly limit zoned land. Sanitary service limitations can involve coverage (eg a sewer does not yet extend to the site boundary), capacity (a sewer or waterpipe is available but can only serve limited development) or a need for additional treatment. Consultation with area engineers is advisable to find out the nature and extent of any sanitary service deficiencies, relative to a proposed development.

5.13. Some smaller settlements in West Cork do not have some services (eg they may lack a sewerage system, or the sewage may not be treated). Depending on the circumstances, this does not necessarily inhibit small scale development. For lower density development, sewage treatment through septic tanks or package treatment plants, and in some cases water supply from ground water, may be an option, depending on local conditions and densities. Provision for future linkage into the public system is desirable.

Commercial and Industrial Development

5.14. The following zoning categories may require further explanation:

Industry/Industrial Services:

Covers light and (subject to local conditions) general industry, and storage/distribution uses not

involving retailing. Screening planting and good quality boundaries important for this category.

High quality light industry:

Limited to light industry housed in high quality new or refurbished buildings, with good quality landscaping and an attractive layout.

Small industrial units:

Light industry. Alternative of one medium sized industry (rather than a number of small units) usually acceptable. As with previous category, environmental quality important.

Commercial (non retail):

distribution uses (other than retailing or retail type services such as hairdressers, restaurants etc.) and industrial services.

New Housing Areas in Towns

5.15. Subject to specific site conditions which may modify the housing densities which can be achieved, references to low density imply 1-3 houses per acre, medium density 3-7, and high density over 7. Where high densities are indicated, it should not be assumed that lower densities would be acceptable. Full site coverage is sometimes impracticable or undesirable, and this may reduce the gross densities achievable. (The main purpose of zoning for a variety of house types and densities is so that a range of new housing types are available rather than just one dominant type which may not be appropriate or affordable for some households. To ensure reasonable flexibility for private and public sector developers, housing proposals at densities differing from those zoned for may be accepted, where this can be done without prejudice to this main objective of housing mix in the town, or (where relevant) for other reasons which have made zoning for a particular density/type desirable in a particular area.

5.16. Housing sites on which an access point is shown, or which are otherwise clearly of sufficient size and depth to accommodate in depth development, will normally be subject to phasing controls designed to prevent all the road frontage being developed, leaving the interior undeveloped.

5.17. Where a permanent housing component is indicated as being required in a holiday housing complex, this should be between 12% - 20% of the number of units and the floorspace. The units provided for permanent occupation should have separate access and should be screened from the holiday home component. The developer may sell the houses, or let them on a year round basis.

5. ZONING PRINCIPLES

C. TOWN DEVELOPMENT BOUNDARIES

5.18. Development boundaries are shown either in the form of stop lines on roads leading out of the town, or in the form of a continuous development boundary. Development beyond the stop line or development boundary is subject to the controls for rural areas close to towns. Development beyond stop lines or development boundaries in coastal villages is subject to controls on coastal second homes. Where there is no stop line or development boundary, the outermost piece of zoned land shall be taken in principle as the development boundary for the purposes of the plan. Small scale development within the development boundaries is not necessarily precluded by the absence of specific zoning, and will be assessed on its merits, having regard to adjoining uses, and to the intentions of the plan for adjoining lands.

5.19. Where stop lines and development boundaries are applied in villages which lie outside the 3 mile agriculture/housing control zones around towns, the lines or boundaries lie across the entry points into the village, and indicate an intention to maintain a distinct transition from countryside to village, and to avoid linear development beyond them.

5.20. There is a need to encourage housing (for year round occupation) in rural villages outside the LUTS area, because providing new housing in such villages is one of the most effective ways of maintaining rural services. In many village plans, the main areas which appear suitable for housing development have been so zoned, but there are also villages where a development boundary only has been shown. Where specific housing zones are shown, this is designed to show the larger blocks on which new housing appears possible, and is without prejudice to the possibility of accommodating small-medium housing developments on other suitable but unzoned lands within the development boundary.

5.21. Specialist residential accommodation for travellers may sometimes be more appropriately located outside a development boundary, and the development boundary/rural housing policies should not be seen as precluding this. Selecting such sites often requires more detailed, up to date consideration of sometimes urgent user needs and local circumstances than is possible in a development plan.

Policies for Rural and Coastal Housing

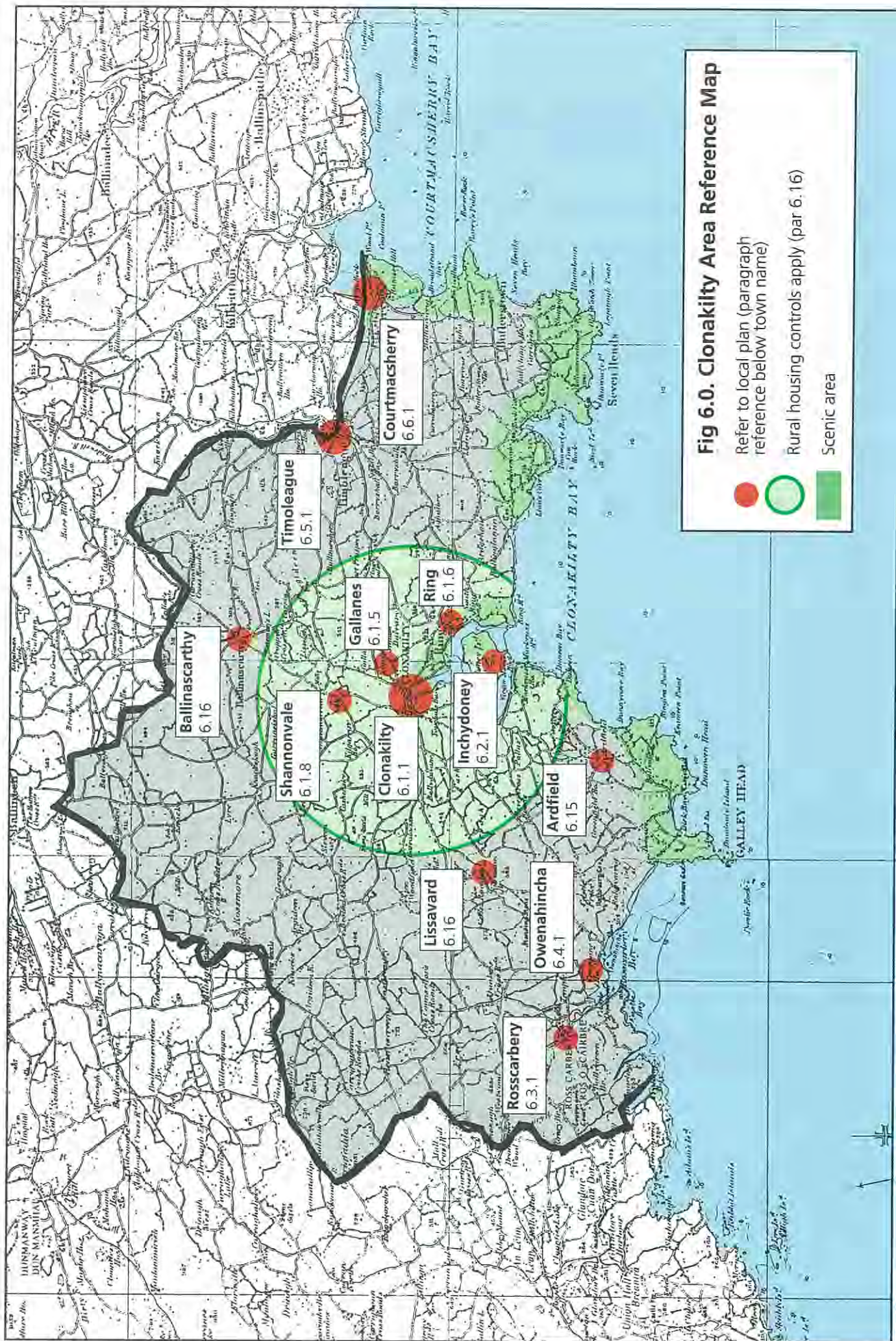
5.22. The principles which apply to rural areas within 3 miles of towns, to coastal areas, and to other rural areas, are described in Chapter 3 above. The relevant areas are defined by distance from a central point in the town referred to in the relevant area chapter.

Scenic Landscape

5.23. Scenic landscape designation indicates that any development which is permitted will have to be capable of being absorbed into the landscape rather than dominate it, and will be carefully controlled in terms of siting, design and landscaping.

Unzoned Areas

5.24. Where an area is not zoned, it shall be deemed to be in its current or last known use (excepting unauthorised uses).



6. THE CLONAKILTY AREA

Population and Labour Force Trends

6.1. Population in the Clonakilty area has been fairly static during the 1980s, with the minor movements shown in Table 6.1 being in line with trends in the County outside the LUTS area. Around 3% of the population emigrated in the late 1980s (marginally below average).

6.2. Projections suggest population is likely to remain fairly static over the next decade:

Table 6.1.
Population trends, Clonakilty RD, 1981-2001

Census	Population (no emig. '96-2001)	Population (emig. 1996-2001 as 1986-'91)	% change per annum since
1981	12080		-0.16
1986	12119		+0.06
1991	11879		-0.39
1996 (proj.)	11930		
2001 (proj.)	11960	11550	

Household growth, requiring new construction at a rate of 30 - 50 houses per year, should nevertheless continue, because of the declining size of household.

6.3. If emigration does not resume after 1996, employment growth of around 20% (750 jobs) would be needed to offset labour force growth and projected agricultural job losses. If emigration resumed on the scale of the late 1980s, there would still be a need for 13% growth (500 jobs). Current unemployment is around 12%. The County Council and Clonakilty Urban District between them need to ensure there is adequate property available to allow for the required degree of growth, and as far as possible to stimulate such growth.

Strengths and weaknesses of the Local Economy

6.4. Clonakilty's main specialisation is in the food industry. The proportion of the workforce in agriculture is above average, and while farm structure is reasonably good, there are fewer than average large farms in the area. There is a well balanced service sector, with an above average proportion employed in commercial services, and an average proportion in tourism.

The Food Industry

6.5. The Clonakilty area has a close to average proportion of employment in manufacturing, a majority of this being in the food industry. The food industry is a major asset for Clonakilty and also a potential source of vulnerability. The former aspect is likely to predominate over the latter if conditions are favourable for the creation of successful new activities or businesses which can build on the pool of skills available in the area.

6.6. The main contribution which a planning authority can make to this process is to ensure that adequate and suitable start up industrial premises are available. The current situation seems reasonably favourable, as the former wallpaper factory is being subdivided into small units which may be suitable for food uses. There is also an advance factory on the bypass which was built to food standard, but may now need some upgrading as it has been vacant for some time.

Services and Tourism

6.7. The major improvements in Clonakilty town over the last decade have created excellent conditions for further growth in existing areas of strength - commercial services and tourism. As a result, Clonakilty is particularly well placed to combine the role of a service centre for its natural hinterland, with that of a focus for specialised tourist services, in the manner described in Chapter 2. For tourism planning purposes, it has the capacity to act as a hub providing more specialised services for tourists staying in the smaller centres within its area of influence.

6. THE CLONAKILTY AREA

6.8. The beaches on adjoining coastlines are the major tourist asset in the Clonakilty area, but the quality of their management, and of the planning of development adjoining them, will influence the returns from them. Unresolved problems can have a discouraging effect on otherwise viable tourist development in neighbouring locations. Despite the difficulties of remedial measures like planting around caravan sites, these will be actively pursued when suitable opportunities arise.

6.9. The area is not as dramatic scenically as the area to the west of Rosscarbery, and is more in need of initiatives to develop special attractions/activities as a result. To some extent this is already being done (e.g. the model village). The town environs may have special potential for equestrian development.

6.10. Rosscarbery and Courtmacsherry are attractive, and have significant tourist activity at present. Rosscarbery is a village of considerable historic interest, which could be enhanced by appropriate environmental improvements. Both villages have potential for further tourist accommodation. In the local plans, a possible hotel site is reserved in Rosscarbery, and suitable tourist housing sites are identified in Courtmacsherry.

6.11. Castlefreke Demesne also has potential for the development of an hotel complex providing it incorporated the maintenance and regeneration of the surrounding woodlands.

6.12. Coastal erosion is a particular problem in Owenahincha and Inchydoney where the protection of the sand dune system is necessary. The support of local landowners in both instances is essential to the proper management of the dunes.

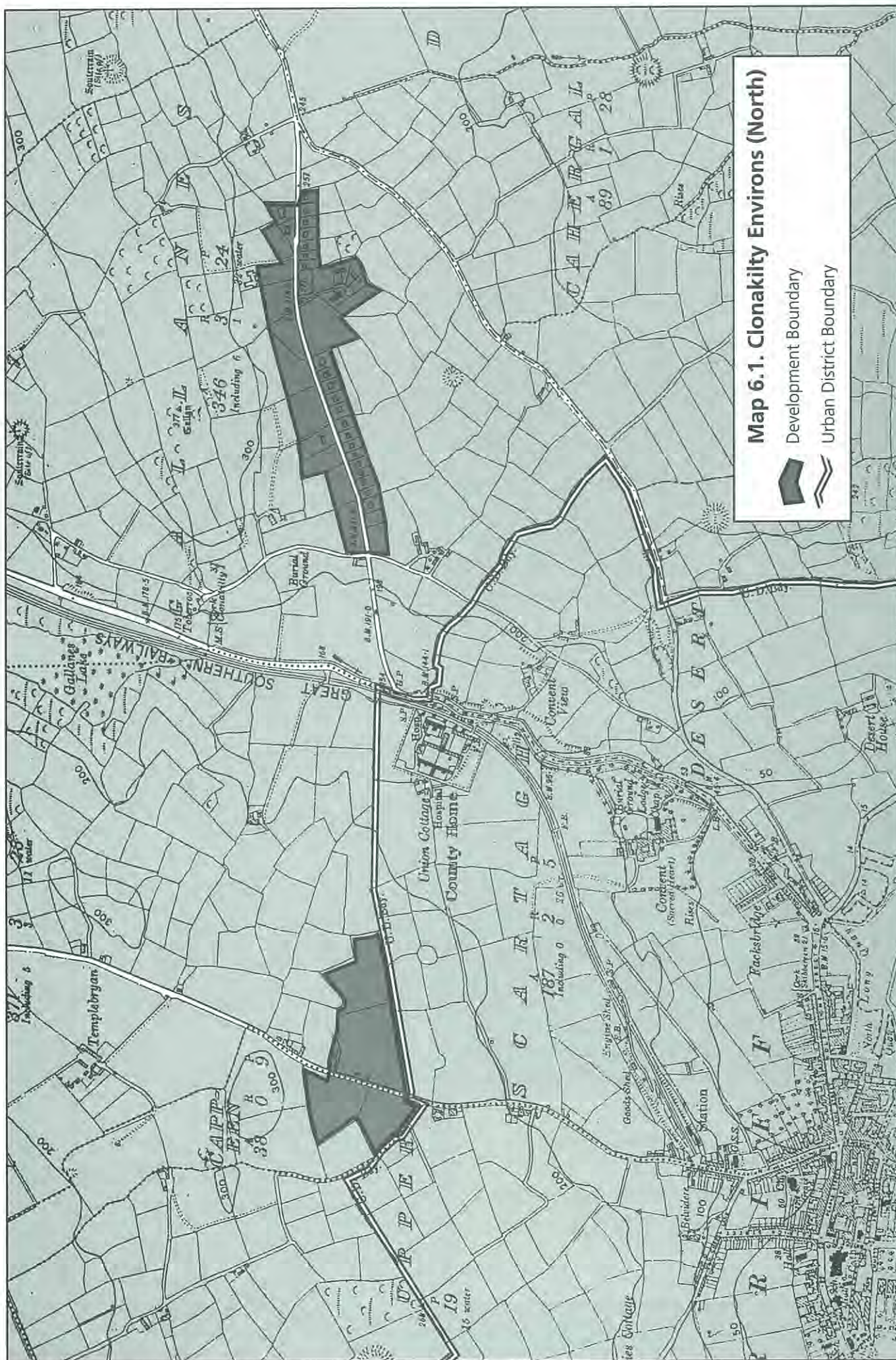
6.13. Scenic landscapes will be protected, the most important being those at Wood Point, Dunworley and Galley Head. The coastal scenic routes from Timoleague to Courtmacsherry, Dunworley to Lion's Cove and Duneen to Dunnycove Bay will also be protected. A preliminary study of the potential for long distance walking routes suggests a Seven Heads route, possibly involving a Courtmacsherry - Dunworley - Timoleague - Courtmacsherry circuit. This would help tie Timoleague and Courtmacsherry together as tourist locations.

6.14. There is a current planning application for a golf course at Clogheen Strand Intake. For the purposes of this review, the land in question will be treated as zoned for recreation.

The Local Housing Market

6.15. Clonakilty Urban District boundaries include an extensive undeveloped area, and has a considerable amount of serviced land available for housing development. The improvement of the town, and site provision by both the local authority and the private sector, has made building a house in town a popular option in the last few years. Market preferences as well as site availability should allow the majority of new houses in the area immediately surrounding the town to be provided within the urban district.

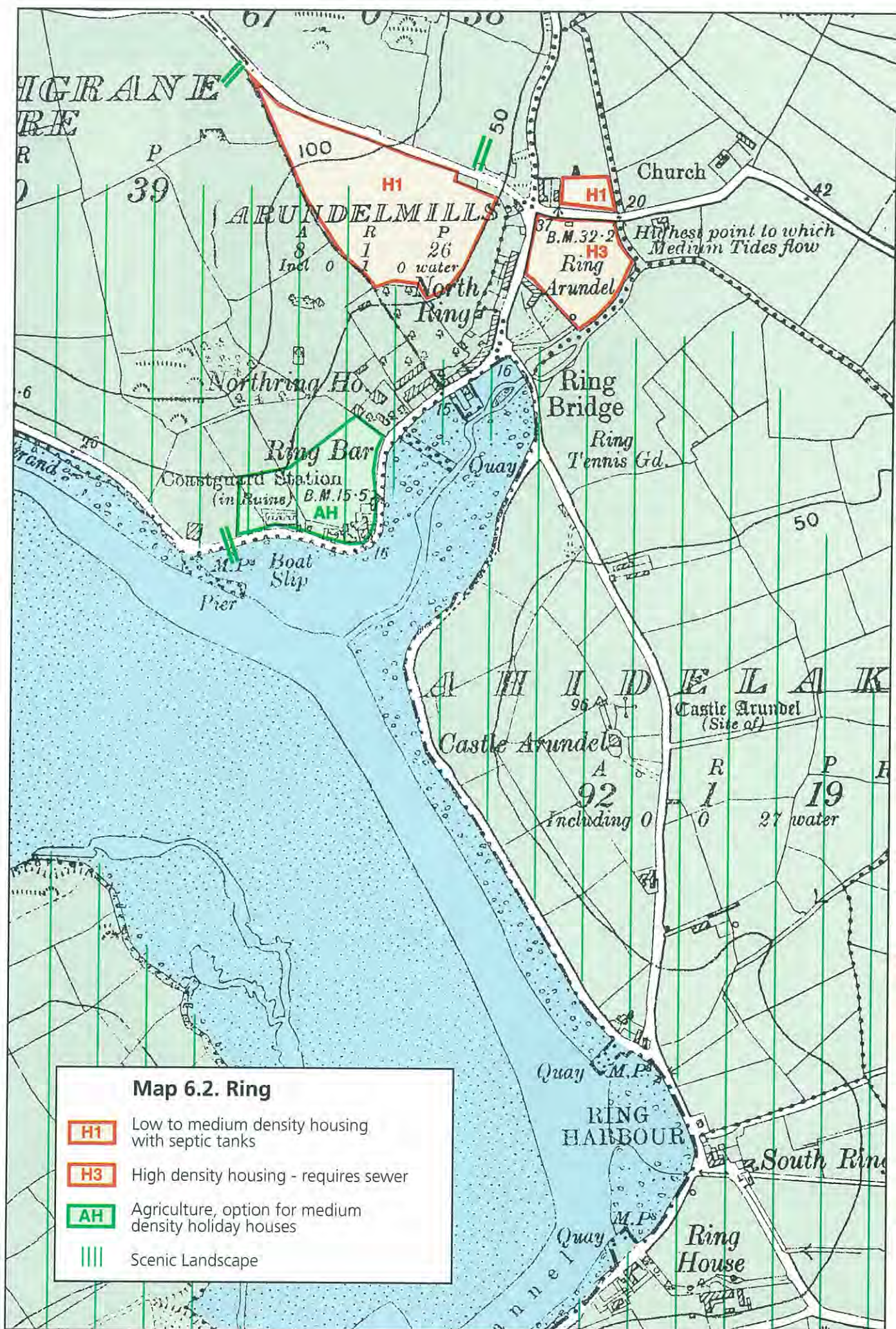
6.16. In principle, single rural houses within three miles of Clonakilty Town Hall are subject to the controls defined in Chapter 3A and housing on the Coastline to the controls described in Chapter 3(B). For non local users seeking housing within this area, there are five clusters capable of accommodating further housing development - at Ring, Gallanes, Shannonvale, Ballinascorthy and Lissavard/The Pike. Ardfield has also been identified as an area for residential development (See Map 6.11).



Map 6.1. Clonakilty Environs (North)

Development Boundary

Urban District Boundary



6.1.1. 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 to the definition of a common environmental policy for the harbour.

6.1.2. Major improvements have been made to the shopping core of Clonakilty, resulting in an attractive commercial centre enjoyed by both locals and visitors. The renovations to shop fronts is particularly impressive and will ensure the importance of Clonakilty as an important service centre.

6.1.3. While the population of the Urban District fell slightly from 2690 persons in 1981 to 2444 in 1991, there has been offsetting growth in the rural area, suggesting a population shift from the urban to the rural areas. Recently, increased housing activity within the urban district may have reversed this trend.

Housing Policy

6.1.4. Clonakilty town has an adequate supply and variety of serviced land available, which should reduce pressure for single houses in rural areas close to the town. The Council has identified 3 clusters which would be suitable for additional development.

6.1.5. The recent sewer extension has opened up additional lands at Gallanes on the Timoleague road. While there is already considerable ribboning in this area, a further 12 houses could be allowed on the north side of the Timoleague Road. Such development will need to be accessed indirectly, via grouped entrances, cul de sacs, or a service road, as further direct entrances would pose a safety problem (while making reasonable allowances for local difficulties). Development boundaries are indicated on Figure 6.1.

6.1.6. The previous plan identified the existing cluster at Ring as suitable for development. Area (H2) on Map 6.2, which was zoned in the 1986 Plan, depends on a new sewerage scheme. As this is unlikely within the plan period, additional land for medium to low density housing, capable of being serviced by septic tanks if necessary, has been zoned. This will reduce pressure for one-off development along the estuary.

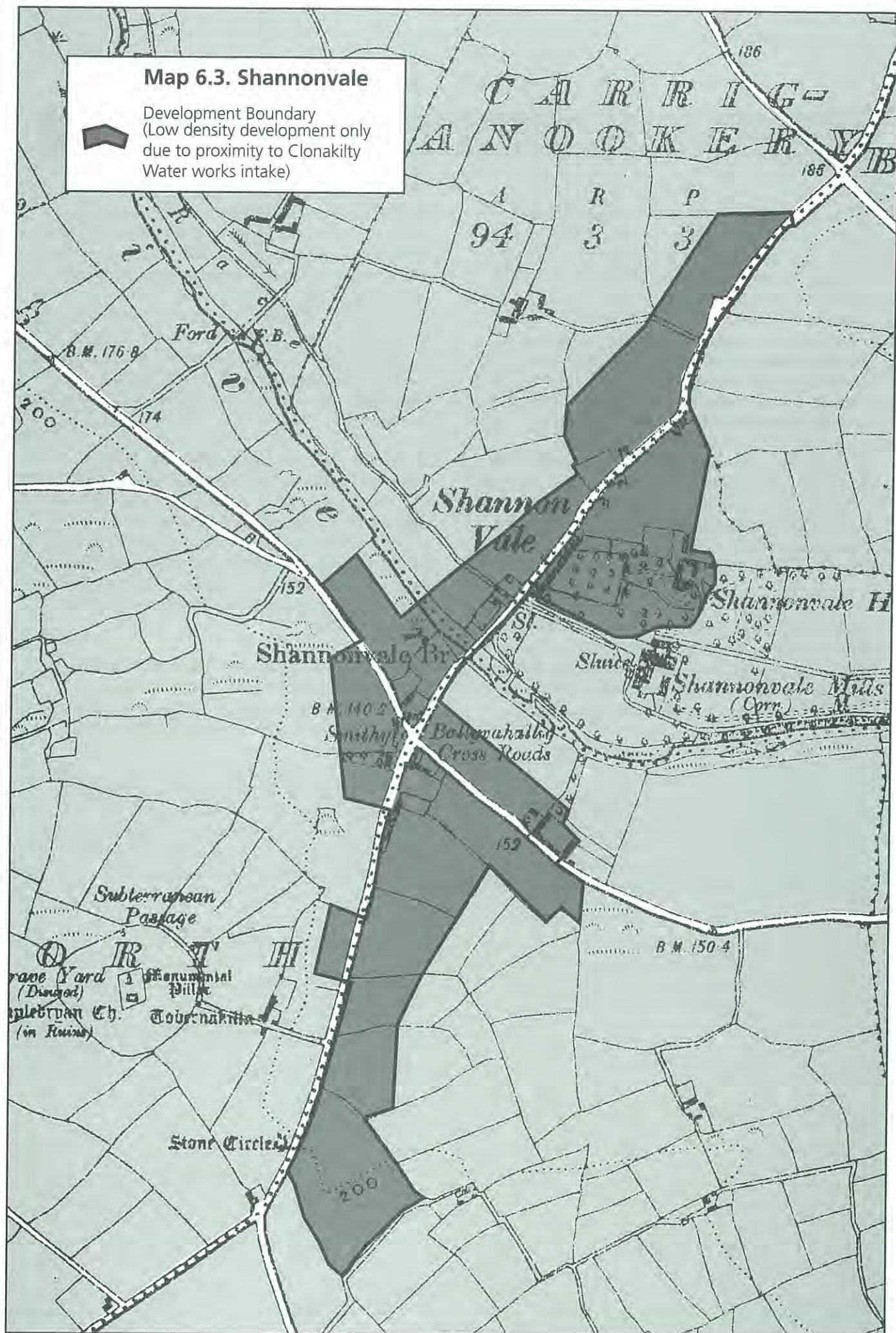
6.1.7. An attractive site (AH) has been zoned for holiday homes, taking advantage of the scenic quality of the estuary. A high standard of design and siting, as well as a sewage treatment plant will be required.

6.1.8. The existing housing cluster at Shannonvale, located about 2 kms. north of Clonakilty, can accommodate limited development (map 6.3). Only low density development is possible, because of proximity to the town water treatment works.

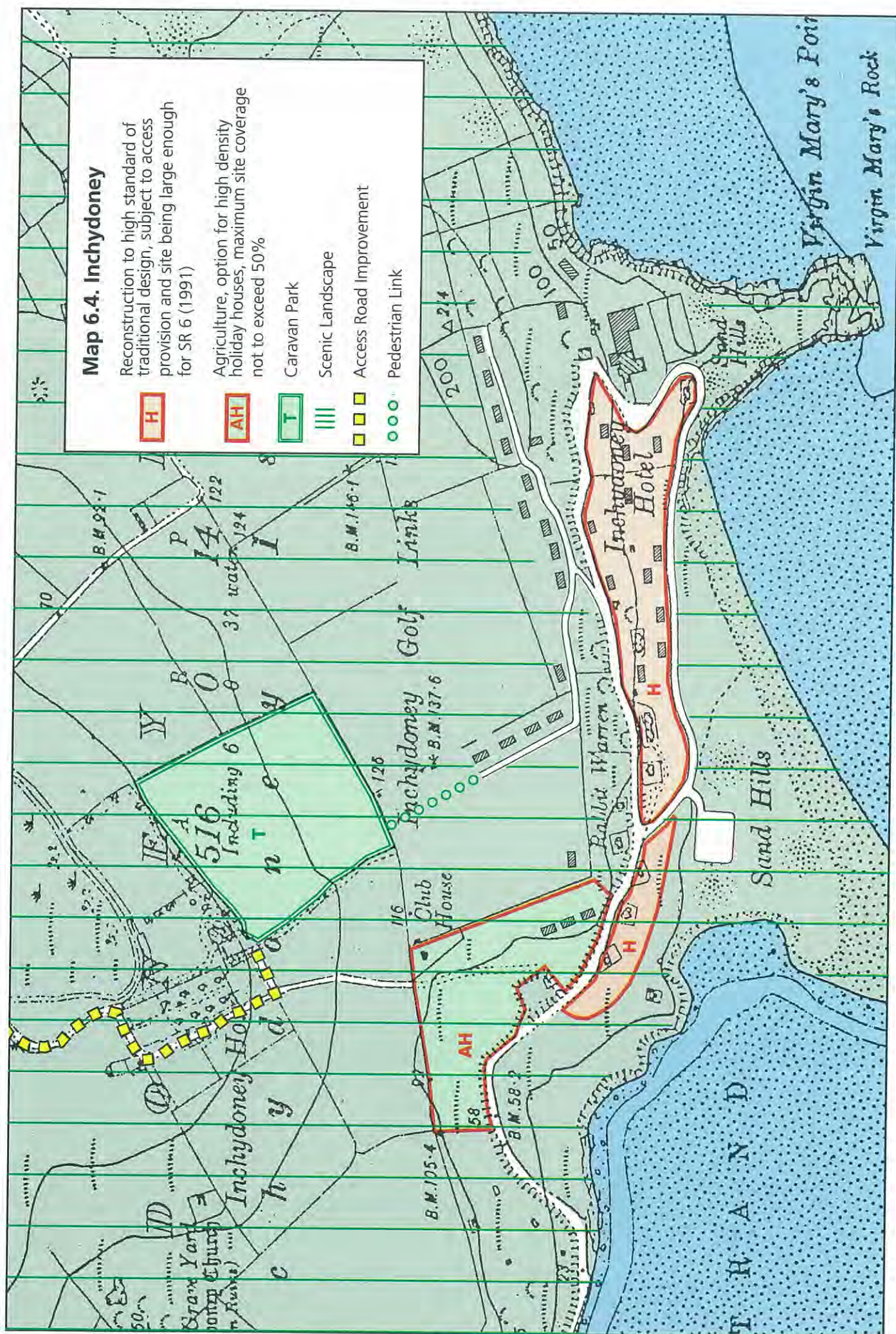
Map 6.3. Shannonvale



Development Boundary
(Low density development only
due to proximity to Clonakilty
Water works intake)







6.2.1. Inchydoney is one of the prime beaches of West Cork and is situated about 3 km. south of Clonakilty. It is a popular beach with reasonable facilities for day trippers, but with limited attractions for based holiday makers.

Existing Development

6.2.2. Much of the existing development has occurred randomly, with limited attention to servicing and design. More recent prominent hill top housing is obtrusive and has detracted from the scenic qualities of the beach. Action to reduce the effect of the existing ridge top development on the view from the Clonakilty side is needed. Access to this estate is also substandard and water pressure is limited. Negotiations to try to resolve these issues are needed. One option might involve seeking acquisition of some areas to the north of the ridge top housing for planting (to screen existing housing from the Clonakilty side) and applying the proceeds to meet outstanding infrastructure needs.

6.2.3. Inchydoney has no public sewerage system, but there are proposals for a scheme which would connect to the existing treatment plant at Clonakilty. While the contract documents are with the Department of the Environment., it could be some time before this scheme is in place. Re-alignment of the access road is planned.

6.2.4. In view of this and bearing in mind the fragile scenic qualities of the area, development potential is limited. However, the Council will encourage the replacement of substandard dwellings within the development boundary with well designed units to acceptable sanitary standards. This may require the amalgamation of smaller properties.

Holiday Homes

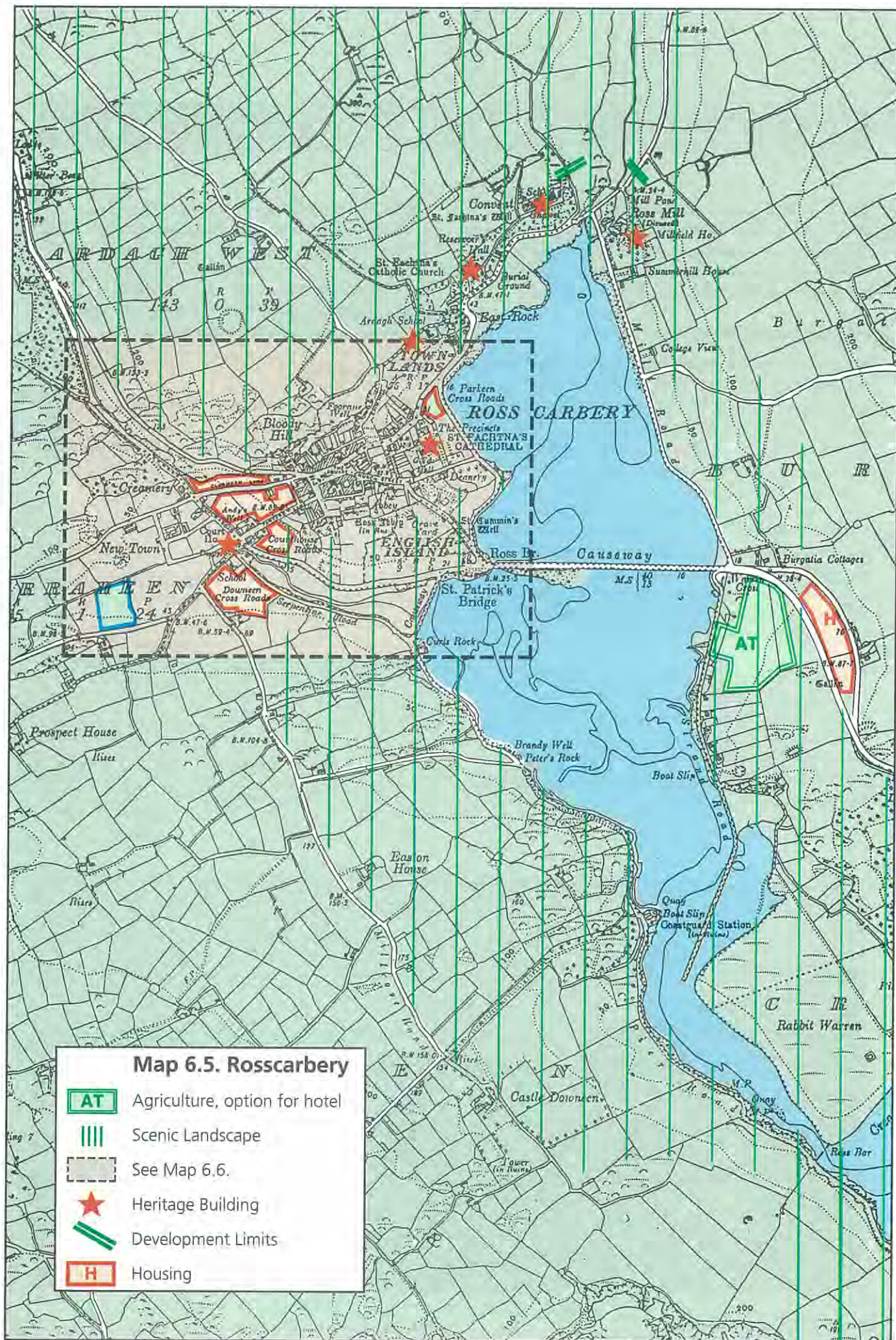
6.2.5. A site adjacent to the access road has been identified as being suitable for a cluster type holiday home development. Design, layout and landscaping standards will have to be high. As no sewer is available a small treatment plant will have to be provided by the developer.

Dunes

6.2.6. Protection of the fragile dune system abutting Muckross Strand and the ecology of the estuary and marshes surrounding the "island" is proposed. These constitute an area of scientific interest, as defined by the State. The Council will cooperate with the Office of Public Works in ensuring their protection.



Above: Inchydoney Strand
Page 33: Private housing on LA provided sites, Clonakilty



6.3.1. Rosscarbery is a large village to the north of the Clonakilty - Skibbereen National Secondary Route about 11 km. 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.

6.3.2. 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 on high ground to the north of the village.

6.3.3. The population in Rosscarbery dropped from 445 in 1981 to 425 in 1986. A reversal of this trend is important as the population of the town is marginal at present and any further decreases could result in a loss of services. Measures to achieve this include the provision of small industrial units, and reservation of a possible site for a hotel.

6.3.4. A sewerage scheme which serves Rosscarbery and some outlying areas was installed in 1986. The water supply is not adequate for present needs and demand has increased. The situation will improve with the implementation of Stage 1 of the Clonakilty Regional Water Supply Scheme, Western Distribution.

6.3.5. 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. 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.

Tourism Strategy

6.3.6. 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) Lands at both Newtown and off Tanyard St. have been zoned for housing development. The site off Tanyard St. should include a terraced housing component.

6.3.7. A possible hotel site has been identified to the east of the village. It is zoned agriculture, with an option for a hotel. The site is prominent, and from a visual point of view better left in agricultural use, but could accommodate a single moderately sized hotel building, providing there was extensive planting around it, and excessive signage and lighting were avoided. In view of the likelihood of hotel development at Castlefreke, this may only be a possibility in the medium to long term. However, it is preferable to reserve a site which could make a significant economic difference to Rosscarbery, rather than allow it to be committed to other uses.

The Square

6.3.8. Rosscarbery is being designated an "historic village" because of its attractive built form and individual buildings of historic interest. Measures will be taken to protect and promote its unique character. The active assistance of the local community will be sought in this regard.

6.3.9. 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 is being undertaken. The scheme will include the provision of a pedestrian street/sitting out area at the north side of the square, to benefit from the sun and encourage tourist related development.



6.3.10. Any additional shopping facilities should be restricted to local needs only and new developments should be located in or adjacent to the Square.

Industry

6.3.11. The Council has included land to the west of the village in its zoning proposals. This has been zoned for agriculture with an option for the development of small industrial units on the site. It is important to have some element of industry in Rosscarbery to maintain it as a viable centre. Funds permitting, the Council is willing to support the construction of suitable units through a limited period rent guarantee.

Adjoining Hills and Shoreline Areas

6.3.12. 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.

6.3.13. 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 Owenahincha plan).

6.3.14. 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.

6.3.15. Planting above and around houses already constructed in shoreline areas would help integrate them into the landscape.

6.3.16. Unauthorised infilling of the "lake" north of the causeway will be prohibited.

6.3.17. Implementation of many of the foregoing proposals will depend on the availability of finance and the support of the local community.



6.4.1. This seaside resort has daytrip and based holiday functions. There are two good beaches: Little Island and Long Strand. A ribbon of bungalows (most of which are holiday homes) has been built between Owenahincha and the Warren which is also a day-trip centre.

Castlefreke

6.4.2. The extensive state forest at Castlefreke and the remains of Castlefreke 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 should be maintained.

6.4.3. The Castlefreke Demesne has been zoned for agriculture/forestry with an option for the development of an hotel complex. This would have to be designed and built to a high standard, with special attention being paid to its surrounding environs. Any development here should incorporate measures to provide for the maintenance and regeneration of the forests. Satisfactory restoration of the castle as a hotel is desirable.

6.4.4. A number of buildings of architectural importance, including the ruinous Castlefreke, are listed for protection.

Development around the Beaches

6.4.5. Preferred sites for holiday home and caravan development have been marked on the attached map 6.7. Landscaping of the existing caravan parks would improve the visual appearance of the area and will be required in any future extensions to the existing development.

6.4.6. Access to the area is satisfactory, except for the link road from Burgatia Cross to Owenahincha Strand. Parking facilities for day-trip visitors to Little Island Strand need to be improved. However, most of the capacity of Little Island Strand is absorbed by resident tourists, while Long Strand is used for day trip recreation.

6.4.7. The water supply is inadequate. Improvement depends on the Clonakilty regional scheme. The sewerage system, which has a small pumping station and a septic tank with outfall to the sea, has adequate reserve capacity.

6.4.8. Owenahincha would benefit visually from the improvement of both the appearance and layout of the extensive parking areas in front of the existing hotels. This objective can only be achieved through negotiation with the hotel owners.

6.4.9. Car parking has been provided at Warren Strand. Access to the beach has also been improved. Although the link between Warren Strand and Owenahincha was provided, storms have washed away the Warren Strand end. Work is currently under way to reinstate the link.

6.4.10. The dune system at Long Strand is an area of scientific importance, and is in State ownership. The Council also owns lands on the coastline.

6.5.1. This large village is situated at the mouth of the Argideen River where it enters into Courtmacsherry Bay. Nearby service centres are Clonakilty (10 km. to the west) and Bandon, which is 13 km. to the north.

6.5.2. After a long period of static or declining population, the latest census results show a considerable increase: from 259 people in 1981 to 330 in 1986. This is partially due to the recent construction of a number of Council dwellings.

6.5.3. Employment opportunities within the village are limited, apart from some service employment and a small slaughterhouse. A number of residents work elsewhere.

Amenities

6.5.4. Its location at the head of the estuary, with its wooded foreshore, and the imposing ruin of Timoleague Abbey, contribute to the attractiveness of the village. This, in conjunction with the range of facilities Timoleague has to offer, is likely to result in continuing population growth.

6.5.5. As a result of the population increase many of the derelict properties in the village have been renovated, but there is still some dereliction at Abbey Street.

6.5.6. Active local involvement has done much to improve the amenities, in particular the Abbey and its immediate environs. Timoleague House and gardens form an important recreational amenity.

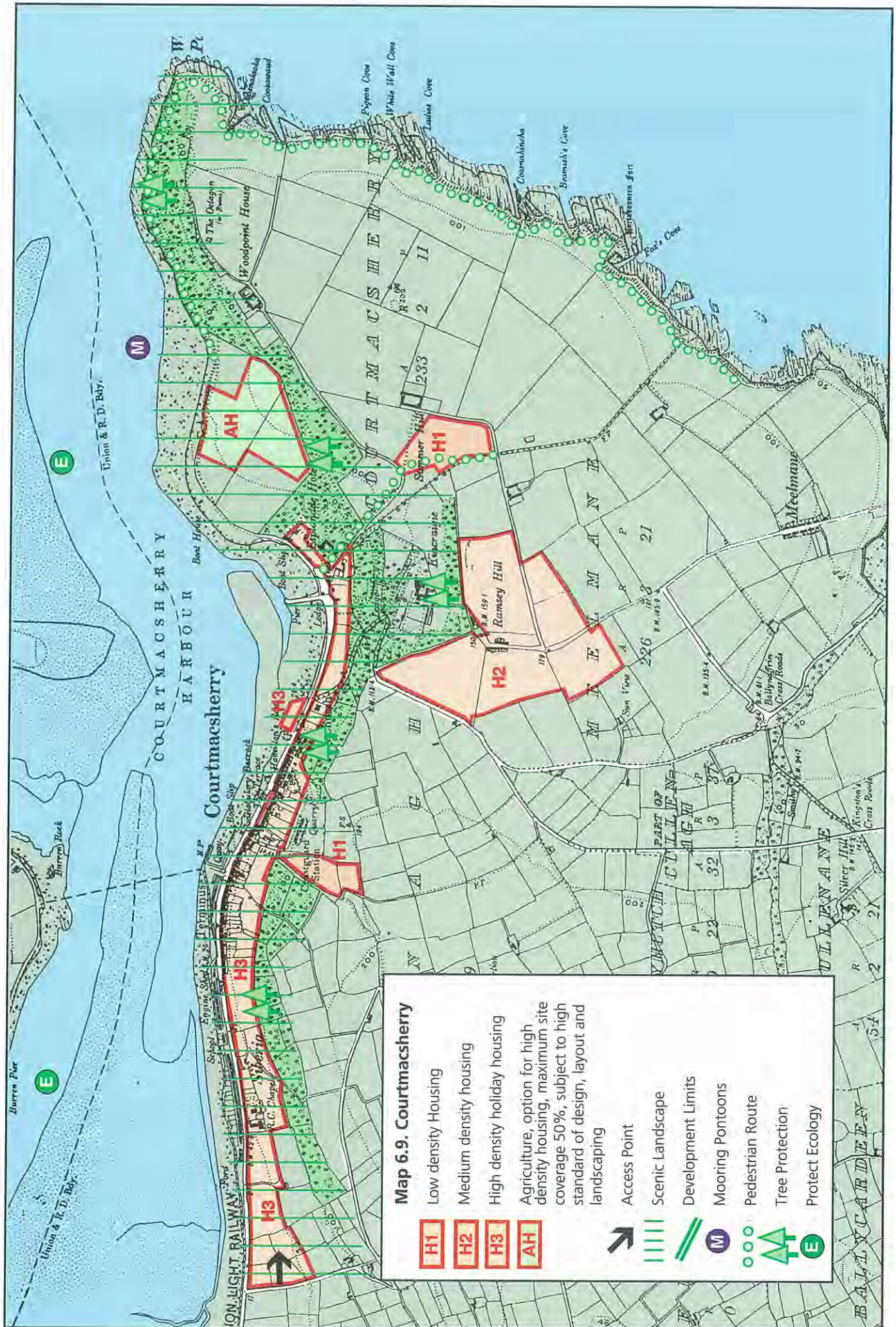
6.5.7. While these amenities have considerable attraction as a tourist resource, they have been largely untapped. The proposed upgrading of coastal route R600 linking Kinsale and Clonakilty via Timoleague will benefit its development as a touring base. Joint promotion of Courtmacsherry and Timoleague is suggested. The proposed Seven Heads Walk, which would connect the towns with each other (via the old rail line) and with the coast, would support this.

Development Opportunities

6.5.8. Water supply is adequate for the foreseeable future as a result of connection to the Clonakilty Regional Scheme. The sewers need upgrading, and a treatment plant is desirable. There are no plans to rectify the situation at the moment.

6.5.9. The Council has zoned two large areas for residential purposes. While zone H3 is elevated and quite visible from the Courtmacsherry direction, a high density cluster type development with extensive landscaping along the higher ground would be quite attractive.

6.5.10. Zone AH, overlooking the estuary, is suitable for a holiday village.



6.6.1. 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 village of Timoleague only 4 km. away is more accessible and acts as the main local service centre for the rural hinterland.

Tourism Function

6.6.2. Courtmacsherry's prime function is that of a based holiday centre, and to a lesser extent, a day trip centre. It has a reasonable range of facilities to cater for this demand, but one of its main attractions, sea angling, has declined over the last decade. This reduced the number of continental visitors and forced greater reliance on the home holiday market. Recent dredging of the harbour should help revive sea angling.

6.6.3. Other facilities include a small beach and a larger one at nearby Broad Strand. Its extensive woodlands (largely covered by Tree Preservation Orders) form an attractive backdrop and a public walk to Woodpoint has recently been established. There is scope for the continuation of this walk to Broad Strand (where the council has recently constructed a small parking area) and beyond.

6.6.4. In view of limited employment opportunities the range of tourist facilities needs to be increased. The provision of mooring pontoons would help. A possible location for this is shown on the zoning map (subject to shelter requirements).

Population and Housing

6.6.5. The resident population has dropped in recent years: from 231 in 1981 to 192 in 1986. Unless there is an increase in employment locally, it would be difficult to reverse this trend.

6.6.6. Despite this population loss, there has been a reduction in dereliction in Courtmacsherry. This is largely due to the demand for second homes which has resulted in a number of derelict properties being renovated. This has helped to maintain the very attractive streetscape of the village.

Zoning

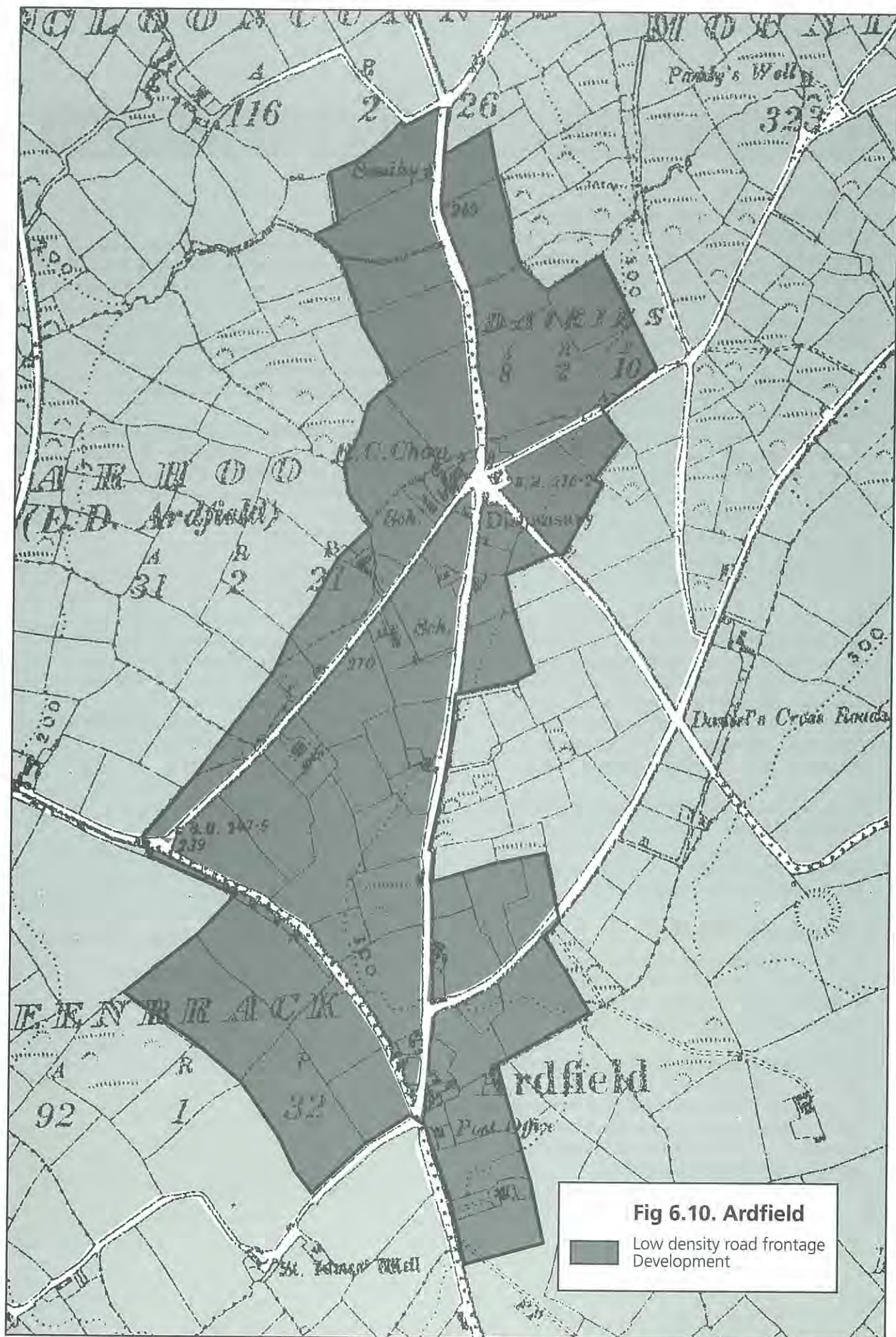
6.6.7. In view of the relatively short occupancy period of second homes, their benefit to the local economy is limited. A greater benefit will be derived from holiday homes which are let out for most of the year. One such scheme has recently been constructed near the hotel and another one has been granted permission. The Council will encourage suitable holiday home schemes.

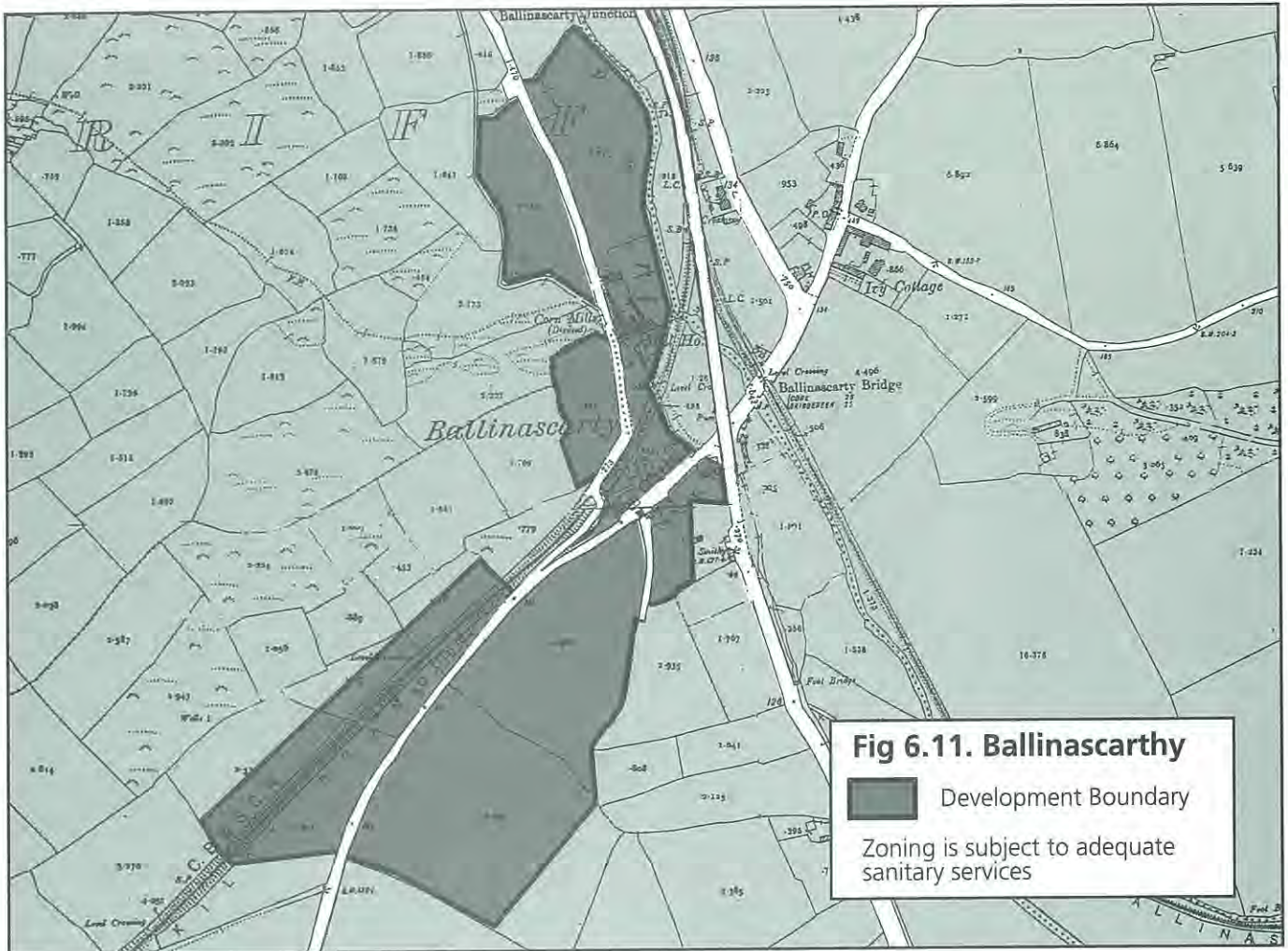
6.6.8. The linear shape of the village has been influenced by the steep topography. As a result opportunities for further housing development are restricted. The recent sewer extension however, has opened up lands at Ramsey Hill which are suitable for medium density housing.

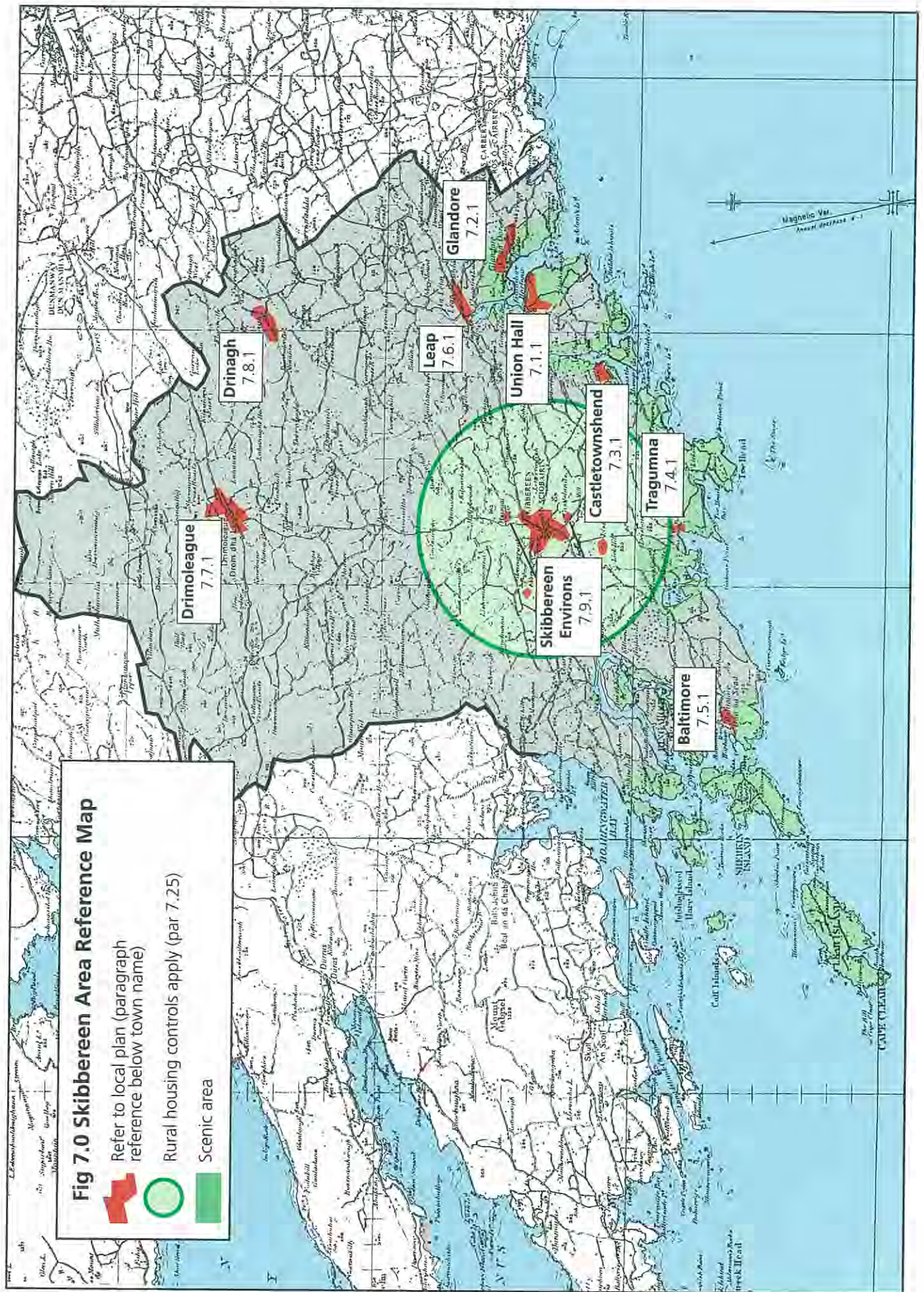
6.6.9. Two other sites have been identified as suitable for housing, in particular for high density, cluster type holiday homes. A high standard of design, together with appropriate landscaping will be required. The first site lies at the western approach to Courtmacsherry, while the other is located on an elevated site adjacent to the caravan park (Zone AH). The latter one could be developed in conjunction with the proposed marina.

Sanitary Services

6.6.10. The water supply, since its connection to the Clonakilty Regional Water Supply Scheme, is adequate for the foreseeable future. However, the narrow watermains serving Ramsey Hill require upsizing. The sewerage system, while satisfactory for most of the year, needs upgrading to cater for the increased demand during the summer. Improvement during the plan period is unlikely.







7. THE SKIBBEREEN AREA

7.1. 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.

Tourism and Services: A Hub and Spoke Development Policy

7.2. Skibbereen is the natural centre for the successful and highly scenic coastal area between Rossscarbery and Schull. Its attractiveness to tourists is an important planning/economic issue because:-

(1) It is the only settlement in this area which has much prospect of developing shared tourism/consumer facilities of a type requiring substantial catchment areas. Services which it would not be economic to provide solely for tourists, or solely for permanent residents, become more economic and less seasonal when provided for both. Planning for shared facilities should be an important method of spin off from tourism.

(2) The coastal settlements in the area - Glandore, Union Hall, Castletownshend, Baltimore and Ballydehob - are small and attractive and natural locations for tourist development. However, they have limited scope for accommodating additional tourism/holiday home functions without being swamped in the process. Skibbereen is within 10 miles of all of these settlements, and of the coastline between them. Access by cycle as well as motor vehicle for tourists staying in Skibbereen, and wishing to visit the coastal settlements, should be facilitated.

7.3. As a general development policy for the area the Council will promote a "hub and spoke" approach, with Skibbereen town being seen as a service centre or hub for the smaller coastal settlements. Skibbereen, the largest town in the area, is also the most suitable location for "overflow" residential development which cannot be readily accommodated on the coast. Development pressure for "one-off" dwellings, including second homes, is strong all along the coast, and there is only limited development potential in many of the settlements in the area.

7.4. Skibbereen Urban District Council's role as the development authority for Skibbereen town will be very important in enabling the town to play the hub role implied by this approach. There are a variety of interlinked development decisions due to be implemented on

- the Skibbereen bypass
- the flooding relief and drainage schemes
- the development of the Marsh area
- environmental improvements/pedestrianisation which may become possible as a result of the other schemes

The way in which these schemes are coordinated and implemented will have a major influence on the future of the area as a whole.

Coastal Development

7.5. The area's indented coastline offers major opportunities for water based activities including yachting. These leisure activities are becoming more and more important and if properly managed, could become a major tourist attraction and thus a source of revenue.

7.6. Maximising the attraction for visiting yachts will require the provision of mooring pontoons or marinas. Two important criteria should apply when planning these facilities:

(1) As the coastline is a limited resource, the Council will seek to attract those activities that benefit the area most. Visitor berths have higher economic benefits than permanent berths due to the on-shore spending of visiting crews. Consequently any marina will have to reserve the bulk of available berths for visiting yachts during the season.

(2) Large scale marinas requiring extensive areas of parking and boat storage tend to dominate the landscape and are therefore not suitable for West Cork. Smaller scale pontoons/marinas providing up to 50 berths should avoid this problem. Economic viability will depend partly on the on shore component of such facilities.

7. THE SKIBBEREEN AREA

7.7. The Council has identified two possible locations for mooring pontoon/marina development: Baltimore and Union Hall. Implementation will require a combination of private and public investment.

7.8. It is difficult to identify areas for larger tourist developments in the abstract, because such developments may vary widely, and the match between project and site has to be assessed individually. In any case, the number of coastal locations capable of accommodating such development in West Cork is very limited, for topographical and scenic reasons. One possible location which, depending on the type of development, might be able to absorb a substantial stand alone tourist development, is Inishbeg Island. A development there would be well placed to act as a "spoke" to Skibbereen. However, the island is very attractive in its present condition, and any proposal would need to demonstrate exceptional suitability for the location and exceptional economic benefits.

7.9. Proximity to both Sherkin and Clear Island (Oilean Cleire), 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.

7.10. The coastal villages are particularly attractive. Castletownshend with its fine houses and stone walls is considered one of the most attractive villages in the county. The Council aims to maintain this character by locating new development away from the village centre. Glandore, Union Hall and Baltimore also contain very attractive streetscapes which need to be conserved. Some development opportunities exist in each settlement (Baltimore and Union Hall in particular) but there are real limits to what the settlements can accommodate without drastic loss of character. The settlement plans later in the chapter outline both opportunities and limits.

Protection of Coastal Amenities

7.11. 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. It has been designated as a Nature Reserve by the State, and the Council will continue to impose special development controls on the lough and its surrounding catchment area. Development proposals which are normally exempt (e.g. agricultural buildings) but which restrict views of the Lough and its surrounding hillsides, will not be treated as exempt under the Planning Acts, as it is an objective of this plan to preserve them. A formal application will be required for any such development.

7.12. 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 Cape Clear (Oilean Cleire) and Sherkin, are of ecological importance and will be protected from damaging influences.

7.13. The two inhabited islands, Sherkin and Cape Clear are important tourist destinations (in particular for day trippers) as well as vibrant island communities in their own right. To guide future development will require a more detailed study than is possible within the current development plan, and the Council intends to initiate a special study of these and other islands in the near future.

7.14. The numerous small coves and inlets - in particular those with a small pier and/or sandy or pebbly beach - are a major amenity resource worthy of protection. Houses close to small piers and beaches discourage the public from using these facilities as they are perceived to be private ones, irrespective of existing right-of-ways. The Council will discourage further development of this type. Additional parking and improved boat access may be provided in certain locations such as Tralong.

7.15. The various headlands are similarly under pressure, in particular Toe Head and, more recently Reenogreena. As headland development tends to be unduly visible in these highly scenic areas, and as adequate road access and infrastructure are often not available, additional development will not normally be allowed.

7. THE SKIBBEREEN AREA

Population

7.16. The combined population of Skibbereen Urban and Rural Districts has been falling since 1981, but did not fall faster than the County average in the late 1980s. Growth in age groups relevant to the size of the workforce, while close to average until now, is likely to fall quite rapidly in the 1990s.

Table 7.1:
Population Trends 1971-1991

Census	Population	% change per annum since previous census	
		Skibbereen UD+RD	County (excl. Cork RD)
1981	12966	+0.53	(+0.69)
1986	12627	-0.52	(+0.25)
1991	12365	-0.41	(-0.39)
1996	12409	+0.07	
2001*	12429	+0.03	
2001**	11962	-0.75	

* Assuming nil emigration.
** Assuming emigration rates as per 1986-91.

The Local Economy

7.17. Tentative estimates of employment, unemployment and the labour force suggest significant employment growth in the later 1980's (from 3867 in 1986 to 4090 in 1991), and a slight fall in unemployment, relative to 1986. If employment has grown since 1986, this is not due to manufacturing, which seems to have been static at best during that period. The implication is substantial growth in the service sector. In order to maintain the existing employment level, a total of 450 new jobs will be needed during the plan period.

7.18. The area remains very dependent on agriculture. Small and medium sized farms predominate, with relatively few farms over 100 acres. The area has some market gardening, presumably taking advantage of the climatic advantages of the area. This activity, being relatively labour intensive and not requiring large acreages, should be researched further, as there may be scope for further development of marketing organisations, which could underpin growth in on-farm production.

Fishing and mariculture

7.19. During the last decade the fishing industry increased dramatically, both in the number of vessels as well as in volume of catch. The main port is Union Hall where the Council carried out land reclamation to provide loading and storage space together with road improvements including a causeway. Baltimore is the other important fishing port in the area.

7.20. Roaringwater Bay's potential for mussel farming is increasingly being realised. However, the lack of depuration facilities, coupled with access problems will require urgent attention and close co-operation between the various interest groups. Possible locations include areas close to piers at Baltimore and Schull.

7.21. The visual impact of barrels, floats etc above water used for mariculture purposes in Roaringwater Bay is now very significant, and it is not always clear that the channels left for navigation are adequate. New initiatives to address these issues are needed.

Industry

7.22. The proportion engaged in manufacturing is below average, as in most parts of West Cork. Mechanical and electrical engineering are unusually important in the local economy (19% of total manufacturing employment). The combination of engineering and food industries may promote innovation in the latter, but is also a source of vulnerability.

7. THE SKIBBEREEN AREA

7.23. Engineering is subject to rapid technical change, and constant updating of skills is necessary, making training and education facilities important. Small engineering firms can have special value in helping develop new small firms in other sectors. The presence of engineering skills, plus the special attractions of West Cork as a place to live, could encourage the development of small technology based firms - indigenous or foreign. It could also support the primary sector (e.g. mariculture equipment).

7.24. The second industrial focus in the area after Skibbereen is Drimoleague. While Drimoleague has suffered substantial industrial job losses in the past, it is at the centre of a triangle formed by Bantry, Skibbereen and Dunmanway, and could draw on a substantial and varied labour force. The town has zoned industrial land and is a suitable location for small units.

Housing

7.25. Proposals for housing zones are included in the individual settlement plans. Demand for permanent housing is concentrated in or close to Skibbereen town. Provision for this is made:

- *in zoned areas within the Urban District*
- *in housing clusters outside the town. Three small clusters and an edge of town area have been defined within the 3 mile area around Skibbereen to allow for non local demand for new housing in this area.*

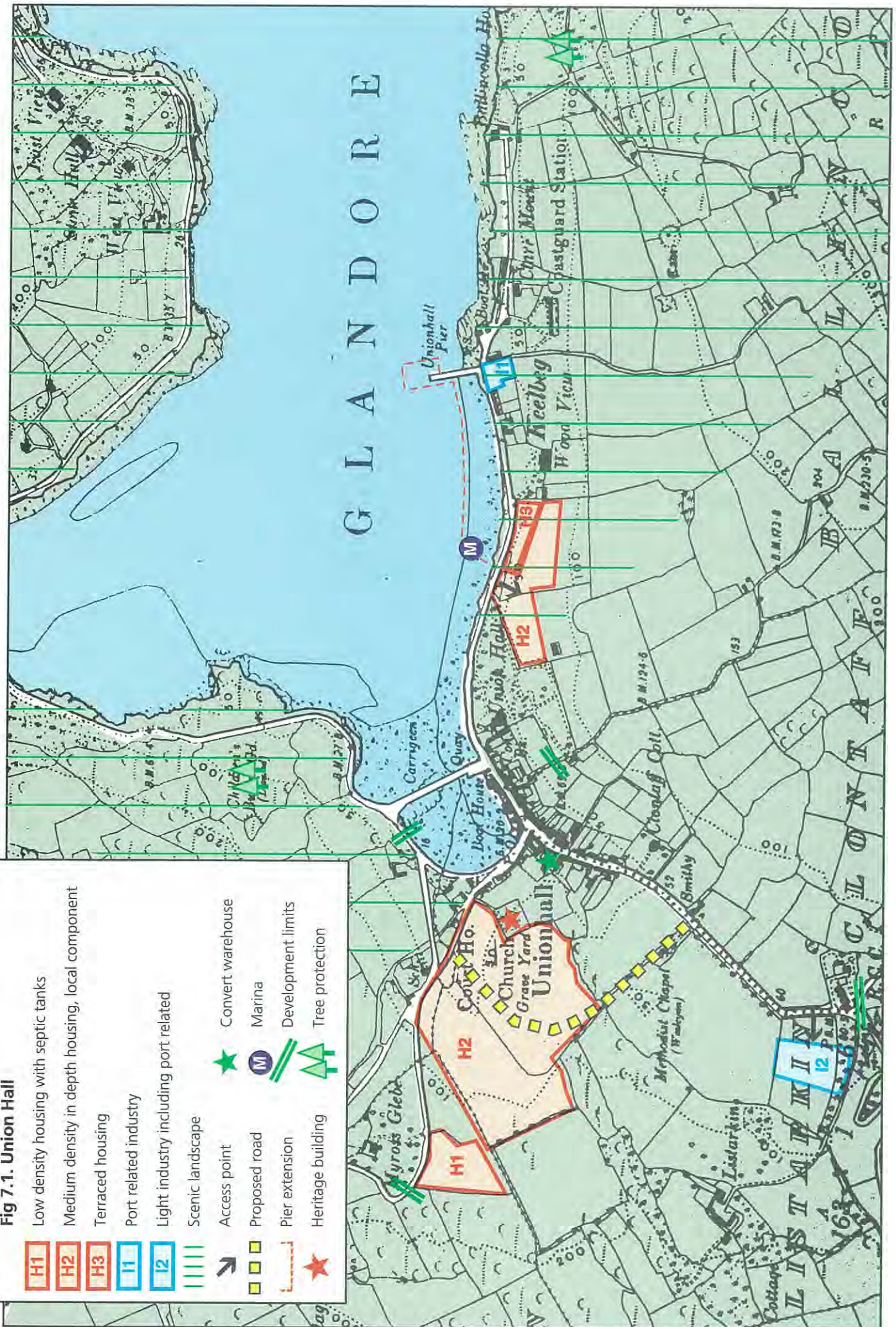
In addition, allowance is made for demand from the immediate local area in other, rural areas within 3 miles of Skibbereen Town Hall. Other demand within this area is subject to the controls outlined in Chapter 3(A).

7.26. There will be no objection in principle to rural housing more than 3 miles from the Town Hall. However, controls outlined in Chapter 3(B) apply to second home proposals in coastal areas.



Fig 7.1. Union Hall

- | | | | |
|---|--|--|--------------------|
| H1 | Low density housing with septic tanks | ★ | Convert warehouse |
| H2 | Medium density in depth housing, local component | M | Marina |
| H3 | Terraced housing | /// | Development limits |
| I1 | Port related industry | ▶ | Tree protection |
| I2 | Light industry including port related | ■ | |
| | Scenic landscape | --- | |
| ▶ | Access point | ★ | |
| ■ | Proposed road | | |
| ■ | Pier extension | | |
| ★ | Heritage building | | |



7.1.1. Union Hall is a small village on the western shore of Glandore Harbour. It includes the hamlet of Keelbeg where the pier is located.

7.1.2. The population was 220 in 1986, only slightly below that in 1981. Its population may have risen since 1986, due to the growth of the local fishing industry.

Fishing & Marine Development

7.1.3. Over the last five years it has developed as a major fishing port, mainly due to the efforts of the local Fishermens Co-Op. Land reclamation at Keelbeg allows for loading and parking. Access to the pier has been improved by widening of the road between Keelbeg and Union Hall and the construction of a causeway. This, together with improved linkage to the N71, should provide adequate access.

7.1.4. Plans are well advanced to extend the reclaimed area and include a slipway as well as a much needed strengthening and extension of the pier. This, together with the proposed dredging, will allow growth in the fishing industry to continue. If possible, the existing stone cladding should be continued to protect the additional reclaimed land, for visual reasons.

7.1.5. The area just west of the land reclamation is well sheltered and suitable for a small marina. Some further reclamation will be required to allow for on-shore facilities such as a chandlery, club house, storage and parking.

Employment

7.1.6. So far there has been little spin-off in terms of fish processing, boat repairs etc.. As pier side space is at a premium, substantial activities requiring a waterside location, such as boat repair, may be better located in Baltimore (where the existing facilities are lying idle). There are, however, some small complexes of older industrial buildings along the road to the pier, and these should remain available for smaller pier related activities.

7.1.7. Other, more "footloose" activities could be located in the western edge of Union Hall. A heavily planted buffer zone should be created to screen this area from the public road and the church opposite. Any development is dependent on resolving the existing deficiencies in sanitary services (see below).

Sanitary Services

7.1.8. While a new sewerage system has been completed recently, its septic tank treatment will require upgrading. Water supply is extended to capacity, thus restraining the potential for development. Like nearby Glandore, it will eventually be augmented from the Skibbereen Water Supply. Union Hall has considerably above average potential for development for a coastal village, primarily because of its role as a port, and the water supply problem needs to be tackled quickly.

7.1.9. The lack of a surface water drainage system has imposed constraints on development along the Listarkin road running to the south west. Consequently, the Council has extended its residential zoning near the Church of Ireland church to include lands that can be drained directly into the estuary.

Housing

7.1.10. 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.

7.1.11. Infilling between Union Hall and Keelbeg could be encouraged provided there is a substantial component of locally generated housing. The proposed terraced type housing (Zone H2) could be in the form of holiday homes, preferably on a rental basis as this will maximise the economic benefits to the village.

7.1.12. Recent alterations of elevations within the village has shown a high standard of design. The Council will encourage further visual improvements by prescribing appropriate finishes and design details. Suitable infilling will be encouraged.

7.2.1. Glandore is on the northern shore of Glandore Harbour, nearly opposite Union Hall. It has good access to Skibbereen which lies about 11 km. to the west. The village is well known as a based holiday centre with its location on the shore of a sheltered harbour as its main attraction.

7.2.2. Its year round resident population is very small (below the 150 persons limit for inclusion in the Census) and this, together with its proximity to Skibbereen, has resulted in only minimal facilities being available in the village.

Use of Limited Development Capacity

7.2.3. Glandore has limited capacity to accommodate new development, due to topographical conditions and visual vulnerability, and also experiences strong pressures for second home development. Glandore's small scale character is one of its main attractions which would be destroyed by large scale development.

7.2.4. In these circumstances, local demand for year round housing could be discouraged by a mixture of high property values and planning controls. To avoid this, in future the need for a local housing component will be considered in relation to group housing proposals, and (as with coastline areas outside settlements) the question of whether a proposed individual house can be shown to be for permanent occupation will be treated as relevant.

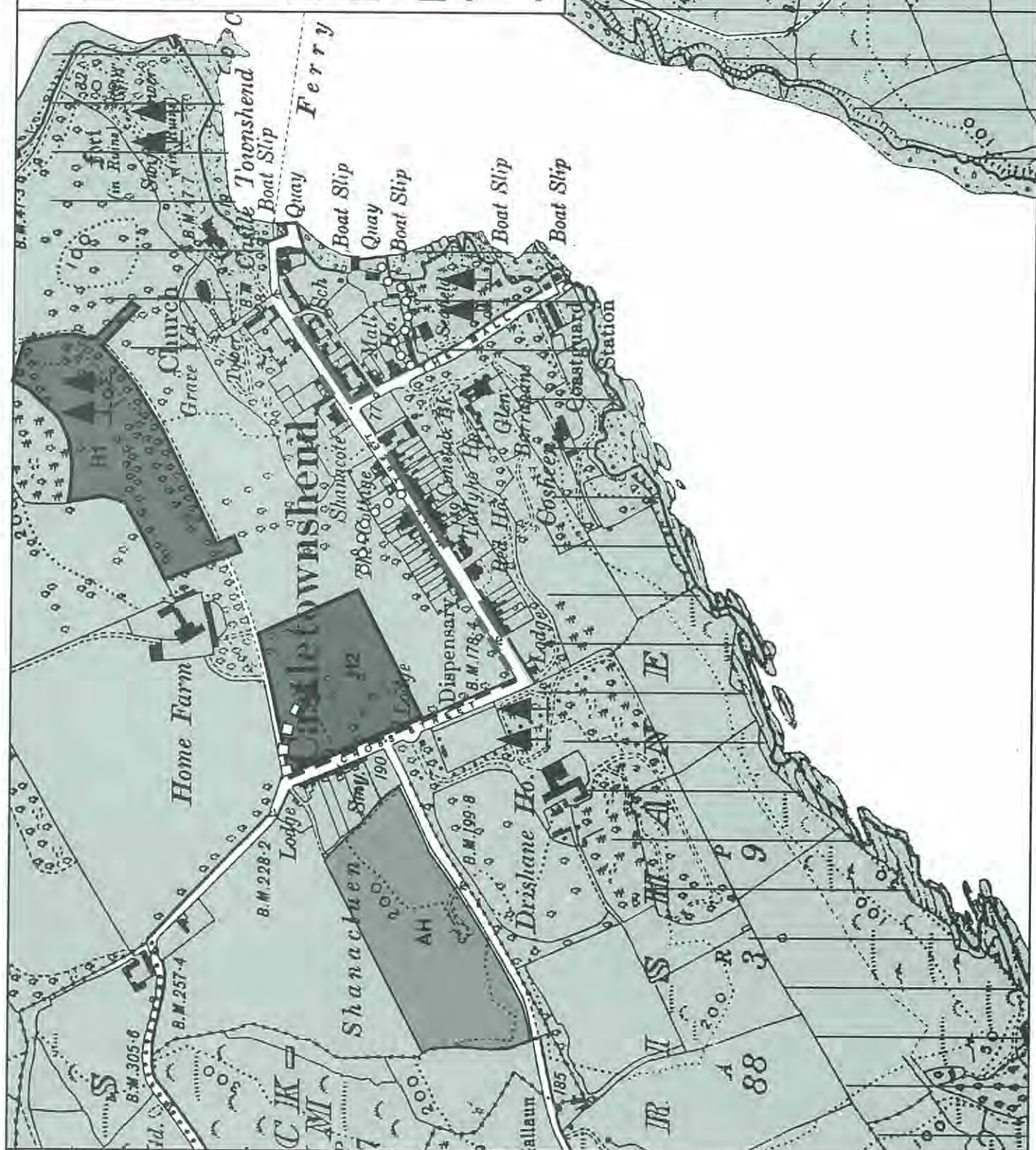
7.2.5. Development site marked H1 is suitable for traditional designed apartments over ground floor garage or storage. Its ridge level should not exceed that of adjacent development to the west.

7.2.6. The high ground to both east and west of the village are visually vulnerable and development here will be restricted to the existing agricultural uses. The Council will encourage forestry planting provided an adequate proportion of deciduous trees is included.

7.2.7. Water Supply in Glandore is poor with no spare capacity. While a Sewerage Scheme has been constructed, additional treatment will be required.

7.2.8. Parking facilities are limited and incapable of meeting the high season demand. Due to its topography it will be difficult to provide additional parking.

Map 7.3. Castletownshend



7.3.1. 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 village. In the context of the Council's coastal policy the village is considered to have a significant based holiday role. It also has a specialist function as a sailing centre because of the harbour's sheltered anchorage for yachts. However, its topography does not allow for the provision of additional facilities such as a marina.

7.3.2. The population has declined from 170 persons in 1971 to 153 in 1986. As there has been no housing development in the village in recent years, the population has probably dropped further.

Amenities and Tourist Attractions

7.3.3. 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.

7.3.4. Castletownshend's architectural qualities and the historic (literary) associations of the village make it one of the most attractive in West Cork. Strict controls on new development or facade alterations will be necessary to ensure the maintenance of the village's streetscape. Consideration will also be given to the undertaking of special study of the village's buildings and streetscapes.

7.3.5. Retention of trees, woodland and characteristic stone walls is proposed. Maintaining a pedestrian way from The Mall to the shoreline is essential.

7.3.6. 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, as well as Reen across the harbour. Controls on this form of development are both in the interests of securing village renewal and expansion, and protecting amenity resources.

7.3.7. The water supply is adequate for the immediate future, but is not capable of catering for additional large scale development. No sewerage scheme exists at present in Castletownshend. Raw sewage is discharged through drains at the pier and slip at the bottom of the village. Until such time this problem is resolved, sewerage is a major constraint on development in the village.

Development Opportunities

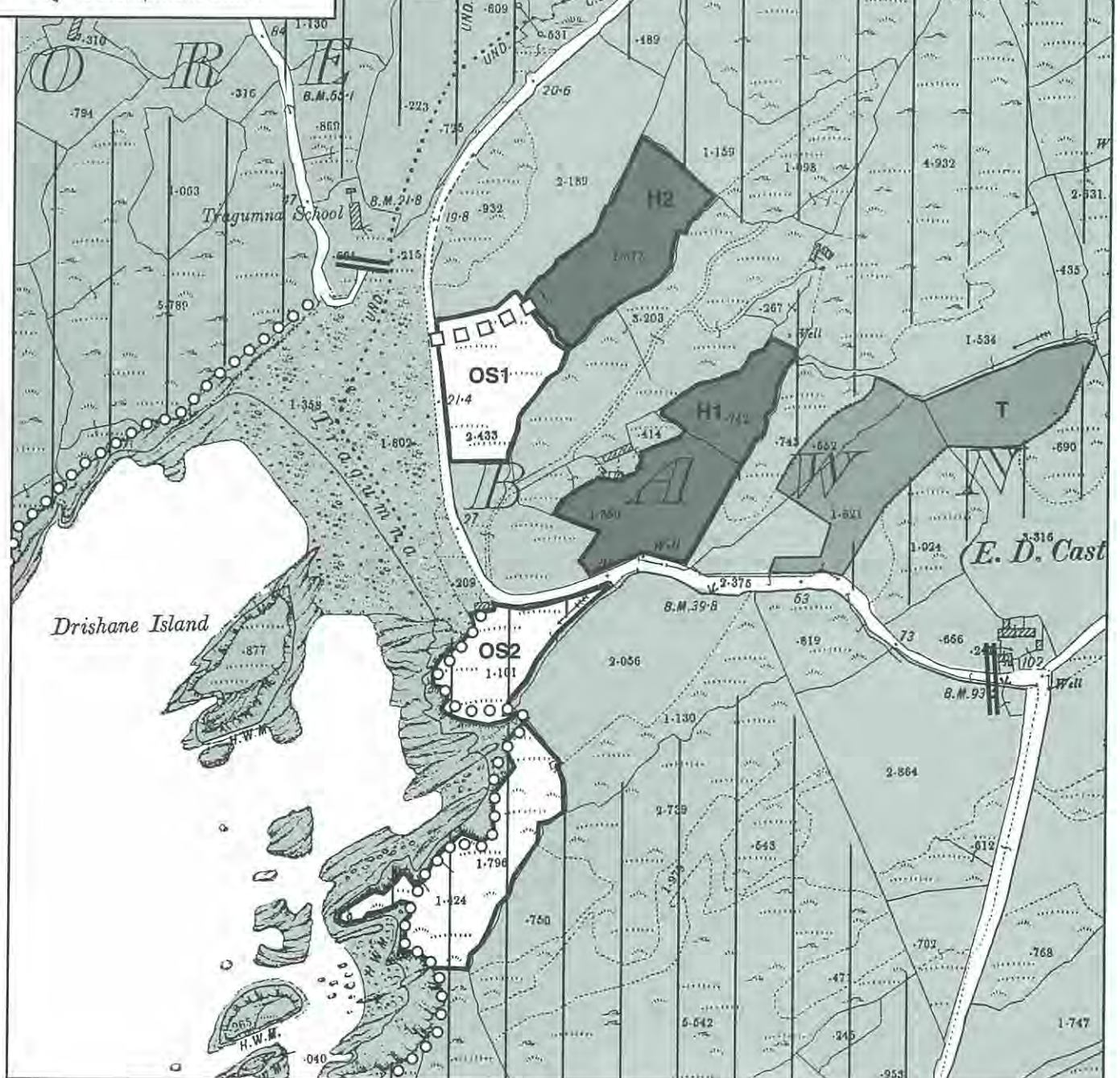
7.3.8. The above constraints would indicate only a limited development potential within the village itself. Two sites, located just outside the village, are suitable for development, but this is contingent upon the availability of sanitary services.

7.3.9. A high density type development is recommended for zone H1. Its high roadside stone wall should be retained with an access from the existing gate as shown on the map. The land marked AH is an optional zone for permanent dwellings.

7.3.10. Promotion of the literary heritage of the village, in conjunction with local interests and Cork/Kerry Tourism will be encouraged and, where possible, supported by the Council.

7.3.11. Achievement of the foregoing objectives will require the active assistance of the local community and will depend on the availability of finance.

Development Limits



7.4.1. Tragumna is a small coastal resort 6 km. 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.

7.4.2. Although the beach is small in comparison with other West Cork strands, it is very popular locally. Some development pressure exists in the locality. There are two caravan sites, some unauthorised chalet development and an attractive holiday housing scheme behind the Skibbereen Eagle pub.

7.4.3. An adequate water supply is available through a group scheme which will be taken over by the Council in the near future. A sewerage scheme had been prepared for Tragumna, but due to local opposition is now unlikely to be constructed within the period of the plan, thus restricting development.

Planning Policy

7.4.4. However, due to its location on a beach, ease of access and close proximity to the shopping facilities of Skibbereen, the Council considers Tragumna as being suitable for further development in the long term. The series of valleys running northeast to southwest facilitate the integration of development into the open landscape and consequently these valleys have been zoned for development.

7.4.5. There is some danger of undue dominance of Tragumna by caravan parks, and adding some residential development would help balance this. The housing zoning will also allow development pressures along this stretch of coast to be relieved, thus safeguarding its unspoilt scenic character.

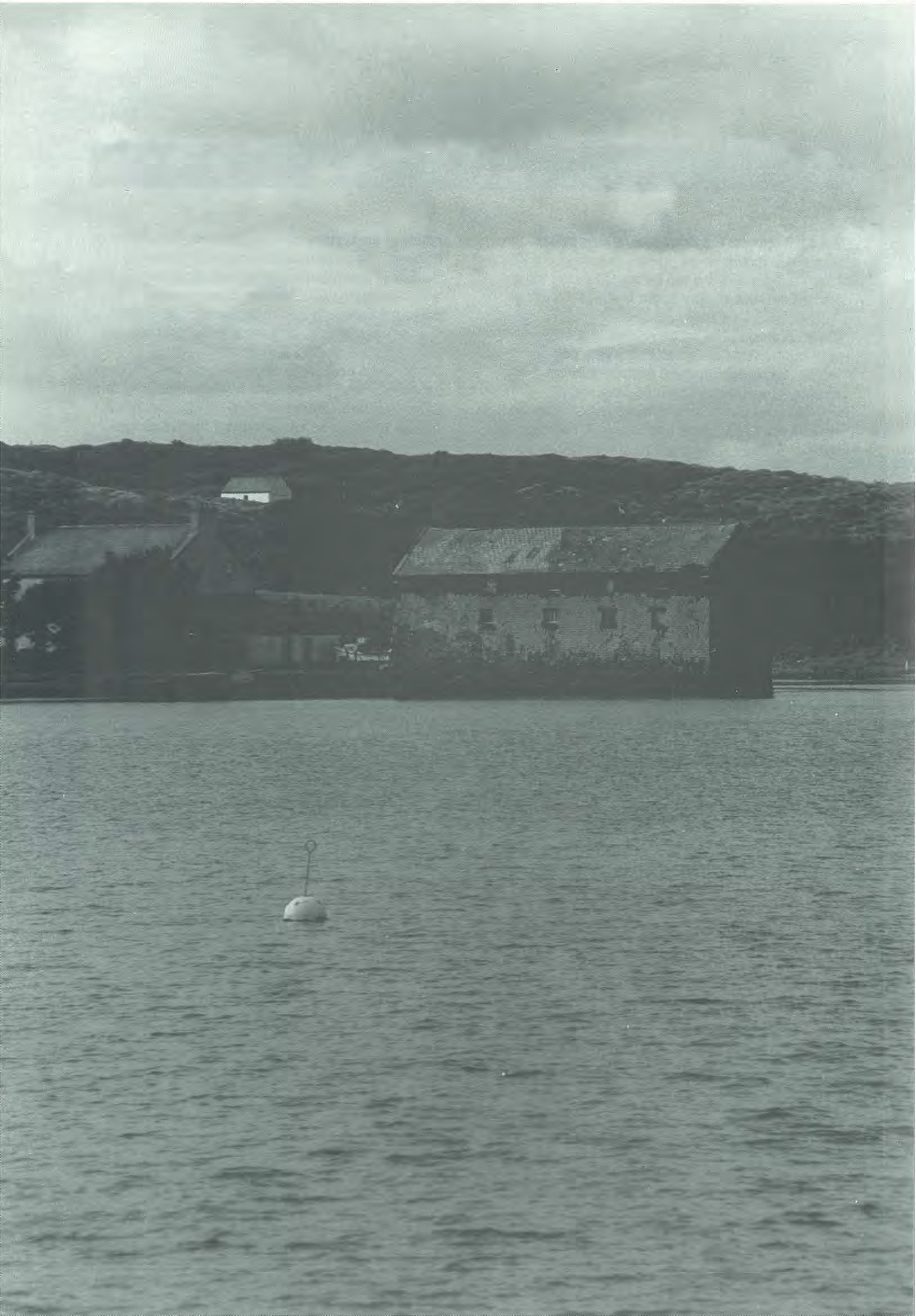
7.4.6. It will be Council policy to keep the headlands on either side of the bay free from development, and to control the pressure for "one-off" holiday houses outside the development limits set for the village.

7.4.7. In all future planning applications within the resort, design and location will be a key consideration in the Planning Authority's attitude to development.

Facilities

7.4.8. The recent winter storms severely damaged the road adjacent to the beach. The Council has now reconstructed this road and by widening, has provided additional car parking.

7.4.9. 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 etc.



7.5.1. 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 a 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.

7.5.2. The population increased from 200 persons in 1971 to 234 in 1981 but then fell to 158 in 1986. 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 has built 5 dwellings on a site on the eastern extremity of the village.

7.5.3. 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, from a peak of 112 jobs in 1977, to 11 in 1990. Some of these losses are due to relocation of businesses to sites between Skibbereen and Baltimore.

7.5.4. 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/Oilean Cleire) centre in conjunction with Cork/Kerry Tourism and local interests.

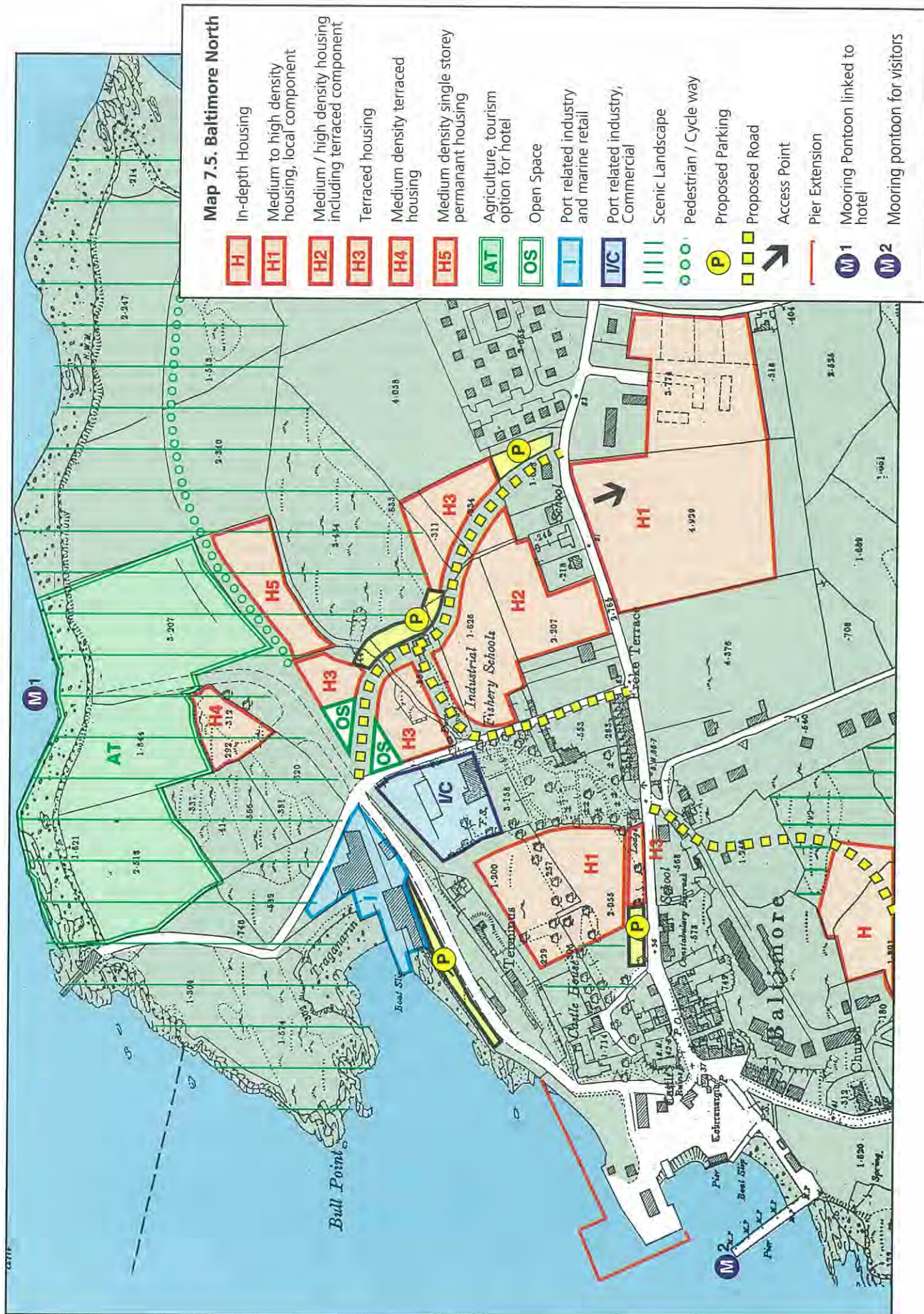
The main issues

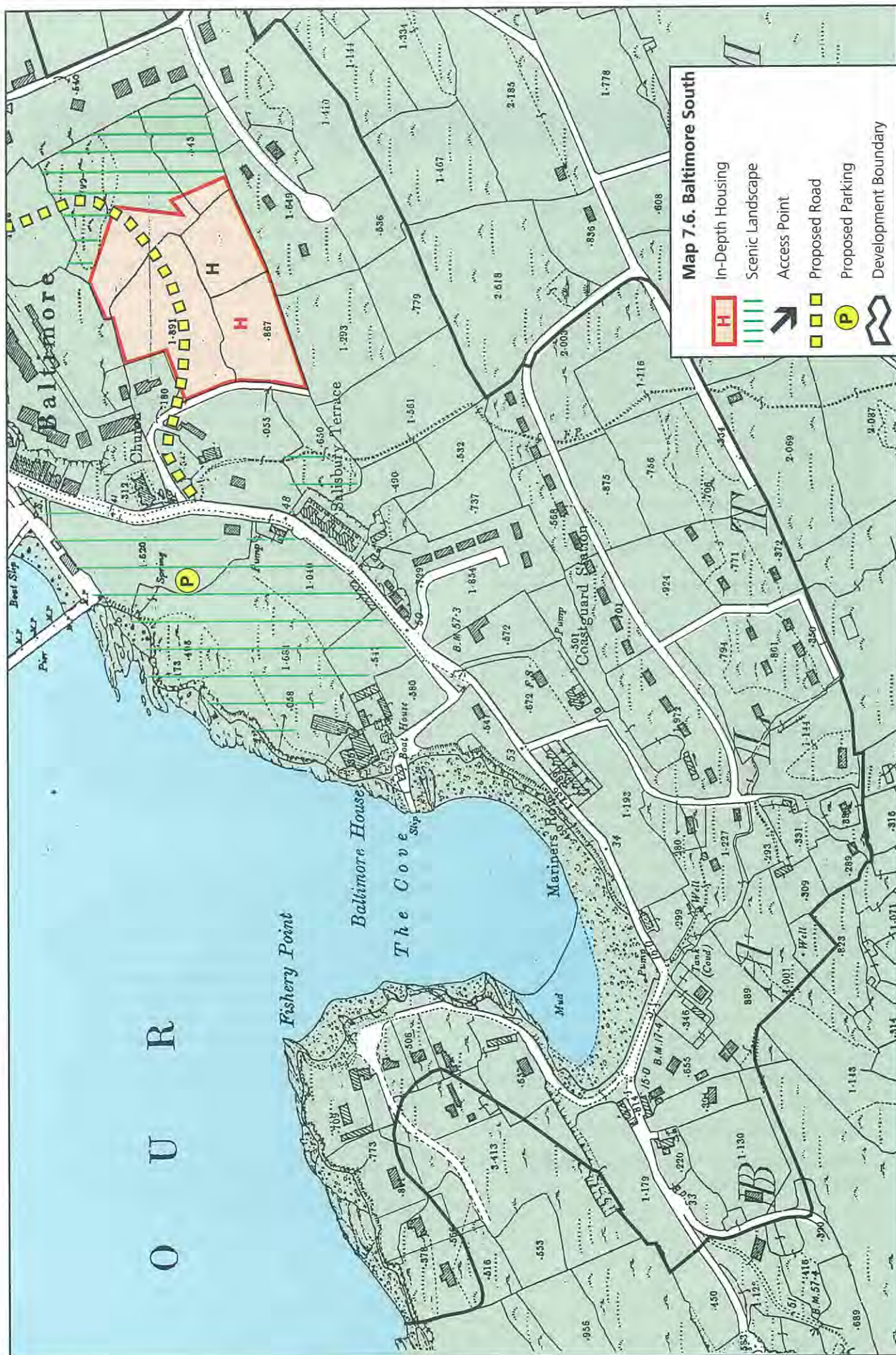
7.5.5. Despite the unfavourable trends referred to above, substantial new/increased development pressures have become evident since 1986. They imply a need for choices on the direction of future development policy. Specifically:-

(a) The B.E.S. scheme has encouraged a number of holiday home proposals, and interest in these is expected to continue, despite withdrawal of the relevant B.E.S. concessions. In future, holiday homes and the visitor population could greatly outnumber the permanent housing stock/population. Visitors are attracted to Baltimore partly because of its physical and social character, and sustainable tourism development will require an appropriate balance between protection measures and encouraging the development of tourism.

(b) The current and anticipated demand for holiday house developments places considerable pressure on the capacity of services in the Baltimore area. The existing water supply system in Baltimore is inadequate to serve present demands and an upgrading of the system at moderate cost will provide sufficient capacity for committed schemes only. Baltimore is thus at a water supply threshold. Little or no further development will be possible without major investment in the water supply system. A new system to serve further expansion would involve connecting back to Skibbereen at a cost around £800,000. The existing sewage disposal system gives visual evidence of overloading during the summer months, and requires modification, possibly including a sewage treatment works.

(c) The growth in trips to the islands, fishing and sailing has made the existing street network, parking capacity and pier/mooring capacity inadequate to demand during the summer. At present, these demands are focussed on a small core area around the piers. The costs and environmental impacts of seeking to cater for all demands in full could be considerable. Demand, particularly for car parking, will probably continue to rise, and this could result in progressive erosion of the environment of the village.





7.5.6. A basic problem exists for access to the elevated area behind the village where a considerable amount of development has taken place. 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. Some improvement is theoretically possible by creating additional roads and access points, but this could encourage further development, putting the road system under renewed pressure and increasing the tendency to encroach on scenic hillsides. A policy of upgrading the existing routes as opportunity allows may be more realistic. Planting and layout of new development adjoined the inner side of the development boundary should be such as to minimise the pressures for development beyond it.

7.5.7. 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.

Strategic Response

7.5.8. Baltimore has active community groups, and the County Council will seek to act in concert with them. Technical and funding issues remain to be resolved, and the nature of future development proposals is not fully predictable. For all these reasons, it is more appropriate to indicate a general approach, rather than to set down rigid proposals.

7.5.9. Baltimore needs to balance growth in tourism with growth in the permanent population. This will involve an increase in employment. Further development of fisheries, reversal of manufacturing decline through development of marine related activity, and more employment intensive tourist services are needed. The County Council can help create the appropriate conditions by supporting such measures as:

- *extension of fishery related facilities*
- *reservation of a site for a substantial modern hotel/marina complex*

7.5.10. The social and architectural impact of holiday housing complexes can be reduced by

- *requiring the majority of such housing to be provided in the form of terraced rather than detached houses.*
- *requiring part of the site to be developed separately for permanent residents only.*

7.5.11. The traffic problem could be alleviated by constructing a relief road running north westwards from the Skibbereen Road to the former boatyard, where it would join the existing road from the old boatyard to the Castle. This road will encourage development of areas with substantial dereliction at present and provide access to usable portions of foreshore. Some of this property could be used for commercial purposes, and some dispersal of such uses would help alleviate traffic and parking problems.

7.5.12. This approach would make expansion of fishing and pleasure boating facilities at the North pier, or beyond it to the north east, more practicable from a land access point of view than expansion of the south pier. Subject to nautical considerations, expansion of the north pier is favoured. If possible, additional fish processing and handling facilities should also be concentrated at the North pier.

Parking

7.5.13. Parking on narrow streets near the core of the village contributes to acute congestion in summer. Provision of parking, by itself, is unlikely to resolve this problem unless accompanied by some no waiting restrictions. Peak parking demand (currently about 500) will increasingly exceed the amount of parking which it is environmentally acceptable to provide immediately adjoining the parkers' final destination. Reasonable provision of parking as opportunity arises within the village, and on a scale compatible with adjoining development, will allow most peak demand to be accommodated, though with some walking involved. Any new carparking will require careful detailing in relation to layout and landscaping. Effective signposting of new parking facilities will be necessary if orderly matching of spaces to users is to take place.

7.5.14. Land is available for a parking area to the south of the South Pier, and there is also the possibility of providing a new road allowing traffic bound for the southern end of the village to circumvent the pier area (see map 7.6). These proposals could have a useful role in easing current traffic problems, but would either have to be carried on a low cost basis or deferred until the northern route is in place, so as to avoid preempting resources needed for the northern route. The northern route has priority because its potential as a catalyst for development which would strengthen the employment base of the village is much greater.

Sanitary services

7.5.15. The most acute infrastructure problem is the severe restriction on new development because of limited water supply. The investment involved in bringing additional water from Skibbereen could only be avoided if a decision were taken to limit the village to roughly its present size. Such a limitation is not recommended, because of Baltimore's special capacity to contribute to tourism growth in West Cork, which is matched in few other locations. However, the phasing of new development is going to be influenced by the availability of water, and the timing of the water scheme may in turn be contingent on evidence of demand for employment uses. Apart from quantitative deficiencies, it is also difficult to serve proposals over the 100 foot contour.

7.5.16. At present sewage is untreated and there is a need for a storm water drainage system. A location for sewage treatment will need to be identified. The number of possible sites is quite limited, and the choice between them will need to balance a number of factors.

Development Areas

7.5.17. In order to control the process of growth to the south of the village, a development boundary is shown on Figure 7.6. Some areas within that boundary which contribute to views from the village are protected from development on scenic grounds. These are shown on maps 7.5 and 7.6.

7.5.18. Map 7.6 also shows land for housing. Such land can only be used for holiday home complexes if they are very well designed and (where indicated) conform to 7.5.10 above.

7.5.19. Employment uses are given priority in foreshore areas, and property is reserved for marine related manufacturing/service uses in the area of the old boatyard. A shorefront area to the east of the Bull Point headland is zoned agriculture, with the option of a high quality hotel (possibly with a marina attached) being held open for the medium term. This agricultural use should not be sacrificed except for an employment intensive tourist activity capable of making full use of the potential of this shorefront site. The scale and character of any such development will need to be compatible with that of the village.

7.6.1. Leap is a small linear village straddling the N71 and is located about 10 km. east of Skibbereen. While it was not included in the previous plan, its size, range of facilities and development pressures now warrant its inclusion as a separate village.

7.6.2. During the last census period the population dropped slightly to 177 persons in 1986. Recent house constructions would indicate a slight increase in population. Due to its strategic location only 2 km. from the coastal villages of Glandore and Union Hall and 10 km. from the commercial facilities of Skibbereen, Leap has some development potential.

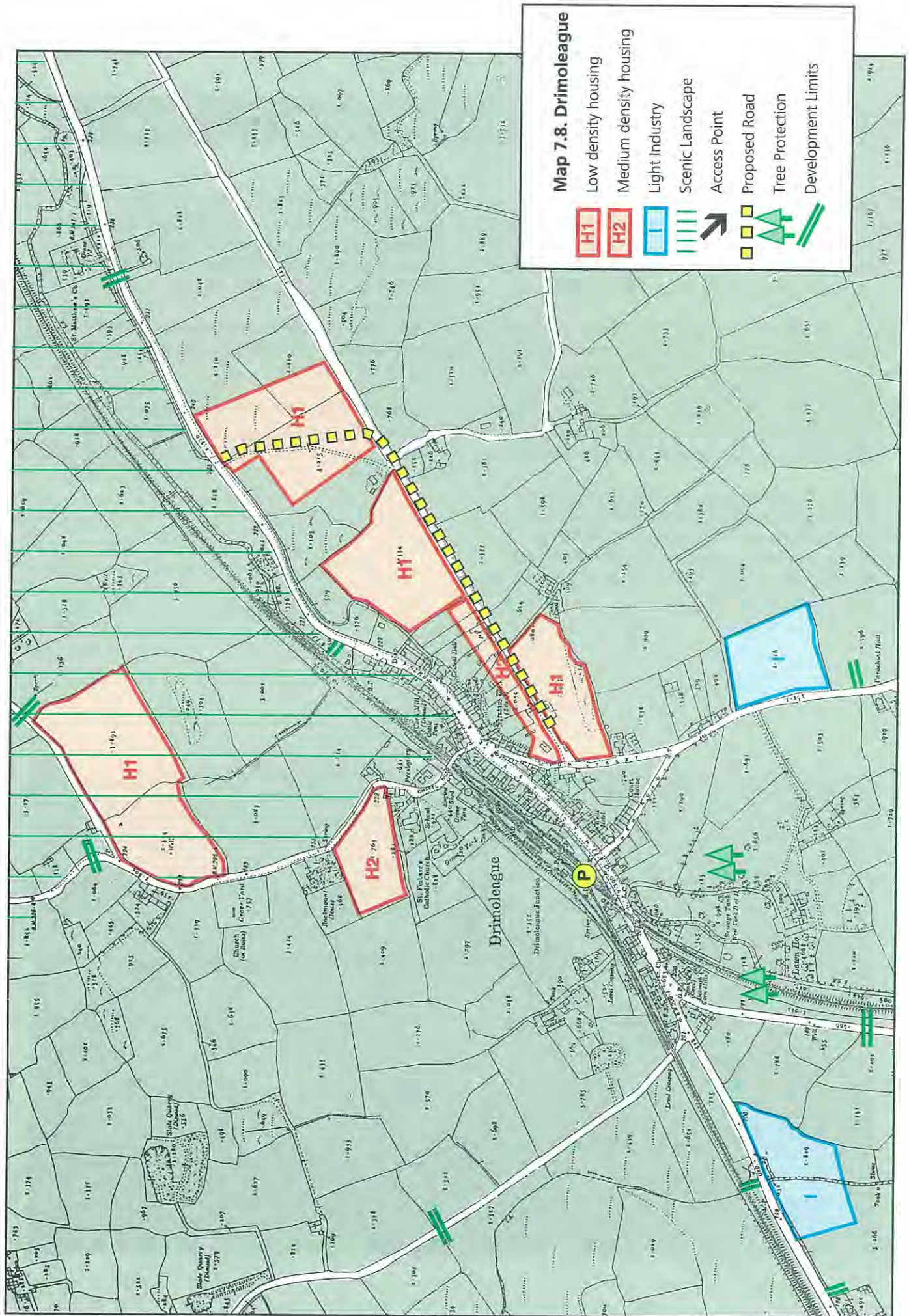
7.6.3. The topography of the village with a high, often wooded ridge running parallel to the main road, makes in-depth development difficult to realise. There are however three sites which could accommodate in-depth development and these have been identified on Map 7.7.

7.6.4. This potential can only be realised if the required infrastructure is put in place. The lack of a sewerage scheme is a constraint on further development in Leap. A scheme has been prepared and is awaiting approval by the DOE.

7.6.5. Water supply is barely adequate, but the proposed connection to the Skibbereen Scheme will resolve this problem.

7.6.6. The waterfall at the north western edge of the village is attractive, and possible ways in which more use could be made of its tourist potential will be explored.





7.7.1. 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.

7.7.2. In common with most villages in West Cork, the population of Drimoleague has been dropping steadily. Between 1971 and 1986 the population dropped by 5.7% and now stands at 381 persons.

Urban Form

7.7.3. 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.

7.7.4. Any redevelopment of properties within the main street must respect existing buildings lines and the style and fenestration details of adjacent buildings. 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.

Development Opportunities

7.7.5. 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.

7.7.6. The potential for further roadside development is limited if due consideration is given to access controls and safety along the main roads. 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 along the road to Skibbereen.

7.7.7. In order to stimulate demand within the village, the Council is willing to allow some development within the area designated as scenic landscape. This will provide for highly attractive sites suitable for in-depth low density development. A high standard of design, finishes and layout will be required.

Employment

7.7.8. 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. Level fields to the west and south of the town are deemed to be suitable for light industrial uses. Small unit development on one of these sites is desirable and might be supported (see 1.25-26).

7.7.9. A large stretch of coastline from Clonakilty to Glengarriff is accessible from Drimoleague, making it a suitable location for a touring caravan and camping park. An option is provided for this type of development.

7.7.10. While water supply is near capacity, the public sewerage system has recently been upgraded and is capable of meeting the foreseeable demand.

7.8.1. 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 although 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.

7.8.2. While no population figure for the village was given in the 1986 census, Drinagh DED (which includes the rural hinterland of the village) showed a slight increase in population (from 369 in 1981 to 375 in 1986). This is due to the continued strength of its Co-Op.

Employment

7.8.3. The headquarters of the Drinagh Co-Op dominate the village and the village's development is closely tied to that of the Co-op.

7.8.4. 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 its size.

7.8.5. The presence of the Co-Op could act as a catalyst for the establishment of other related industries and services. To encourage this type of development the Council has zoned areas to the west of the village.

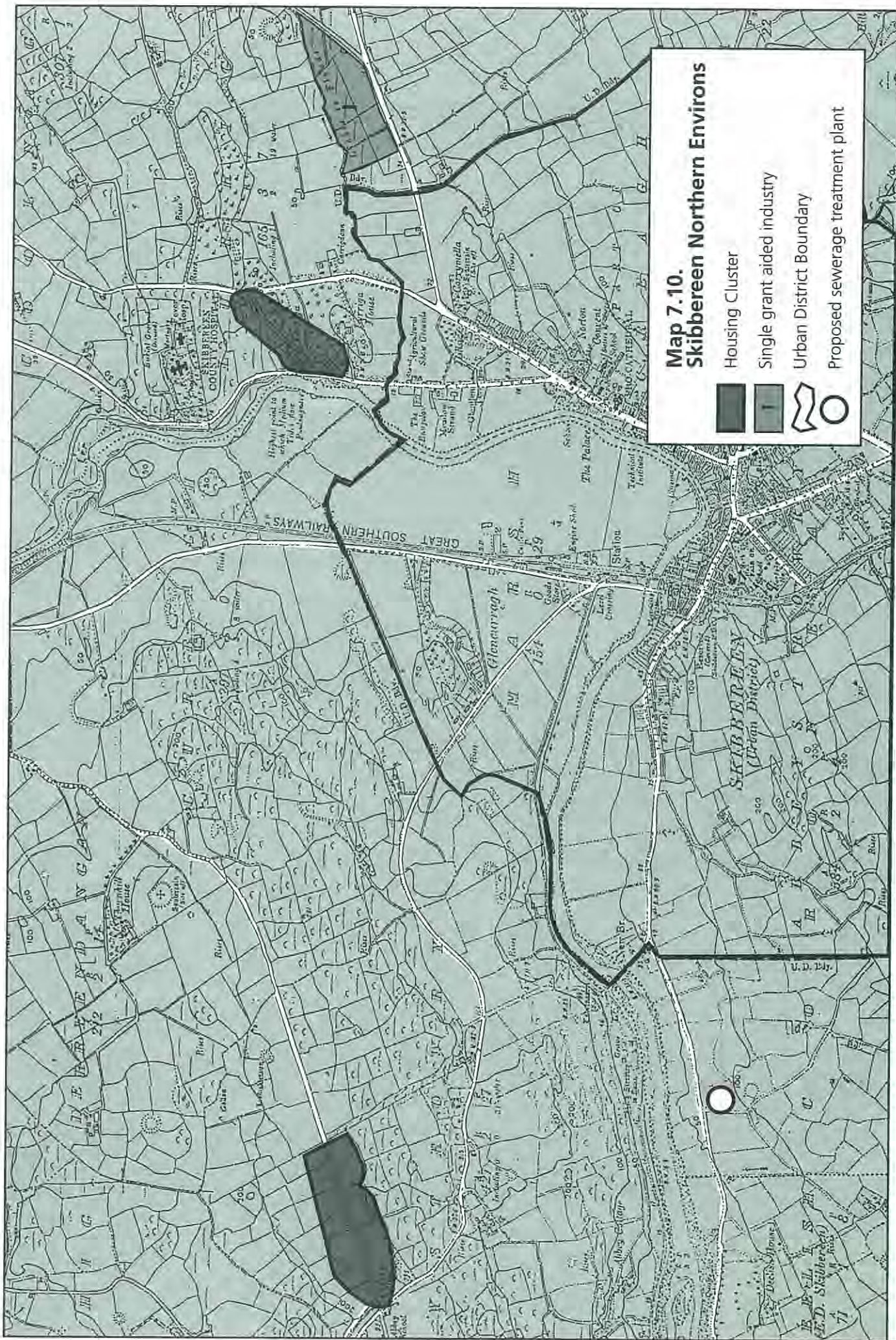
Sanitary services

7.8.6. The water supply in Drinagh is sufficient to cater for the expected demand during the next 5 years. The village does not yet have a sewerage system, although a scheme has been partially designed. It is unlikely to be implemented in the near future. The Co-Op has its own treatment plant.

Development Opportunities

7.8.7. 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.

7.8.8. 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.



**Map 7.10.
Skibbereen Northern Environs**

-  Housing Cluster
-  Single grant aided industry
-  Urban District Boundary
-  Proposed sewerage treatment plant

7.9.1. 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.

7.9.2. 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.

Population and Housing

7.9.3. The population of Skibbereen Urban District rose slightly between 1971 and 1981, it dropped by over 1% a year in the 1980s to 1887 in the last census (1991). The 1986 census did not recognise any suburbs outside the Urban District.

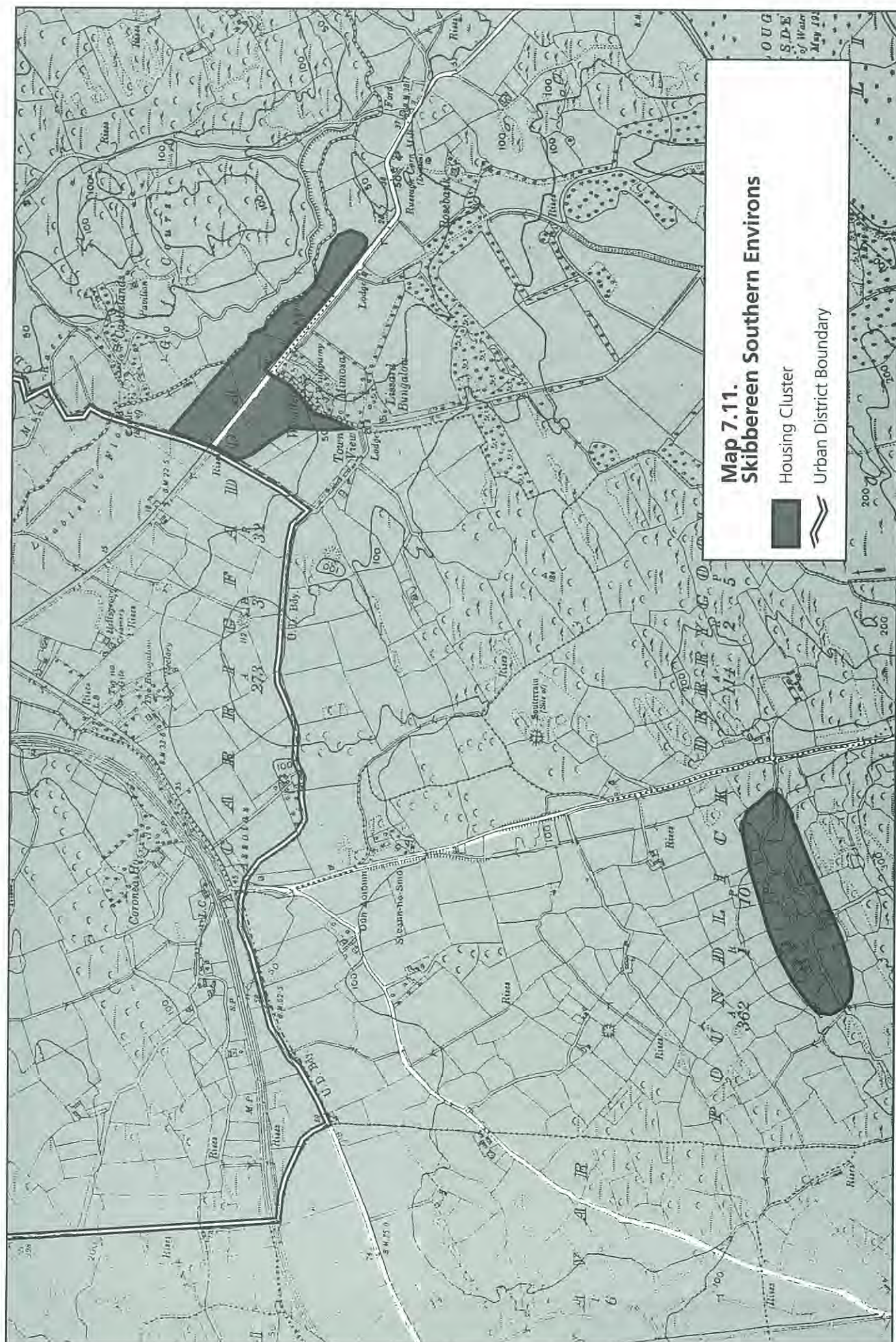
7.9.4. Skibbereen Urban District has an area of around 1000 acres, and a gross average housing density of one household per 1.5 acres. A number of areas are zoned for housing in the Urban District Plan.

7.9.5. Three housing clusters (on the Castletownshend Road, adjoining the school at Abbeystrowery, and to the west of the Poundlick Road, and an area at the Lorriga road on the northern edge of the town) are identified in Maps 7.10 - 7.13 as locations in which non local demand for new housing can be accommodated outside the Urban District. Sanitary service problems can be avoided by using above average site sizes. Provision for tree planting should be made on sites on the south side of the road at the Abbey School.

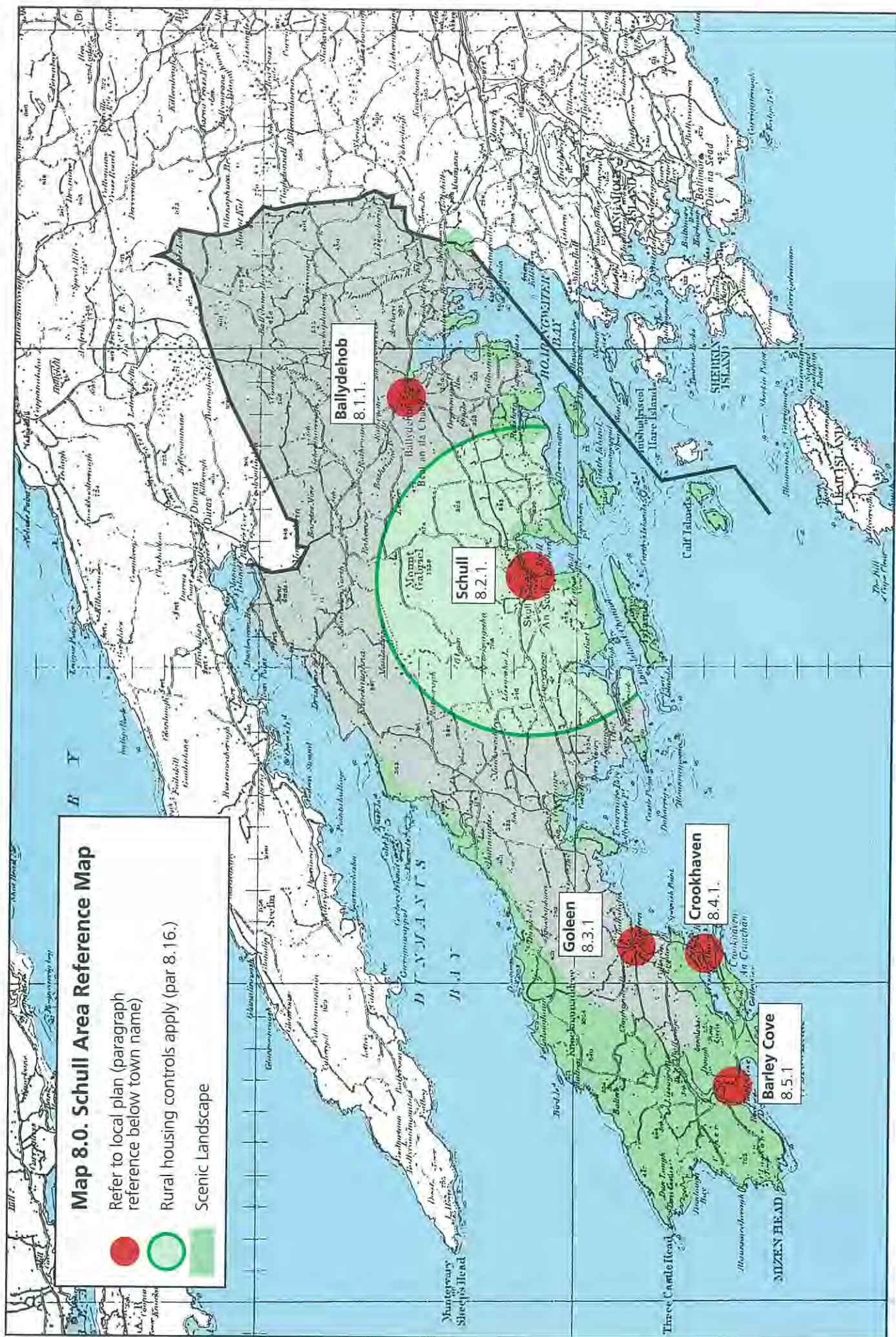
Other Edge of Town Development

7.9.6. 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 Spiralux factory has been recently subdivided into 2 smaller units, while the IDA has constructed 3 advance units which are currently vacant. The public sewer has been extended out to the industrial premises. Further housing development along Poundlick road and on the high ground at Gortnacloghy will be discouraged.

7.9.7. In general, the policy on Skibbereen environs should be aimed towards discouraging development outside the urban boundary. 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 (the Marsh) once the new bridge and road are constructed.







8. THE SCHULL AREA

Population and Labour Force Trends

8.1. The population of Schull RD, which had been falling continuously since 1971, rose slightly in the 1986-91 period. This is because there was no net emigration. Normally, this would result in a rising population, but in Schull this is offset by the high proportion of old people in the population, resulting in a high death rate. The absence of net emigration is presumably the result of two roughly balancing flows of emigrants and immigrants.

8.2. Table 8.1 indicates that the population is likely to remain static over the next decade if net nil migration continues:

Table 8.1.
Population trends, Schull RD, 1981-2001

Census	Population	% change per annum since previous census	
		Schull RD	County (excl. Cork RD)
1981	3800	-0.66	(+0.69)
1986	3737	-0.33	(+0.25)
1991	3748	+0.05	(-0.39)
1996 (proj.)	3750		
2001 (proj.)	3720		

Zoning for housing purposes has to take account of demand for holiday homes as well as the needs of the permanent population.

8.3. Assuming the 2001 population is approximately as forecast, employment growth of around 20% would be needed to offset labour force growth and projected agriculture job losses. Current unemployment is around 12%.

The Local Economy

8.4. Schull is well represented in tourism, port related activities and construction, and reasonably so in the general industrial, industrial distribution, and commercial sectors. The proportion involved in agriculture and fishing exceeds 50% of the workforce. Farms are small and fishing provides significant employment.

Tourism

8.5. The peninsula has a wide range of tourist resources such as the beaches at Barley Cove and the water orientated facilities at Schull Harbour. During the last decade the area has experienced a large increase in the number of holiday homes, particularly in Schull.

8.6. Assuming the tendency towards concentration of tourist accommodation in Schull continues, its role as the natural focus of the Mizen Head peninsula makes it a place at which higher order tourist services could concentrate, increasing the spin off for the local economy. Despite its relatively small population, it is capable of developing a hub role, and has much greater capacity to accommodate additional development than any other settlement on the peninsula.

8.7. The strength of tourist demand makes Schull a suitable location to attempt to get types of tourist accommodation which are more labour intensive than self catering units. A suitable site should be reserved for a substantial hotel.

8.8. Growth in tourist accommodation needs to be matched by the range of accessible activities. An example of a specialised activity which has been catered for is the planetarium in Schull. Another way this could be done is by providing improved access to the islands of Roaringwater Bay. An active "islands policy" could provide significant benefits for the ports giving access to them, as well as helping to retain population and employment on the islands themselves. The islands - inhabited or otherwise - with beaches would be particularly important.

8.9. This will require the provision of additional port facilities. While the construction of a marina with associated facilities may not be warranted on economic grounds, other low cost facilities such as pontoons could be considered for Crookhaven.

8. THE SCHULL AREA

Other Economic Sectors

8.10. A balance has to be struck between the pressures for tourist and holiday home development and the need to expand non agricultural employment. Sufficient land and buildings need to be reserved for sectors other than tourism to expand, particularly in the larger settlements.

8.11. Industry has tended to be small scale. Some local industries supply the construction industry, reflecting the relatively high level of house construction. The I.D.A. has a site suitable for medium sized industry.

8.12. The County Council has provided some small industrial units in Schull which are all occupied. This plan allows for the construction of additional low cost units depending on demand. The potential growth in labour force in the area is quite significant and manufacturing is the most obviously under represented sector. Food processing is a promising specialist area.

8.13. Fishing and port related industries have increased during the last five years with 2 fish processing plants in Schull. To facilitate its future growth adequate land will have to be made available.

8.14. The mariculture industry in Roaringwater Bay is already well established. Care should be taken to ensure that its development is carried out on a planned basis with due emphasis on shore facilities such as piers and purification and packing plants and the avoidance of potential conflicts with other uses and users. This requires the co-operation of all the interested parties such as the producers, BIM, the Department of the Marine and the County Council. It is essential that the various producers come together to avoid a duplication of facilities.

The Local Housing Market

8.15. The housing market is very buoyant, mainly due to the demand for holiday homes. In order to reserve land for permanent residents, whose demand for local services will be less seasonal, the Council has zoned certain areas for this category, and may also require some permanent housing component in other housing schemes.

8.16. This plan seeks to meet this demand by providing generous zoned areas in Schull town. Housing development outside Schull but within a 3 mile radius of St. Mary's Church is subject to the controls described in Chapter 3(A), but provision is made for local demand from the immediate area. Second home development in coastal areas is subject to the controls described in Chapter 3(B).

8.17. Development anywhere in the Schull area is dependent on an adequate infrastructure. During the last few years major infrastructural problems have emerged in particular in relation to water supply. While action is being taken to resolve these problems, development may have to be curtailed until such time that adequate infrastructure becomes available.

8.1.1. 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 and its attraction as a based holiday centre it functions as the main service centre for this catchment area. Even though it is much smaller than similar centres elsewhere in the County it contains facilities e.g. post-primary school, library, expected of larger settlements.

8.1.2. 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.

8.1.3. Tourism is of prime importance in Schull and its resident population of about 500 persons more than doubles during the summer months. Indeed, its favourable location and the capacity of the town to absorb holiday homes, will make it likely that this trend will continue. Areas where this type of development can be located have been identified in the plan.

Demand and Capacity for Tourist Development

8.1.4. The strong demand for tourist accommodation in the town of Schull corresponds with more than usually favourable conditions for accommodating it. Physically and architecturally it has the capacity to accommodate further tourist expansion. New tourist housing has been well designed, with reasonably urban layouts, and the town's substantial Victorian main street ensures that it is not out of scale. While traffic and parking is a problem in summer, it would be relatively simple to provide a relief road to the north of the main street. The main constraint is social: the town has a permanent population of only 500. However, the danger of undue dominance of tourism can be prevented by adequate emphasis on growth in the non tourist sectors and in permanent population.

8.1.5. The proposed relief road will open up lands to the north of Main Street thereby allowing a natural extension of the retail area. A pedestrian link would be needed to link this new retail area with the existing one on Main Street. This could be done by using one of the highly attractive courtyards which are a feature of Schull.

8.1.6. Attractive serviced private sites have been provided by the Council at the west end of Schull and most have been built on. Nearby land held by the Council is intended for its own housing needs.

8.1.7. 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. Due to local deficiencies in both water supply and the adequacy of the road network further development here will be discouraged.

Hotel Development

8.1.8. As Schull is well developed as a tourist destination it makes it a suitable location to attract accommodation which is more labour intensive than the prevalent self catering units. Consequently a suitable site has been reserved for a substantial hotel.

8.1.9. Apart from its planetarium Schull lacks higher level tourist facilities. In view of its location as a gateway to the islands of Roaringwater Bay an expansion of its water orientated facilities would be a logical step.

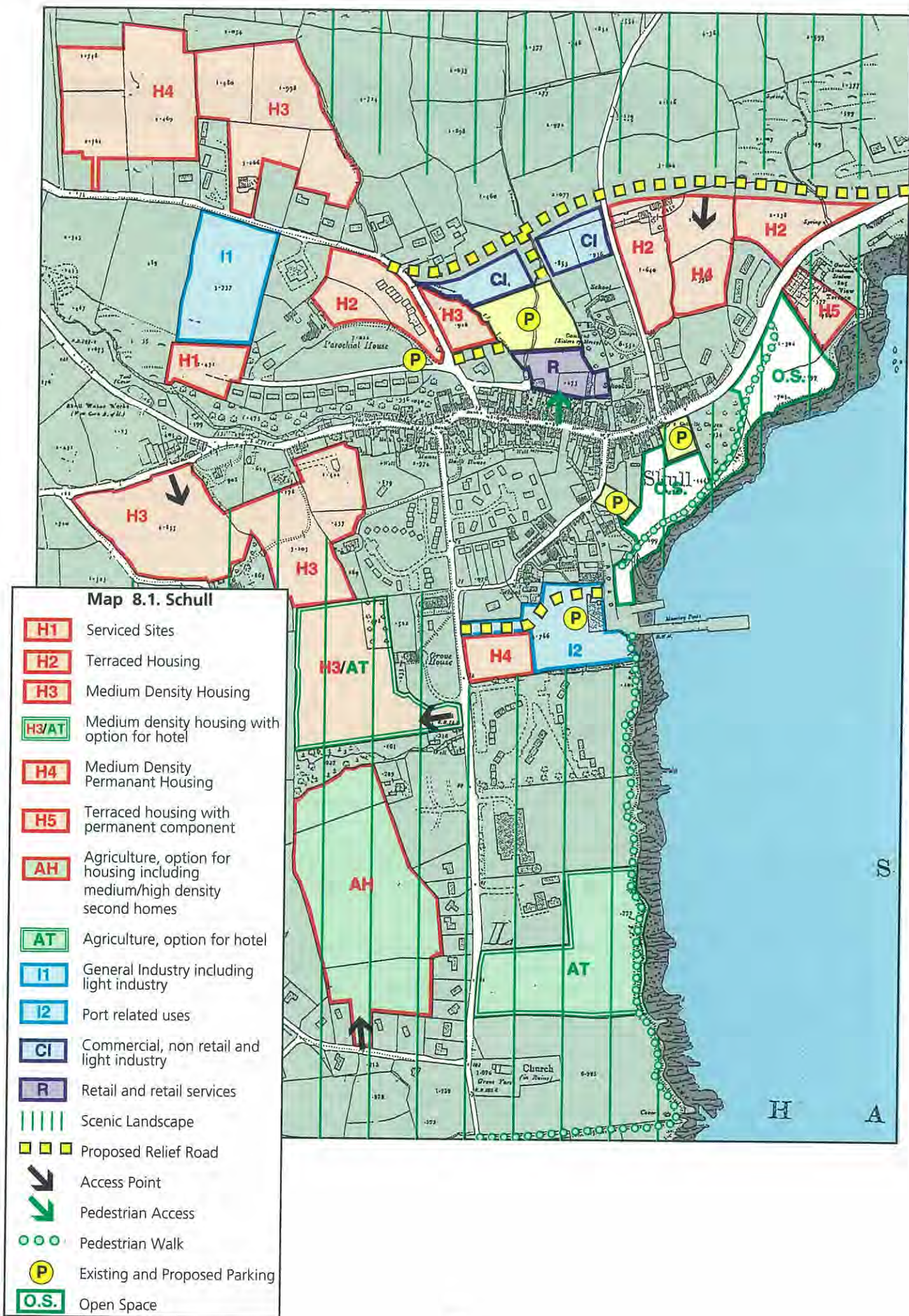
Industry

8.1.10. Adequate provision will have to be made for non-tourism economic activities. The industrial units provided by the Council are now fully occupied and additional low cost units will be required. In addition to this is the 4 acre industrial site owned by the I.D.A.

8.1.11. Additional land for industrial or non retail commercial uses has been zoned just south of the relief road. A site near the pier has been reserved for port related uses. One such use, for which the site would be very suitable, would be the depuration of mussels.

Housing

8.1.12. Most new house construction during the last decade has been for holiday uses. There have been signs that local people have found themselves priced out of the market due to the competition by the demand for second and holiday homes.



8.1.13. As the growth in permanent year round population is vital for the social and economic fabric of the town, the Council will discriminate positively in favour of permanent dwellings. To that end it has zoned an attractive area solely for the purpose of providing permanent accommodation.

8.1.14. Part of Schull's attraction is its compact form and recent holiday home developments have respected this pattern. Zoning provisions in Map 8.1 are intended to maintain this compactness. Agricultural land at the southern end of the town has been given the option of development, if it includes a substantial element of higher density second homes.

8.1.15. At present, the new second home market tends to be almost exclusively low density, and thus requires large areas to accommodate it, which often results in planning problems. If some of these demands could be met in a more urban way, this could result in additional opportunities for the construction industry, consistent with good planning. Schull being under particular pressure for second homes, would be a good place to explore this approach.

8.1.16. The architectural standard of much of the new development in Schull has been good. Successful accommodation of additional higher density second home demand in Schull would depend on maintaining this quality. The possibility of building on the architectural resources of the area (e.g. via a building/construction course in the Vocational School, an architectural summer school, or a local competition) needs to be explored.

8.1.17. Subject to specific site conditions, housing schemes should not be exclusively holiday homes, but should include a section containing some houses for permanent residents (See 5.17).

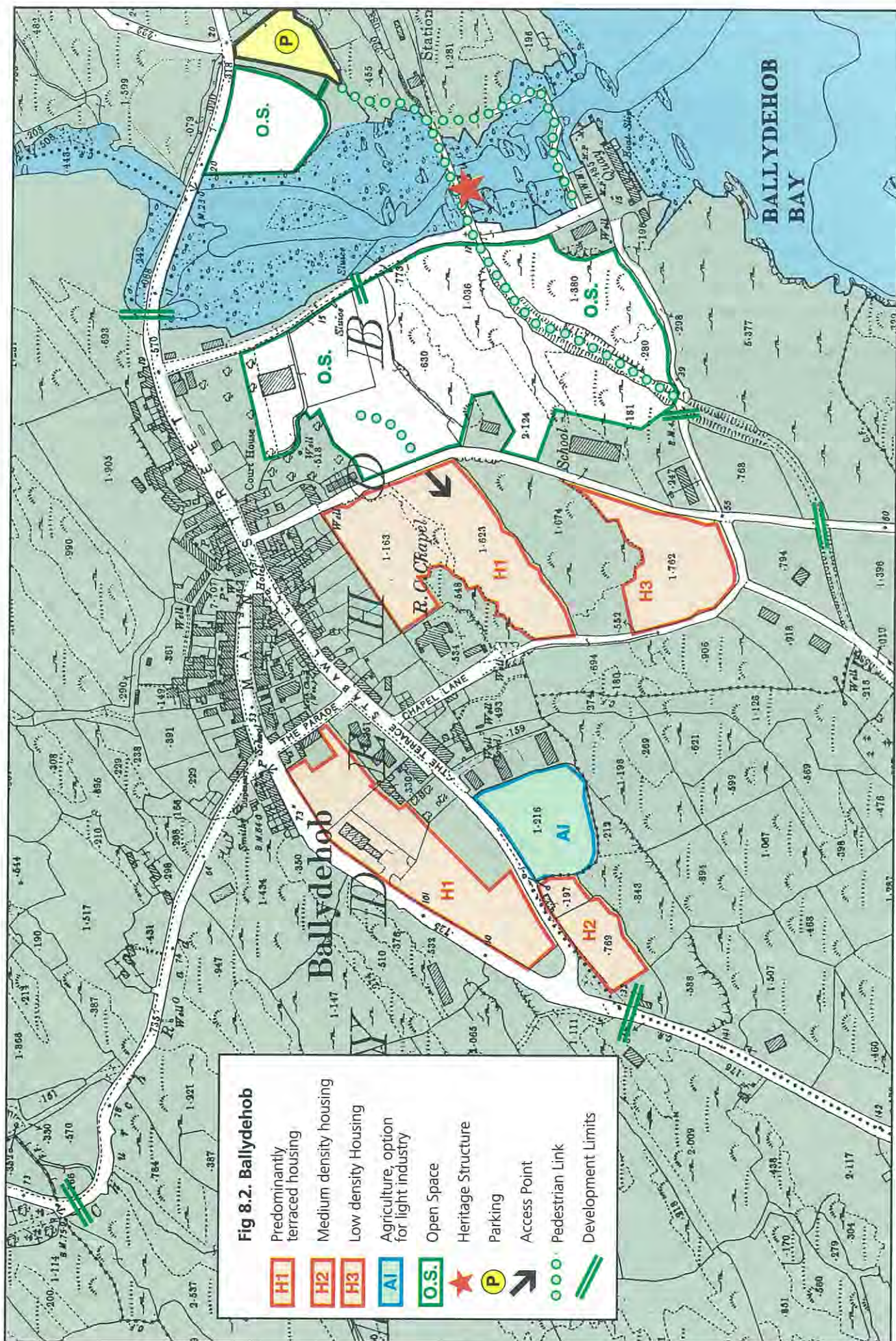
Infrastructure: An Urgent Problem

8.1.18. Unfortunately, there are major infrastructural problems in Schull. In particular, the water supply is grossly deficient. Over the last few years the Council had to impose an embargo on new water connections, effectively preventing further development in the town. The water deficiency needs to be rectified as soon as possible, as Schull is clearly one of the main areas of opportunity in the County from the point of view of tourism, and it is counterproductive for such development to be inhibited by lack of water.

8.1.19. The augmentation of the Schull Water Supply depends on the Skibbereen Stage III scheme (completion currently expected mid 1994). Schull itself will require 2 new reservoirs and new mains at a projected cost of £2.8 million. The preliminary report is currently with the D.O.E.. Unless positive action is taken now, it is unlikely that these works will be completed within the next five years.

8.1.20. Although the D.O.E. has not so far been prepared to support the preparation of a preliminary report, the existing sewerage scheme is inadequate. The main problem is the primary treatment plant which is located on the seashore near Bay View Terrace with a discharge into the inner harbour. Its outfall is into the main boating and bathing area of Schull and this coupled with its lack of secondary treatment, makes upgrading and relocation well away from recreational areas essential.

8.1.21. There is a major parking problem during the height of the tourist season in Main Street. The provision of the proposed relief road with its associated car park north of Main Street, will largely resolve this problem, provided that the existing parking restrictions are enforced.



8.2.1. 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.

8.2.2. 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.

Sanitary Services

8.2.3. 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.

8.2.4. Likewise, the village's sewerage system which has been deficient, has recently been extensively upgraded, thus allowing for further development in Ballydehob and its immediate environs.

Housing

8.2.5. 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 difficult due to undulating and rocky terrain which restrict development opportunities. However, the purchase of land at the west end of the village for housing will enable the Council to cater for its own housing needs for some years to come. So far 6 dwellings have been constructed.

8.2.6. An additional area just east of the church has been zoned for residential development. While sloping, it is suitable for a terraced type of development. Another area zoned for housing is located near the school.

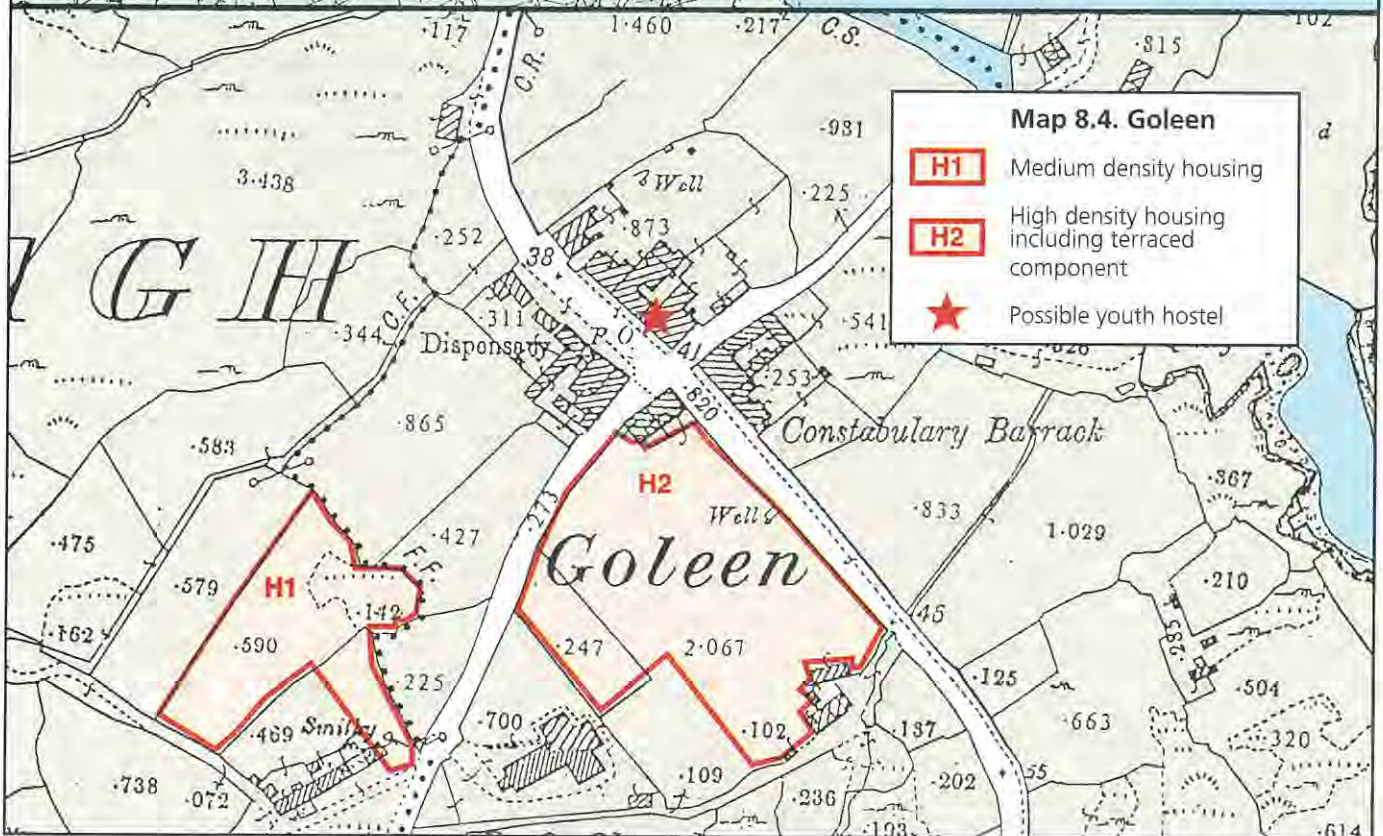
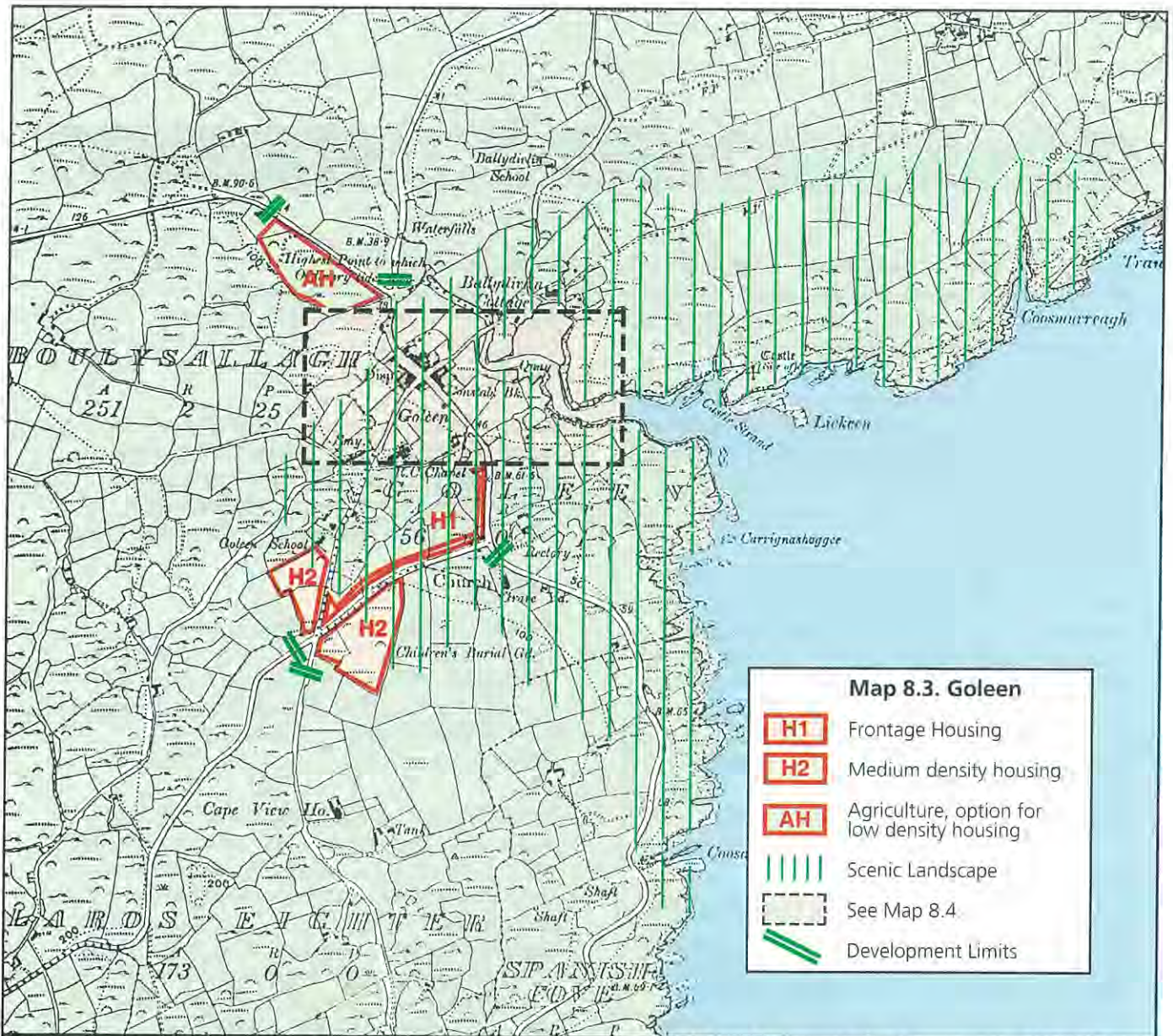
8.2.7. While there is considerable pressure for ribbon development outside of the village, and particularly to the south, there is a more serious problem of scattered housing development in the coastal area to the south-west of Ballydehob.

Amenities

8.2.8. The varied topography of the village, combined with its 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.

8.2.9. The Council has acquired a strategic land holding, between the new primary school and the viaduct. While it is unsuitable for development due to its difficult terrain, it is conveniently situated to accommodate further amenity uses such as walks and picnic facilities. The existing footpath system, which connects the existing playground and car park east of the estuary and via the viaduct, to the amenity area, has recently been extended.

8.2.10. Ballydehob is large enough to accommodate some light industry. A field on the Western side of the town has been zoned agricultural, but with the option of environmentally suitable industrial uses or small industrial units.



8.3.1. 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.

8.3.2. To stimulate demand in the village and as a counter to scattered coastal development, in particular in nearby Ballydivlin, the Council has provided for a range of attractive housing opportunities. This allows for terraced development within the village as well as frontage development along the Lissagriffin road (see attached maps 8.3 and 8.4.).

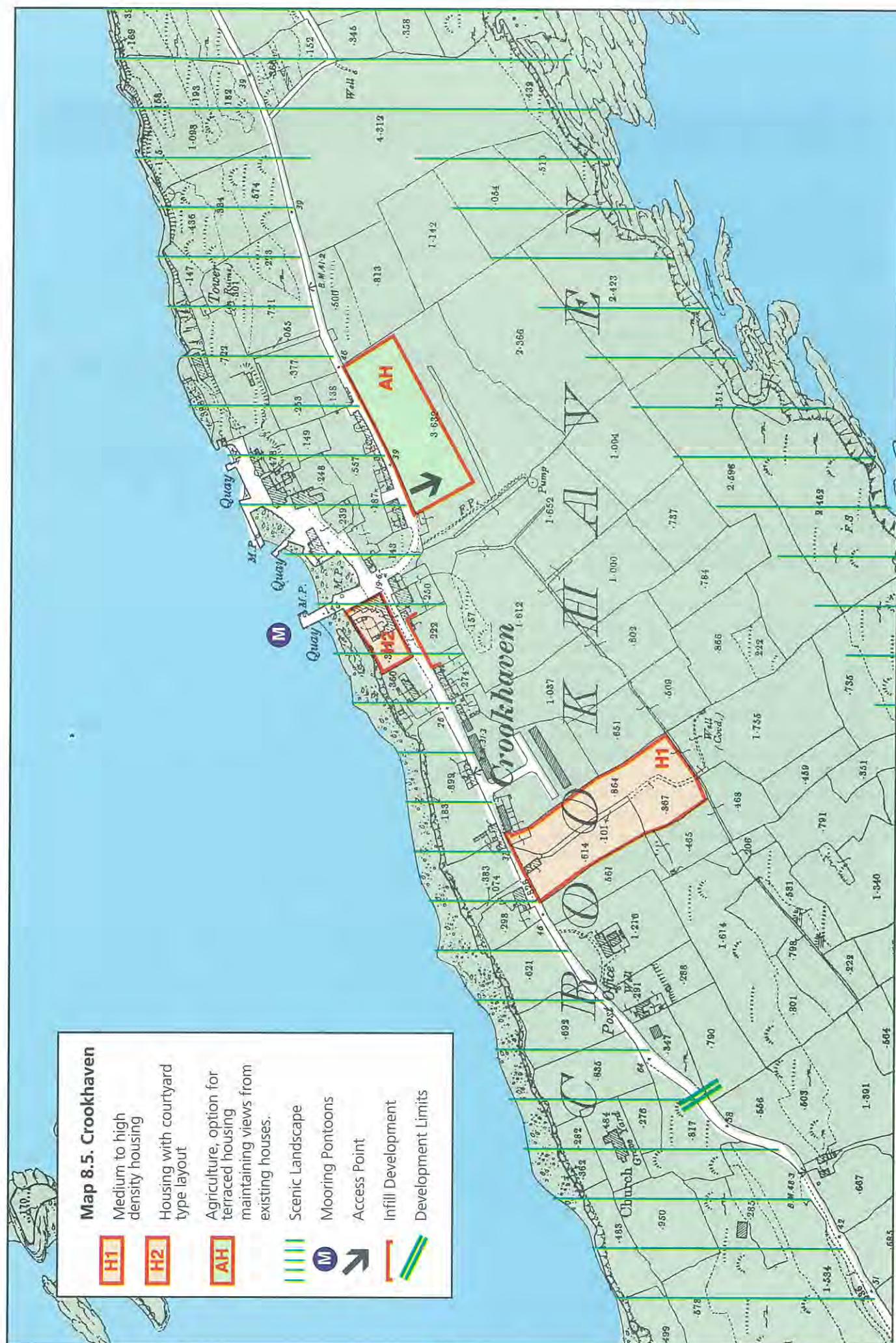
8.3.3. Situated on the scenic touring route, R.591, Goleen also functions as a minor based holiday centre for the area. Measures are, however, necessary to stimulate its tourism functions.

8.3.4. 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. Consideration will be given to such improvements in the context of further needs. However, the long term solution to the water supply problem lies either in the implementation of the Bantry Augmentation Scheme, or in supply from the Skibbereen scheme (via Schull). The latter involves much less additional pipe length, but may not provide adequate volume, even allowing for the relatively limited amount of development likely west of Schull.

8.3.5. 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.

8.3.6. 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.

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



8.4.1. 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 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.

8.4.2. 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. Nevertheless, suitable village sites including some for infill, which have a long-term potential for housing, are identified (See Map 8.5). An area to the east of the village has been zoned agricultural, but with the option of use for housing, subject to achieving a layout without undue interference to the view from the existing houses.

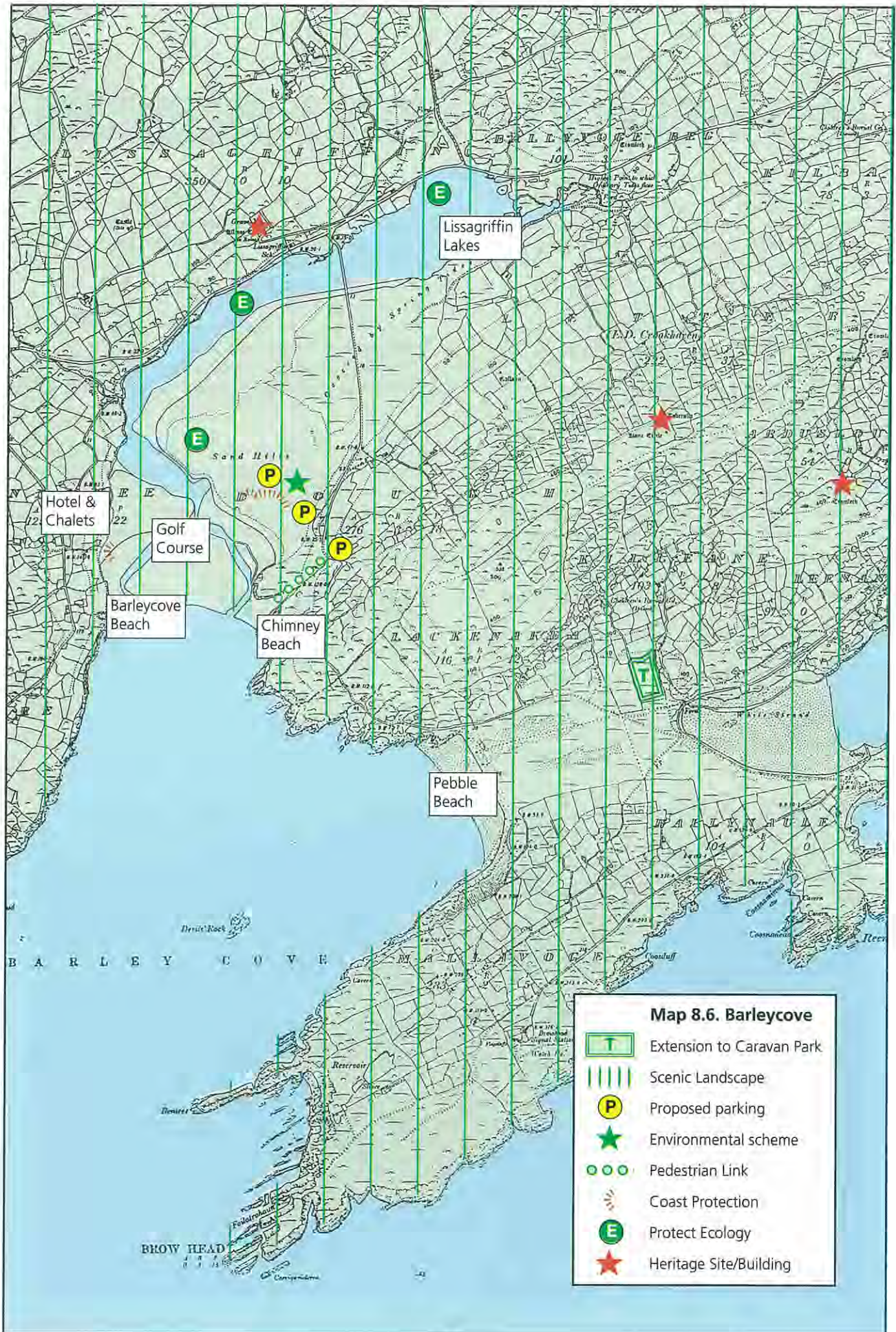
8.4.3. Public sewerage is capable of improvement to cater for peak demand in summer. Whilst the long-term needs of the area will be catered for by an extension of the Bantry Regional Scheme, the provision of extra filtration has increased the capacity of the water supply for the moment.

8.4.4. 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 and would welcome suitable proposals for pontoons or similar type developments (See Map 8.5).

8.4.5. 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. New development should be directed to sites within the village.

8.4.6. Realisation of the village's resources will depend on the co-operation of local interests with the Council and other statutory promotional bodies.





8.5.1. 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.

8.5.2. 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.

8.5.3. 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.

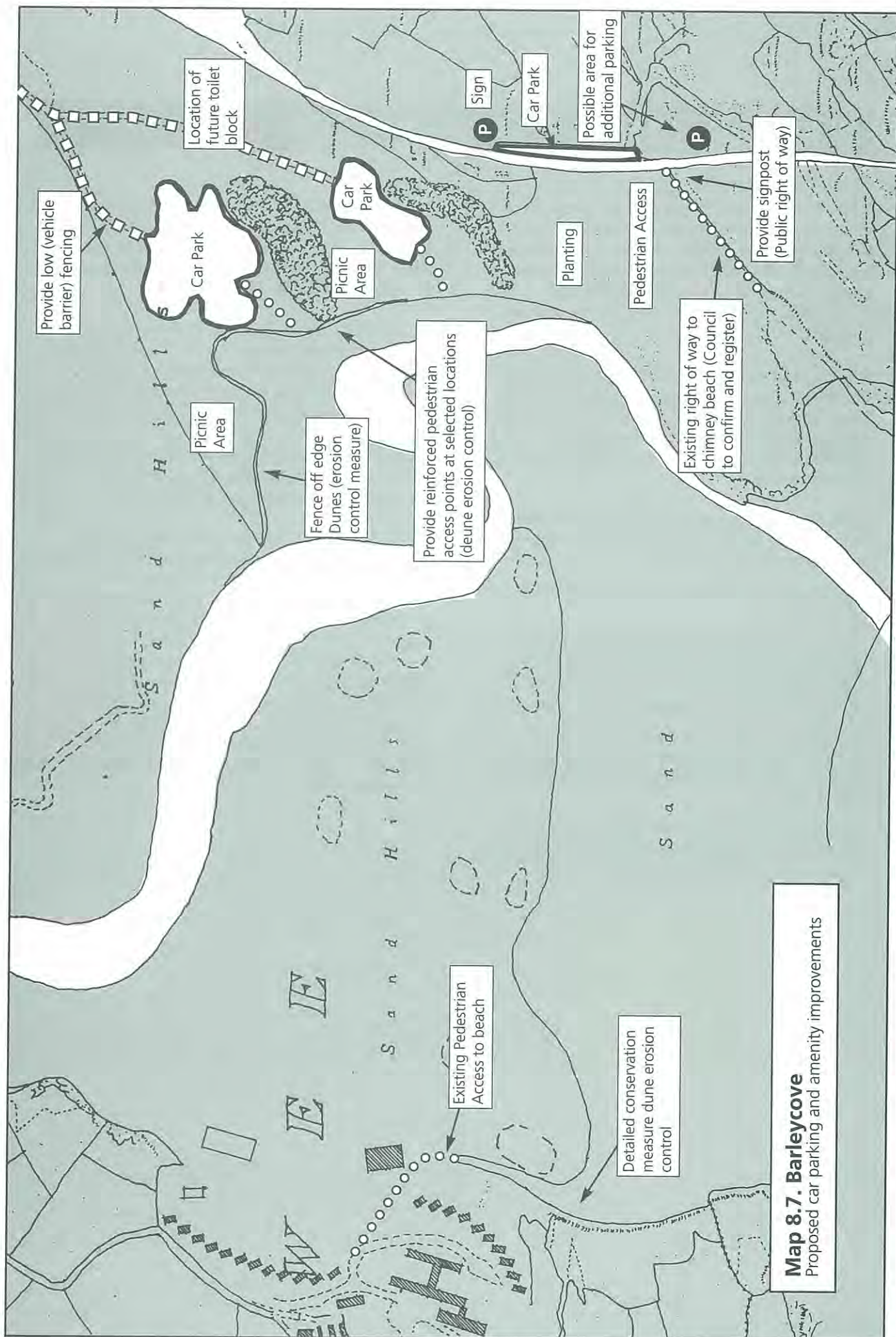
(d) There is potential conflict between any new developments and the inherent visual, recreational and scientific amenities of the area.

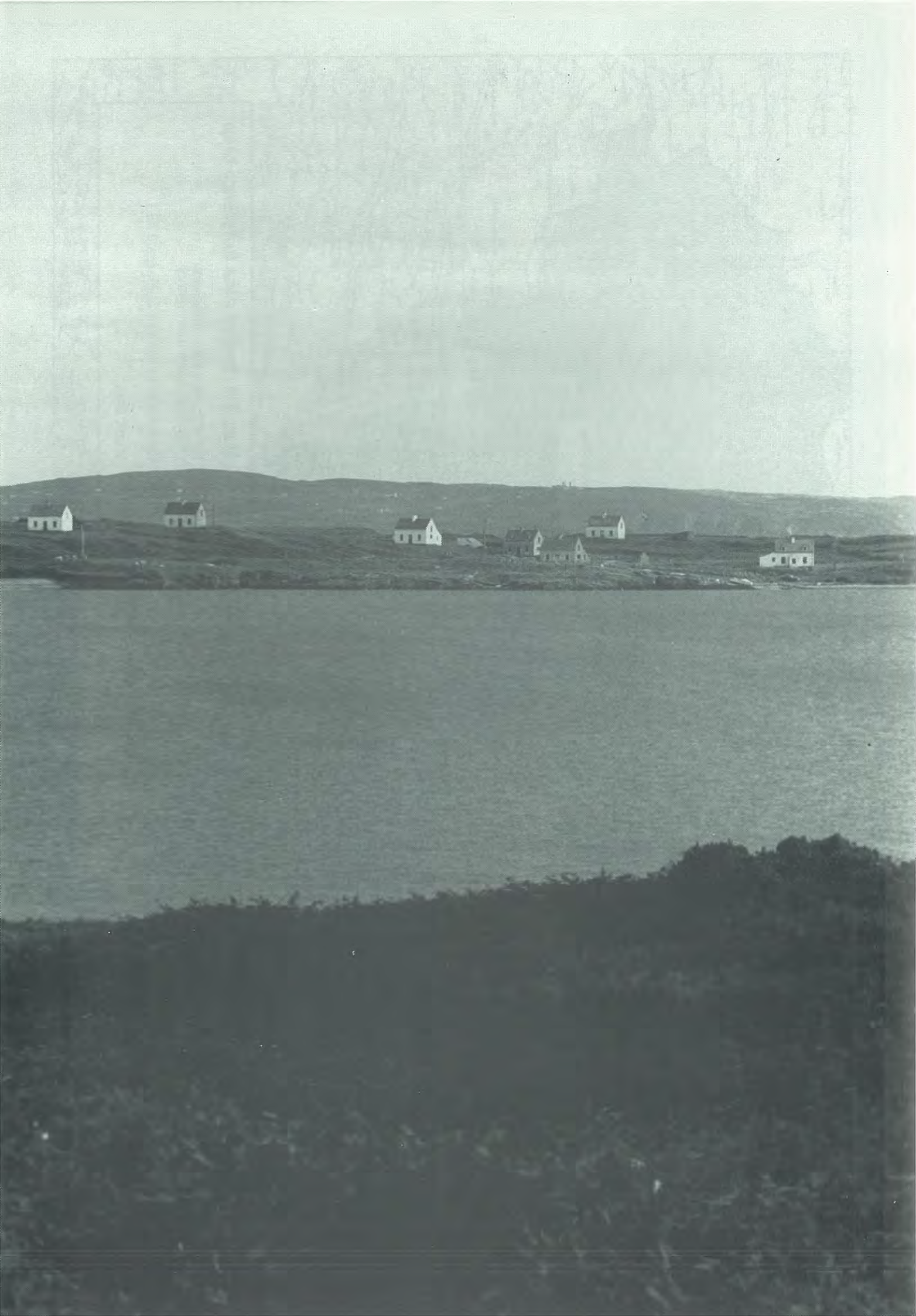
8.5.4. The area is presently unserved although plans are being formulated to provide a public water supply. However, the long term solution to the water supply problem may lie in the implementation of the Bantry Regional Scheme.

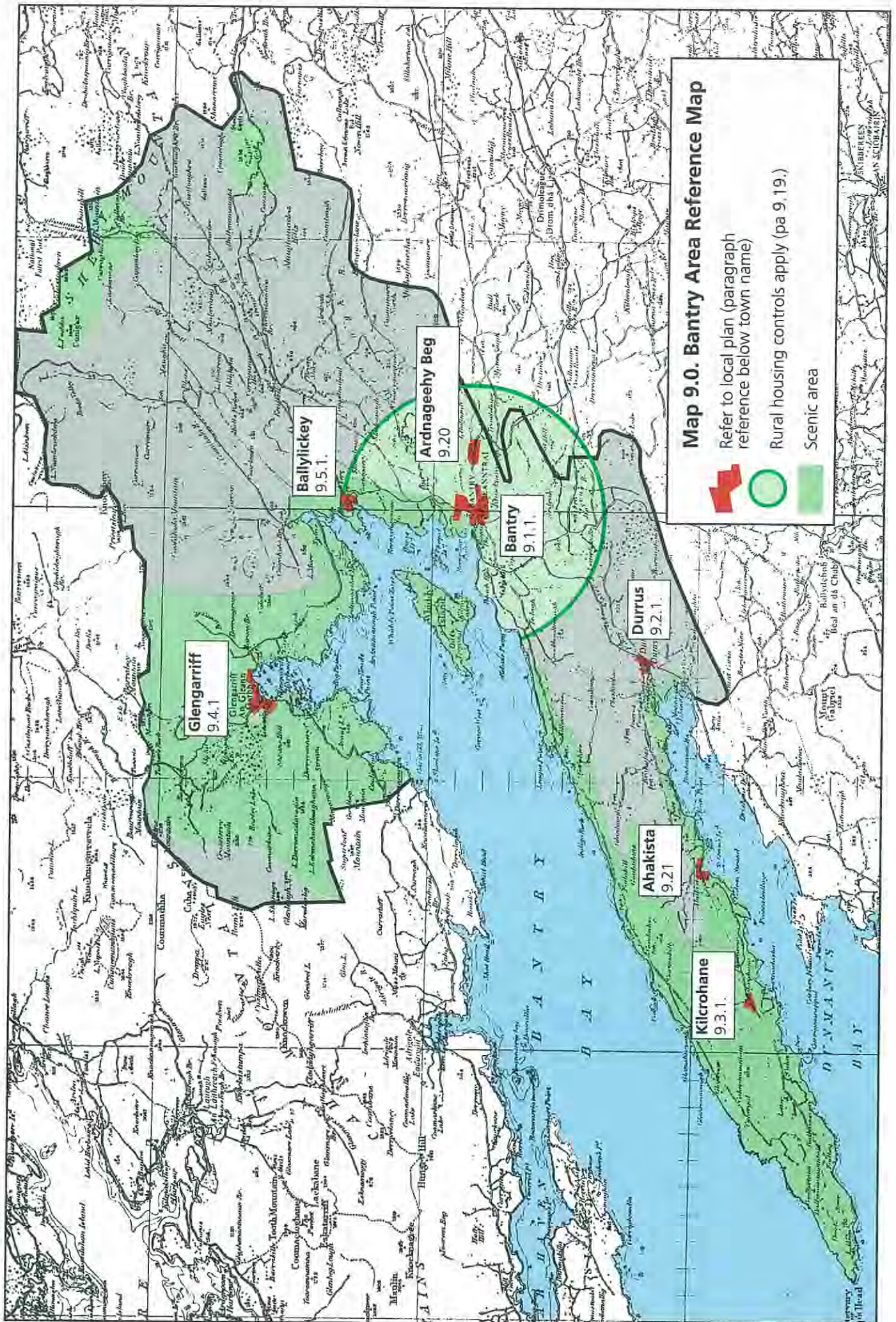
8.5.5. If, as a result of more stringent controls, additional caravan spaces are considered necessary, the existing approved site could be extended in an easterly direction (See Map 8.6). Stringent sanitary and landscaping requirements will have to be met.

8.5.6. For reasons of visual amenity and sand dune stabilisation, no further caravan parks will be permitted in these ecological sensitive areas.

8.5.7. In an effort to resolve the planning issues listed above, the Council is proceeding with a C.P.O. of the sand dune area. Map 8.7 shows basic objectives for car parking and amenity improvements at Barley Cove, subject to modification pending further study of the area. Furthermore, the Council intends to acquire land at Barley Cove to improve access to the beaches and to provide car parking and picknicking facilities provided there is co-operation from local landowners. In addition, toilet blocks will be constructed. A small scheme providing parking and a picnic area has recently been completed at White Strand/Galley Cove.







9. THE BANTRY AREA

9.1. The population of Bantry RD has been declining since 1979, but the rate of decline was not significantly above the County average in 1986-91. Emigration of approximately 4% during the 1980s is in line with the County average. If emigration does not resume, the population will be static over the next decade (reflecting the age composition of the population).

Table 9.1.
Population trends, Bantry R.D. 1981-2001

Census	Population (No emig. 1996-2001)	Population (Emig. 1996-2001 as '86-'91)	% Change per annum since previous census
1981	8158		-0.55
1986	8090		-0.17
1991	7877		-0.52
1996 (Proj.)	7900		
2001 (Proj.)	7920	7560	

9.2. The unemployment rate for Bantry seems to be some 4 percentage points above the County average at present. The age profile shows the age groups due to enter the labour force in the 1990s growing in size and projected pressures for labour force growth are slightly above average. This suggests a strong case for job creation measures likely to have an effect in the short term.

9.3. Employment growth of around 23% (540 jobs) would be needed if no emigration occurs after 1996, to offset labour force growth and projected agricultural job losses. Growth of approximately 14% (320 jobs) would be needed if late 1980s emigration trends continue.

A. THE LOCAL ECONOMY

9.4. Bantry has a surprising employment structure for West Cork, because it is dominated by service employment and this sector represents the best prospect for the jobs needed in the 1990's. Agricultural activity is no higher than normal for County Cork, although farm size is well below average. Manufacturing industry represents around half the average proportion of employment as in neighbouring Rural Districts. There is some forestry and fishing/maricultural employment.

(i) Consumer Services

9.5. Bantry RD contains the largest town in West Cork, and this is reflected in the proportions employed in most service sector activities. Above average employment in consumer services (shopping, professions), tourism (the highest proportion in the County) and construction (partly because of joinery workshops in Bantry) account for the dominance of the service sector in Bantry.

9.6. It will be important to develop service activities because this is where the area has competitive advantage. Also, 1986 figures indicated above average unemployment in these sectors. Ultimately, the range of services that can be provided will affect the development potential of an extensive hinterland. A growing population in the town itself would also help support tourist services off season. Tourism itself is likely to be the main catalyst in upgrading consumer services in Bantry town.

(ii) Tourism

9.7. There is an opportunity to achieve a major improvement in the tourist role of the area. This could be achieved by measures involving the creation of a marina in the inner harbour of Bantry town as well as the development and environmental improvement of the area around the square and pier. This initiative will be explained more fully in the Bantry local plan (9.1.12 and 9.1.13).

9. THE BANTRY AREA

9.8. Bantry, Glengarriff and Durrus are all at the heads of their respective bays, and owe their well established tourist roles partly to being strategically placed for access northwards to Kerry, westwards for the peninsulas and southwards for the Schull/Skibbereen area. Maintaining and developing these roles depends on developing their attractions and the range of activities easily accessible from each base. Many of the more obvious initiatives such as the improvement of Bantry House and the creation of a footpath network around Glengarriff, are already being implemented.

9.9. 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 are of major importance. The cross peninsular route via the "Tunnel Road", N.71 should be protected.

9.10. Areas of scientific interest requiring conservation include Garnish Island and Glengarriff Woods (both of international importance).

(iii) Port related Industry

9.11. Port related activities in Bantry RD are significantly below potential. Rectifying this situation will be largely dependent on the future use of Whiddy Island, which is currently used to store the national oil reserve. Negotiations for its more active use are being handled by National Government. Securing a user that takes full advantage of the potential of the site is critical to the future of Bantry town.

9.12. Commercial mussel farming in Bantry Bay has expanded greatly during the last decade. The recent EC directive requiring depuration plants has caused problems, in particular in scenic areas, as these plants need to be on the shoreline. Whiddy Island is a possible location for this type of activity. The increased maricultural development has put pressure on the usually small piers and their access roads and could result in conflict with other pier users. The Council is consulting with the relevant departments and organisations. While several proposals for specific locations have been put forward, these have been the subject of third party appeal, some of which were successful, thereby creating uncertainty as to the manner in which the industry's locational needs could be met.

9.13. The Council is concerned that an industry based on the natural resources of the bay could be unduly inhibited by considerations which relate primarily to amenity constraints or the tourism potential of the area. Accordingly, the Council is preparing to support the development of further depuration facilities in the upper part of Bantry Bay, where it can be established that the need exists for such facilities and where, inter alia, siting and landscaping can adequately attenuate adverse visual impact.

(iv) Industry and Industrial Services

9.14. Industrial employment in Bantry which is spread over a number of sectors, is concentrated in Bantry town, and has been reasonably stable in the past. Traditional industries appear dominant, but the town has non traditional industries, partly as a result of the immigration of smaller European owner managed firms. Among the more traditional industries, the components of a significant timber processing sector seem available - local forestry, sawmills and joinery workshops. The potential of this is worth researching further.

9.15. To allow for expansion of industrial and industrial distribution functions in Bantry, the availability and accessibility of suitable land will have to be reviewed. The hilly nature of edge of town sites may present difficulties, but could be helpful in separating out different types of industrial activity. Access from the proposed bypass will be a relevant consideration in selecting industrial sites (see 9.1.6).

Sanitary Services

9.16. The Compulsory Purchase Order, Water Abstraction Orders and Reservoir Orders for the Bantry Regional Water Scheme were not sanctioned by the Minister in 1991. A revised scheme will be submitted to the Department of the Environment shortly. At present there is water rationing in Bantry and there is no spare capacity in Bantry or the surrounding area, thus making further development very difficult (see also 9.1.22).

The Local Housing Market

9.17. Much of the new house construction in the area has taken place in the rural areas and not in the towns and villages. There is pressure on the coastal roads particularly between Bantry and Glengarriff as well as between Durrus and Kilcrohane, primarily for holiday homes. As a measure to reduce these development pressures the Council has zoned adequate and attractive sites within existing towns and villages, thus creating a realistic alternative to "one-off" housing.

9. THE BANTRY AREA

9.18. Bantry town is seen as a major location for accommodating these housing pressures. The Council has extended its housing zoning and has included some very attractive sites with a view of Bantry Bay, suitable for both permanent and second homes.

9.19. As outlined in Chapter 3 of the County-at-Large plan, special controls on new housing will apply in rural housing outside the town's zoned areas, but within 3 miles of Bantry Courthouse. These controls will be relaxed for certain types of local demand.

9.20. Provision has been made for expansion of an existing cluster at Ardnageehy on the back road to Dunmanway at the end of this chapter (see Map 9.8). Care should be taken with site density to avoid too great a concentration of septic tanks. Ardnageehy represents an alternative location to zoned edge of town housing areas for non local demand.

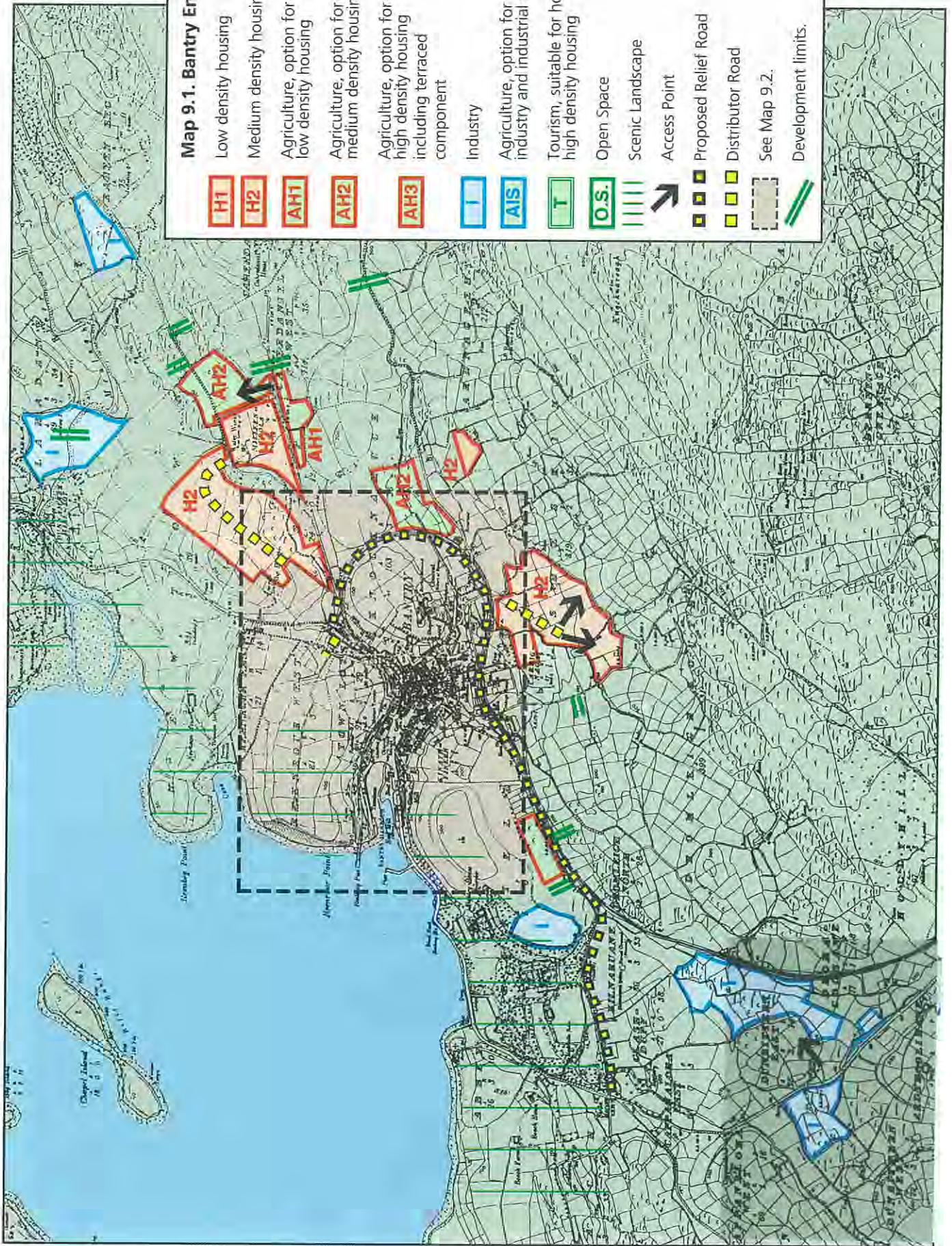
Southern side of Sheep's Head Peninsula

9.21. In view of the already excessive housing density along the highly scenic coastal route from Durrus to Kilcrohane, the Council has extended the zoned areas in Kilcrohane, and for the first time, included a plan for Ahakista which shows where development can be accommodated (see map 9.9).

9.22. In addition, there are some areas on minor roads running NW from Ahakista, N from Brahalish, and E of Rossnacaheragh church, and which are inland from the coast road, which could accommodate some further housing (subject to the limitations of the road system), and could act as "overflow" areas because of the desirability of avoiding further housing on the coast road. In so far as they have a view of the sea, development proposals should be considered in conjunction with paras 3.9-3.12 (second homes).



*Wolfe Tone Square, Bantry
(see para 9.1.13)*



9.1.1. Bantry is situated about 80km. west of Cork City. It has a population of 2800 but it has shown a small decline in recent years. As a service centre, Bantry provides commercial and retailing facilities for a large coastal and inland catchment area. 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.

9.1.2. The Bay itself has some potential for port-related industrial activities, on account of its sheltered deep-water navigation, and also for the expansion of mariculture.

9.1.3. While Bantry grew between 1971 and 1981 at an annual rate of over 1%, from 2,579 to 2,862 inhabitants, it has since dropped to 2811 in 1986. The surrounding area however experienced an increase from 830 to 880 in the 1981-86 period. This increase is in the form of "one-off" housing outside the town.

Industry

9.1.4. Industrial employment has increased sharply from 140 in 1981 to 320 in ten years later and varies from pharmaceuticals to the processing of locally grown mussels. One positive result of the Whiddy closure was the establishment of a 30,000 square feet enterprise centre which is now almost full. The IDA has a 24,000 square feet advance factory at Drombrow with an adjoining 7 acre holding.

9.1.5. Map 9.1 indicates a site at Dunbittern East as being suitable for industry and industrial services. This site adjoins the N71 thus ensuring ease of access, but it is not unduly visible from it. It is considered more suitable than the area reserved for port-related uses in the previous plan. It is large enough to accommodate a number of uses.

9.1.6. A five acre site fronting onto the proposed relief road (Site AIS) has been zoned for light industry, including industrial distribution and services. These lands, together with a proposed extension to the existing estate at Lahadane, will ensure an adequate supply of industrial land, able to cater for a wide range of industrial activities.

Services

9.1.7. Bantry is the largest town in West Cork and serves a large hinterland. This is reflected in the high proportion of employment in the services and tourism sectors. Service activities such as shopping and tourism require both good environmental conditions and adequate parking if they are to be encouraged to develop further.

9.1.8. Development of these activities are important as the range of services that can be provided will effect the development potential of its extensive hinterland and allow Bantry to play its function as the prime growth pole of West Cork.

9.1.9. Bantry is already well established as a tourist destination, catering mainly for based touring. The amenities provided by Bantry House and the recently opened French Armada Exhibition Centre as well as the proposed marina adjacent to the Square will help to retain visitors in the area, thus increasing its economic benefits.

9.1.10. 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. A high standard of design using traditional materials will be required for all new or reconstructed shops.

The Square and Lower Harbour

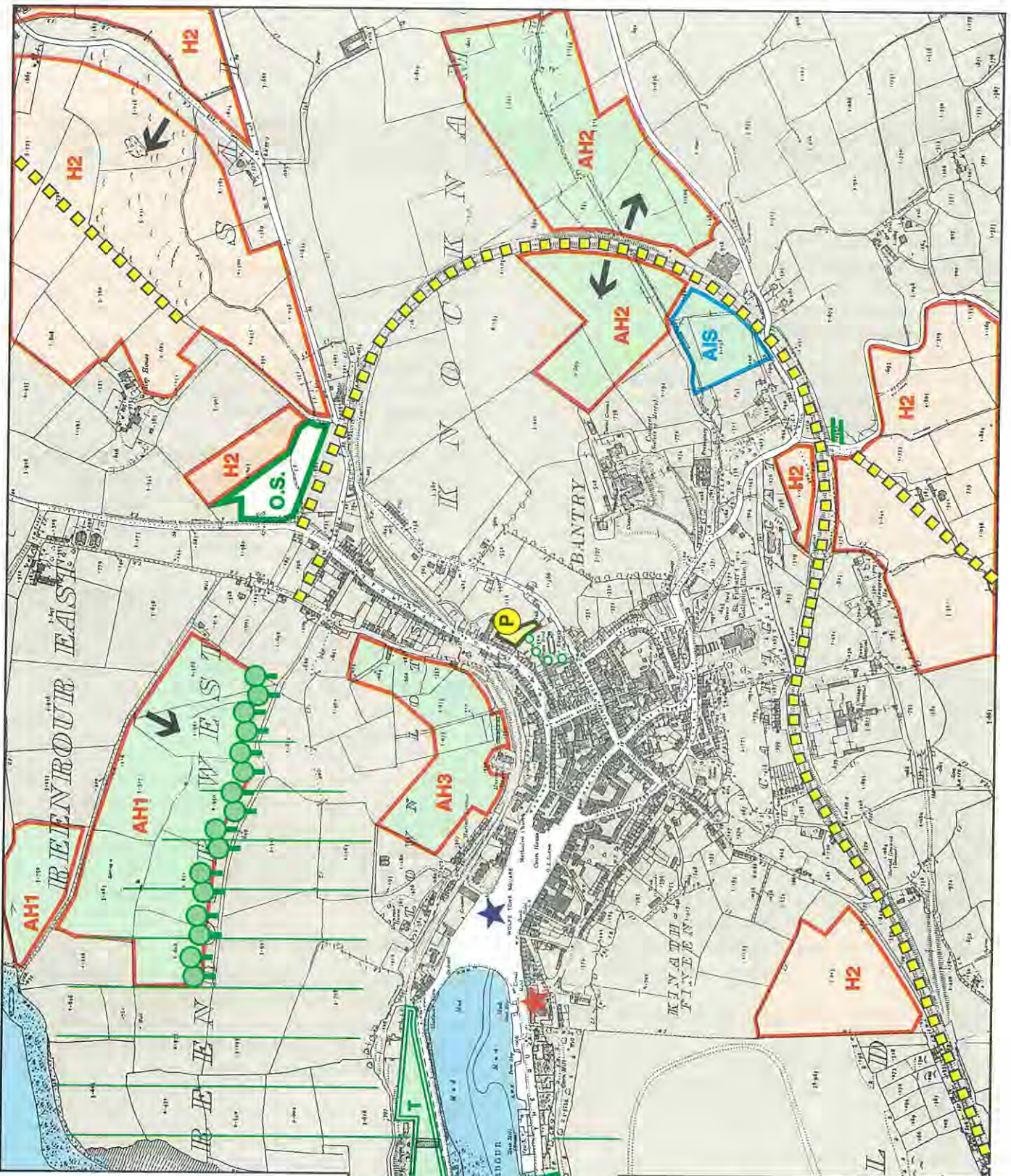
9.1.11. The Square and Railway Pier form the focus of the town, and the key opportunities to develop the tourism and services of the town are located in this area. Map 9.3 provides a schematic outline of how this area could be developed.

9.1.12. The Railway Pier is not currently used to best advantage. This prime waterfront area offers major opportunities for redevelopment as a maritime quarter incorporating apartments and/or a hotel plus pontoons or a marina in the Harbour. The Council is currently preparing a detailed action area plan which would form a basis for discussion with existing users of the pier area on a phased transfer to new locations, and on the subsequent introduction of new uses. One possible transfer would be the relocation of the tennis courts to County Council land adjoining the enterprise centre. The Council will seek to ensure that full advantage is taken of the opportunities to improve facilities in the harbour for leisure and commercial users, and to strengthen as far as possible the visual links between tourist related uses in the town core, the square, and the harbour area.

Map 9.2. Bantry

- [H1]** Low density housing
- [H2]** Medium density housing
- [AH1]** Agriculture, option for low density housing
- [AH2]** Agriculture, option for medium density housing
- [AH3]** Agriculture, option for high density housing including terraced component
- [T]** Tourism, suitable for hotel
- [AIS]** Agriculture, option for industry and industrial services

- [O.S.]** Open Space
- [|||||]** Scenic Landscape
- [→]** Access Point
- [■]** Relief Road or road improvements
- [P]** Parking
- [●●●]** Tree Planting
- [○●○]** Pedestrian Link
- [★]** Town Square improvements
- [★]** Possible conversion into warehouse apartments.
- [==]** Development limits.



9.1.13. The Square is a major feature of urban design. Its impact as a dominant open space is reduced considerably by the present traffic circulation and parking layout. In view of its importance as a townscape feature - one of the most outstanding in West Cork - special attention will be given to its treatment and landscaping. Map 9.3 incorporates proposals for removing internal circulation for parking from within the Square. This frees approximately half the area of the Square for green avenues linking the courthouse and New Street to the harbour.

9.1.14. Changes in the front elevations of the buildings enclosing the Square must be treated with great care. A large stone warehouse on the Quay which appears suitable for conversion into residential units is identified on Figure 9.2.

9.1.15. 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.

Housing

9.1.16. The range of housing activity within the town needs to be expanded. In recent years, most of the recent residential development has occurred outside the town proper, resulting in ribboning to the east and north of the town. The Council recognises the demand for sites with a view over the bay and has zoned additional lands at Reenrour. The lands now having an option for residential development offer a wide variety of choice and are highly attractive. This is preferable to ribboning outside the town.

9.1.17. One-off housing development has taken place on the south east side of the town where panoramic views are obtained of the bay and the Beara peninsula. Due to poor access and lack of services, further development in this elevated and scenic backdrop to the town will be discouraged.

9.1.18. The Council 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.

9.1.19. The population target for the town implies a housing demand for some 140 dwellings during the plan period. The zoning of extensive areas to the north-east has not resulted in any development in this area. The Council could play a more active role in these areas by entering into joint ventureships with the landowners concerned. A recent examination of the development potential of lands to the south of the town and along the old railway line has identified additional housing zones at Dromleigh and Knockamuck. A height limitation on the water supply prevents development of higher lands in these townlands.

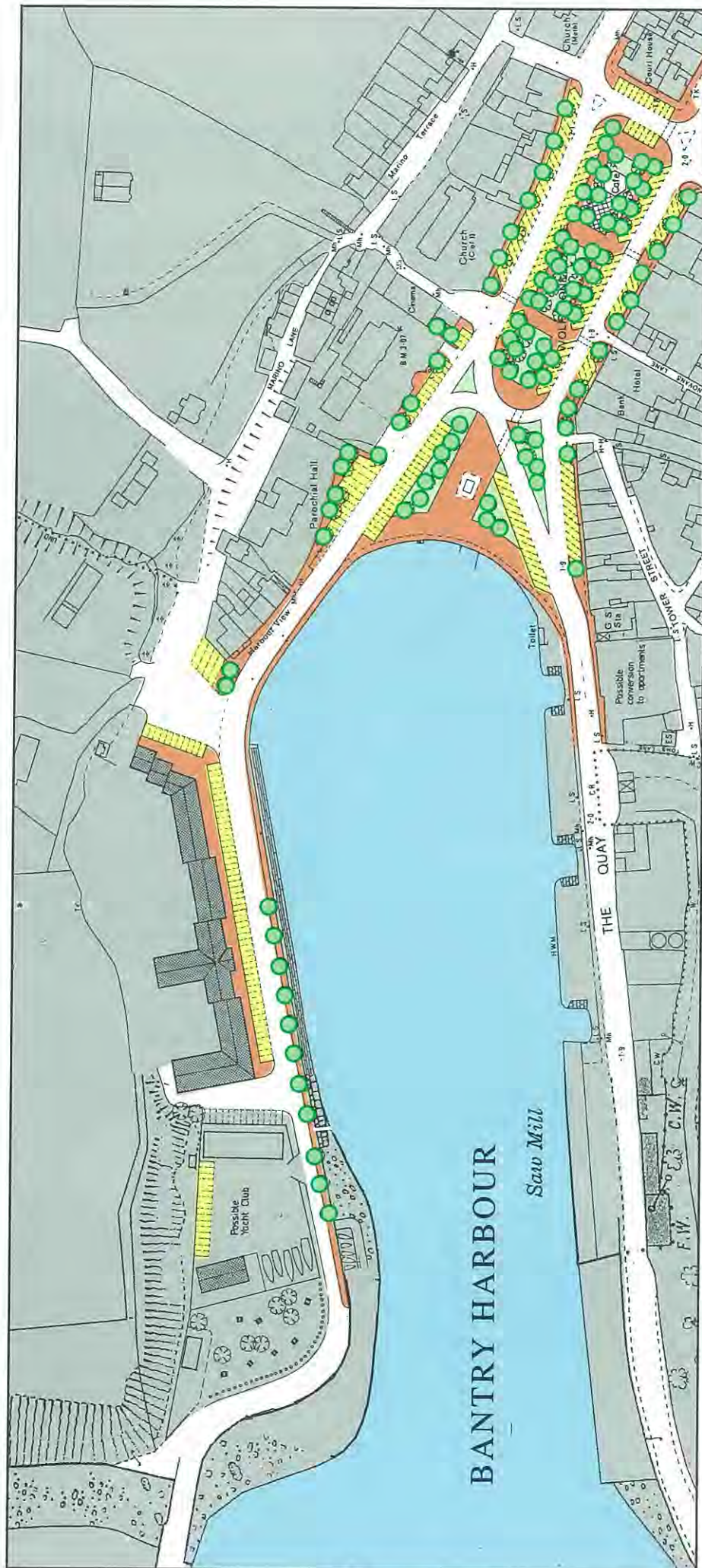
Traffic and Parking

9.1.20. Because of its street system, circulation around and access through the town is a problem. The recent introduction of a one-way traffic system has alleviated the problem to a certain extent, but there is still need for a relief road which follows the old railway line. Additional parking can be provided along the Pier Road as part of its overall re-development, and further parking can be made available at the Glengarriff road.

9.1.21. More shoppers can park close to shops if some spaces are subject to a time limit rather than all day parking. The parking areas which are most important to the retail core should be identified and made subject to such limits.

Sanitary Services

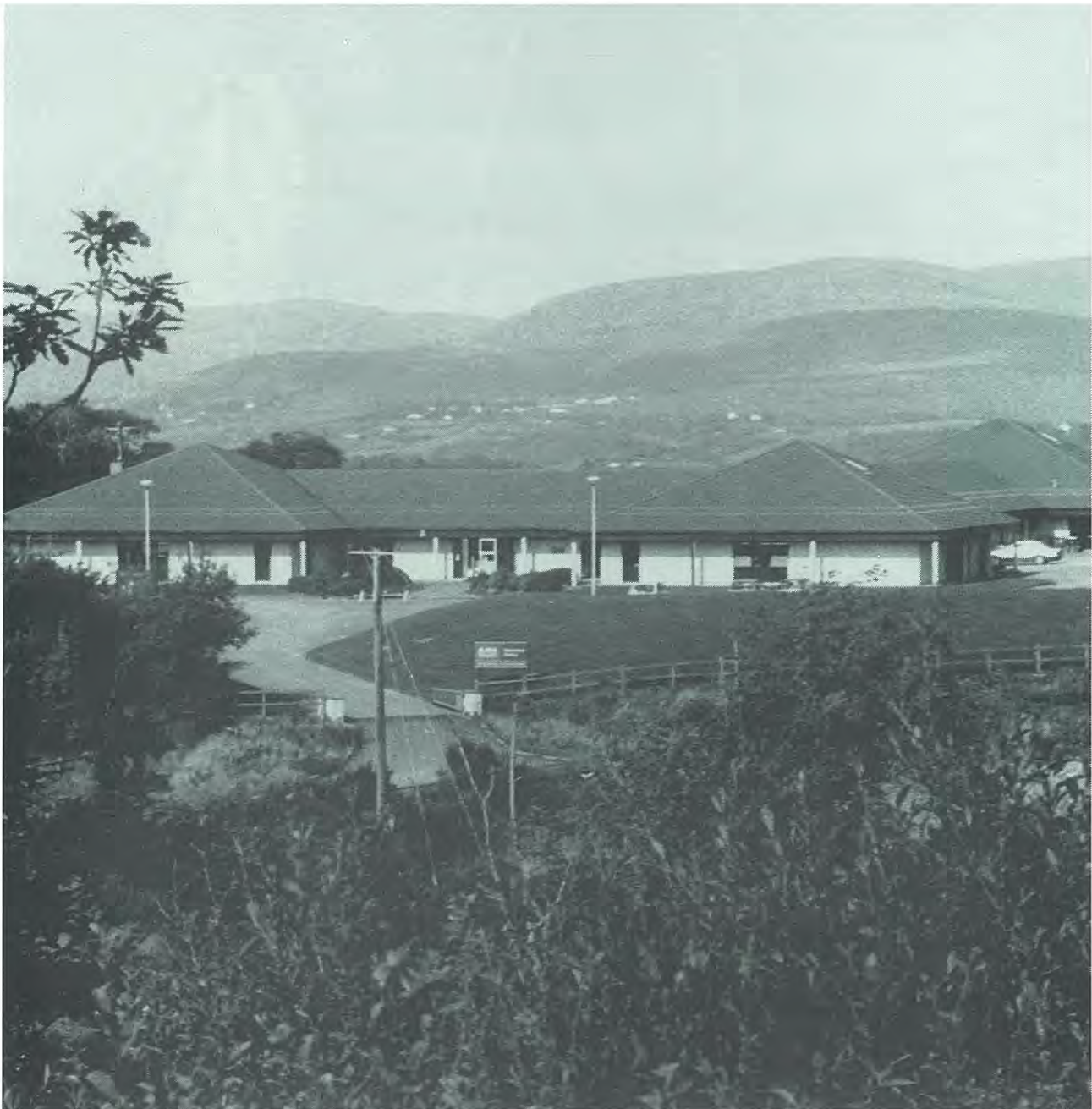
9.1.22. As Bantry is the largest town in West Cork serving an extensive hinterland and has considerable development potential for industrial and tourism activities, the Council is determined to ensure that the right conditions are created to allow these potentials to be realised. The Council is most concerned that the serious shortfalls in supply which are already evident will frustrate any major new development, whether industrial or otherwise. The Council may consider a revised scheme of phased development with the first phase serving Bantry Town.



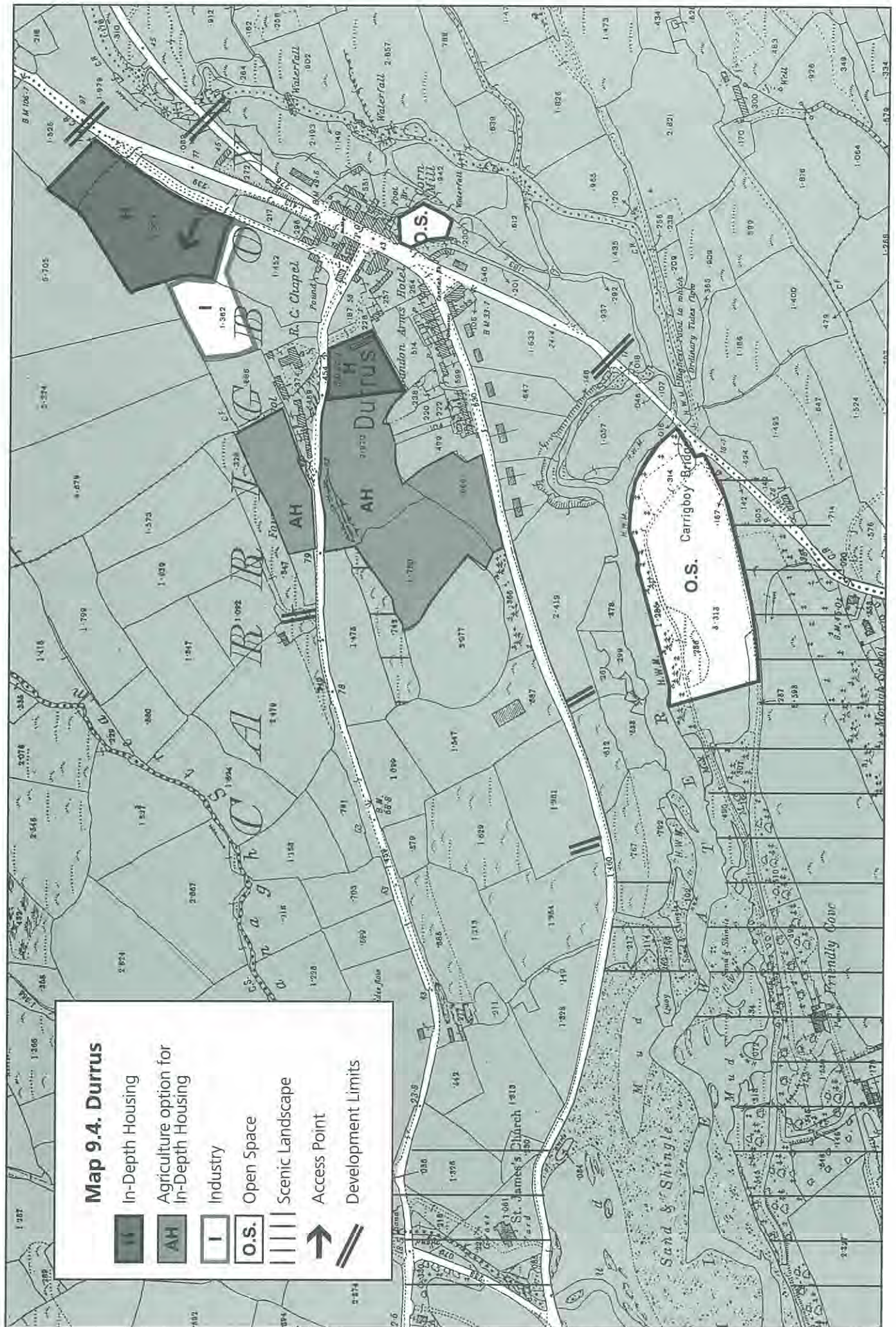
Map 9.3. Bantry
Town Square and Pier Road Improvements

9.1.23. The sewerage system serving the town is satisfactory but a new treatment plant and outfall, located further away from the town is required. An Environmental Impact Study has just been finished and it is hoped to complete the required works by the end of the plan period.

9.1.24. 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. Contract documents for a drainage scheme are with the DOE.



Bantry Enterprise Centre



9.2.1. 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.

9.2.2. 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.**9.2.3.** Adequate serviced land has been zoned for residential development, thus reducing the development pressure along the coastal road to Kilcrohane. This will strengthen the socio/economic fabric of Durrus. This is important since the population dropped slightly from 682 persons in 1981 to 672 five years later.

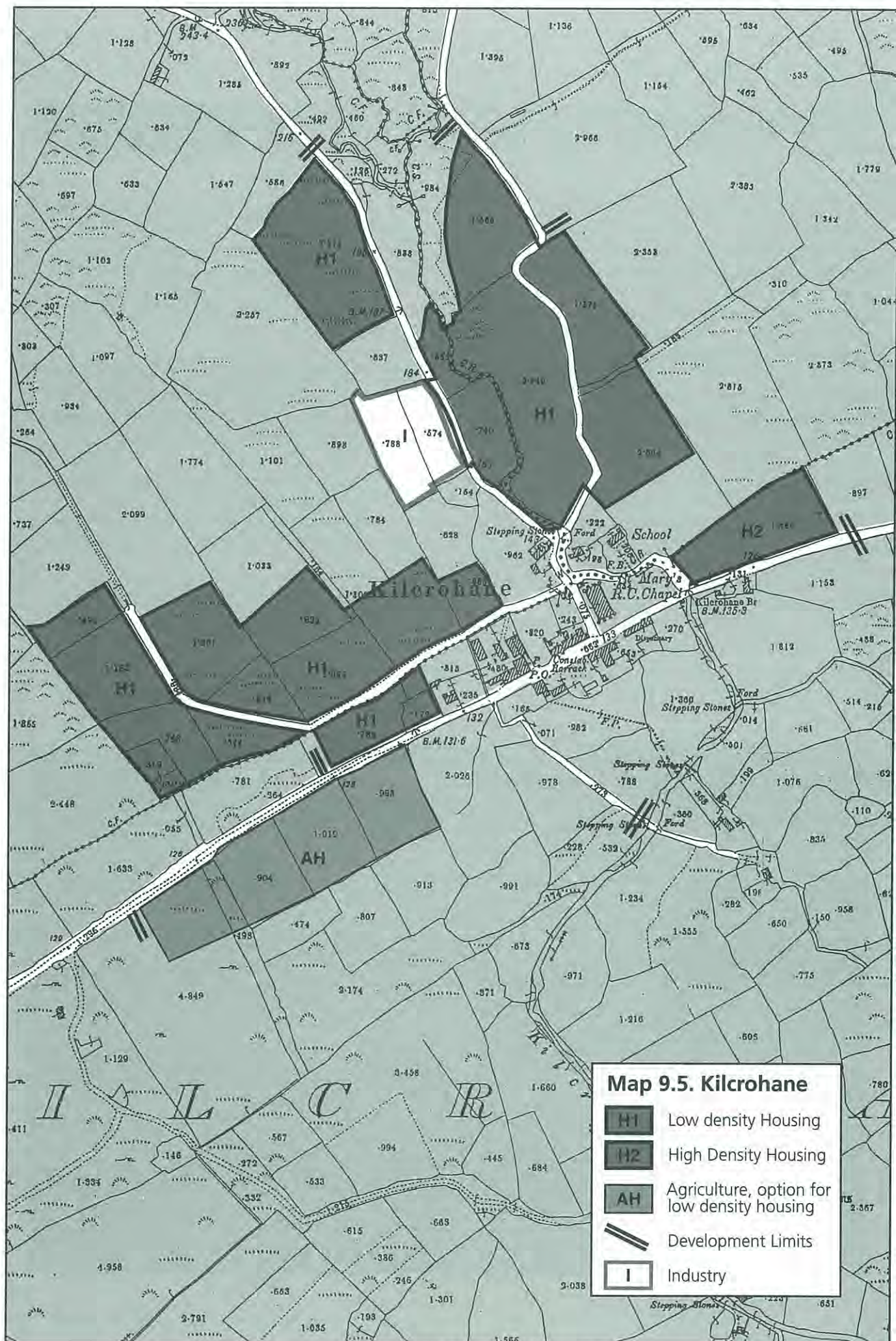
9.2.3. Adequate serviced land has been zoned for residential development, thus reducing the development pressure along the coastal road to Kilcrohane. This will strengthen the socio/economic fabric of Durrus. This is important since the population dropped slightly from 682 persons in 1981 to 672 five years later.

9.2.4. The village centre could be enhanced by the provision of a small amenity scheme on the site of the old Corn Mill. Private interests have developed a riverside garden which is open to the public.

9.2.5. There is an adequate public water supply as well as a public sewerage system. This is taxed to its maximum capacity in the high season. Proximity to the estuary may make this problem easier to resolve.

9.2.6. A number of buildings of interest worthy of protection are located close to the village (See Map 9.4). These include St. James Church and Durrus Glebe House. A stone warehouse situated on the south shore of Four Mile Water may be suitable for conversion into holiday apartments.





9.3.1. 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.

9.3.2. 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.

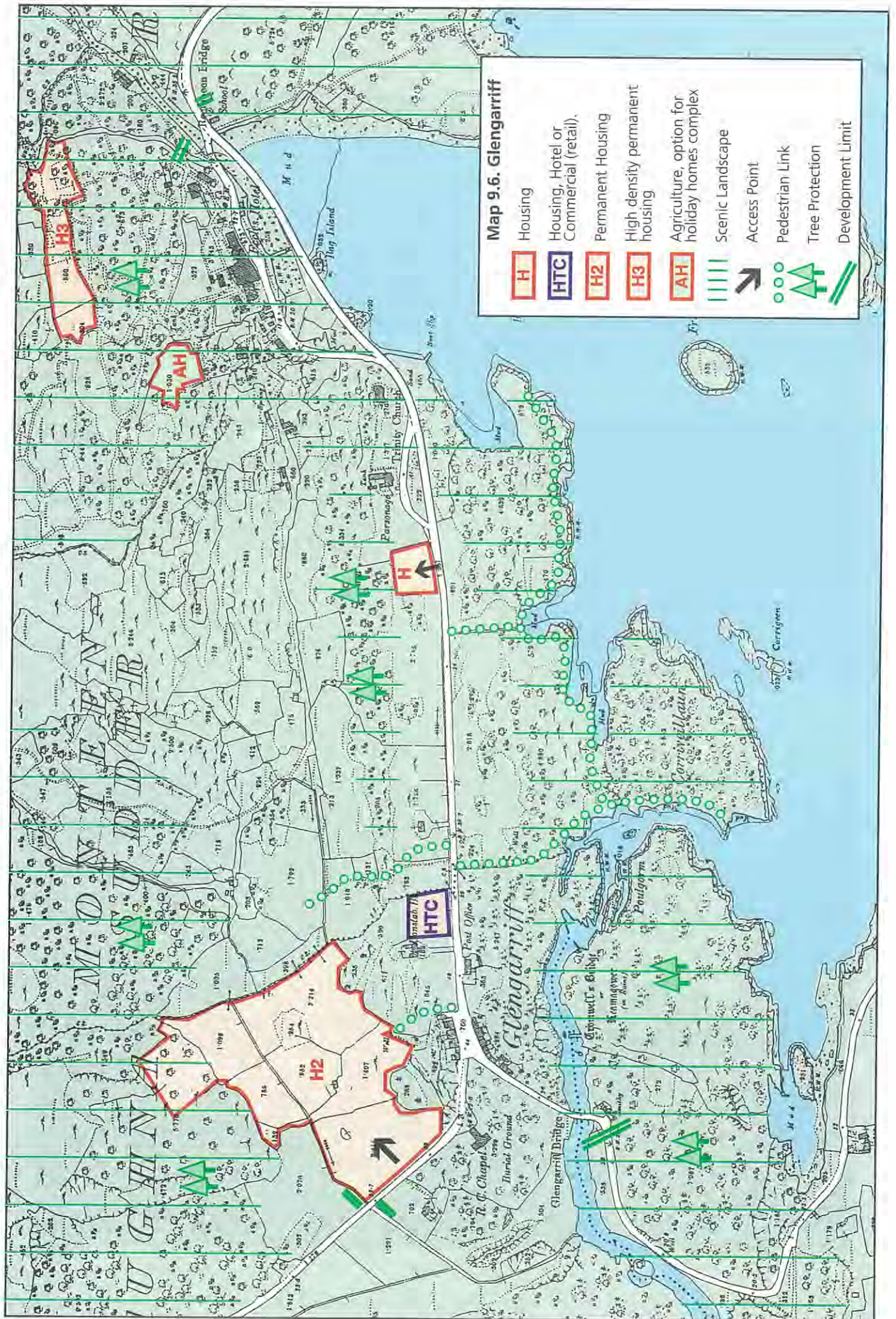
9.3.3. In addition to pressures for scattered development along the main road to Durrus, a number of houses have been built between the village and the coast and because such development is inimical to the consolidation of the village core, a number of suitable sites for infilling have been identified closer to the village (See Map 9.5).

9.3.4. 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 at Kilcrohane.

9.3.5. The present water supply is adequate but has little spare capacity. The new sewerage scheme was constructed in 1988 and is capable of meeting the demand for the foreseeable future.

9.3.6. 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.





9.4.1. Glengarriff is scenically situated on the northern shore of Bantry Bay, some 15 km. north-west of Bantry town. Together with the adjacent Garnish Island and forest park, the village has a major role as a touring, daytrip and based holiday centre.

9.4.2. Glengarriff has tended to rely purely on its traditional attractions of beautiful scenery and exceptional flora (notably Garinish Island) instead of a more sophisticated marketing and development of its unique attributes. 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.

9.4.3. Some improvements to the Poulgorm (Blue Pool) area, involving sign-posting and better identification of its amenities have been undertaken. This woodland area is the nearest walking area to the village, and its natural condition should be protected in future improvements. 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.

9.4.4. 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 encourage the use of development sites near the village centre for housing, with particular attention to design and compatibility with the existing streetscape.

Development Priorities

9.4.5. The capacity of Glengarriff to accommodate further development is limited. The County Council will favour those developments which provide the most economic and social benefits to the village. Houses for permanent residents should have priority over second homes which once built, may not be occupied for much of the year and so cannot support local services. In the provision of holiday homes, developments should include an element of rented accommodation which tend to have a longer occupancy period than second homes.

9.4.6. The area adjacent to the Church and School on the Tunnel Rd. has been zoned for housing. This site is suitable for in depth development and should incorporate an access road to serve the area to the north of it. Development in this area should include storage and sewerage facilities to open up lands on the opposite side of the road for future housing development.

9.4.7. The lands opposite the site at the Church have also been zoned for housing for permanent residents. This may help to stabilise the population of the village and prevent excessive dominance of second homes.

9.4.8. Limited low density housing 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 with a pedestrian link to the centre of the village. Development in this area would be subject to high standards of design, siting and location.

9.4.9. The area to the north of the Eccles Hotel is also suitable for some in depth housing development subject to infrastructure provision as well as design, siting and location standards. This site is suitable for the development of a holiday complex. Ultimately, this area could be linked by a road to the site next to the Church on the Tunnel Road.

9.4.10. There is extensive frontage development north of the main road, stretching from east of the Eccles Hotel at Reenmeen East to the Old Court House at Dromgarraff. Any further development beyond the Old Court House towards Ballylickey will be actively discouraged.

Infrastructure

9.4.11. While the water supply is adequate during most parts of the year, there are shortages during the summer. The area will ultimately be supplied from the Bantry Regional Scheme. The public sewerage scheme has spare capacity even at peak periods in the summer.

9.4.12. Major roadworks have taken place in Glengarriff on the Castletownbere Rd. and the Bantry Rd.. The existing road through the village near Barony Bridge and in the vicinity of the Eccles Hotel has also been improved. These latter works entailed the construction of a new road along the foreshore. It is also proposed to avail of the opportunities provided by the new road to improve local amenities. Landscaping of the car park at the Eccles hotel would improve its visual appearance but can only be achieved through negotiation with the landowners.

9.4.13. 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.



9.5.1. Ballylickey is a small settlement 4 miles north of Bantry on the N71, a main touring route. The settlement is not well defined. The N71 works its way around a series of small bays and headlands. Linear development has occurred along it.

9.5.2. Ballylickey's main function is a tourist one. While small, it has a number of hotels, restaurants and shops. It also has attractive coastal scenery, the ruin of Reenadisert Court (an early 17th century manor house), a small pier and a pebble beach. The pier could be used for excursions on the bay (eg. fishing trips, trips to Whiddy). Local tourism depends on how far these assets can be developed.

9.5.3. Currently, infrastructure is deficient. Lack of a sewer has resulted in a proliferation of septic tanks, often discharging to the foreshore. A sewerage scheme and augmentation of water supply are planned, but may not be constructed by the end of the plan period. Pedestrian facilities (footpaths, street lighting) need improvement.

9.5.4. Having planned a sewage treatment plant, it is important to avoid further significant development outside its catchment as this would create new

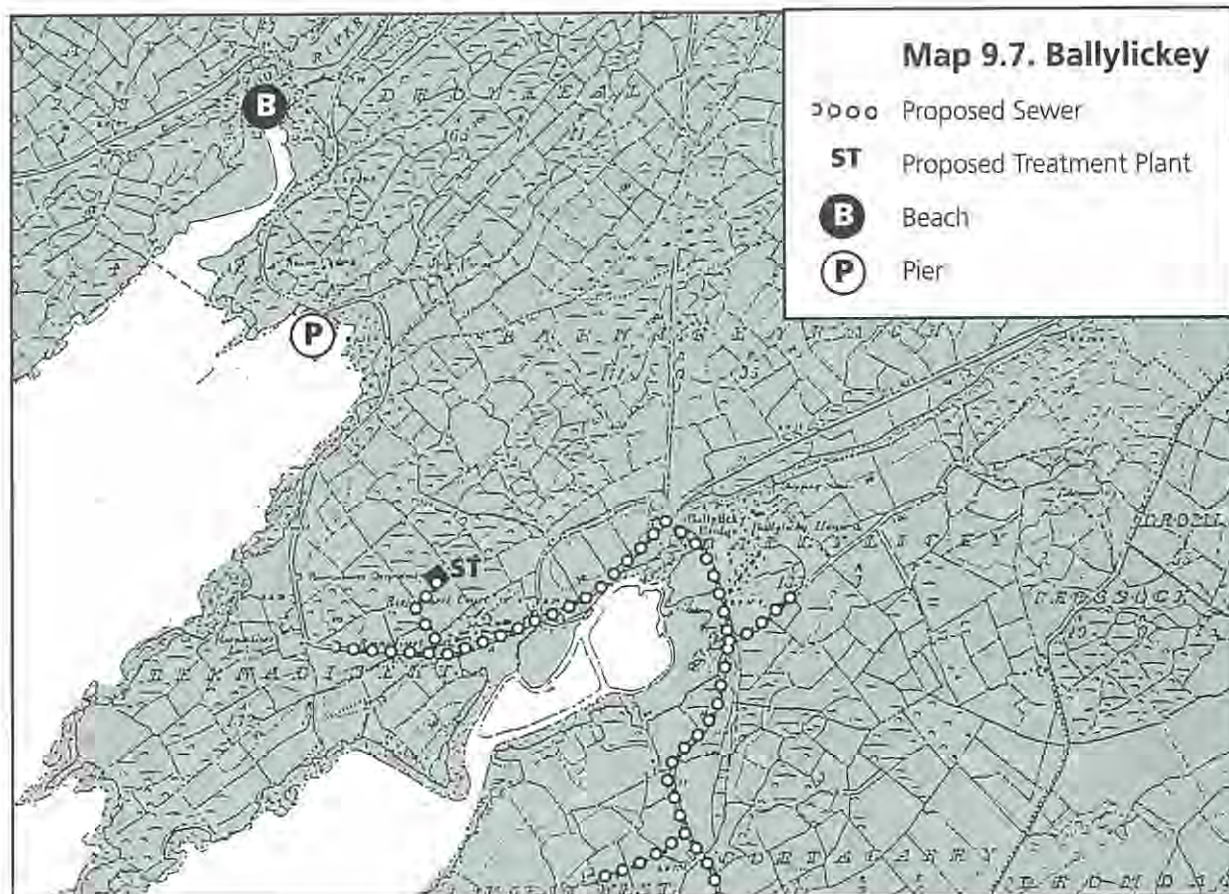
pollution problems, which would then have to be endured until further investment in sewerage could be financed (a very distant prospect).

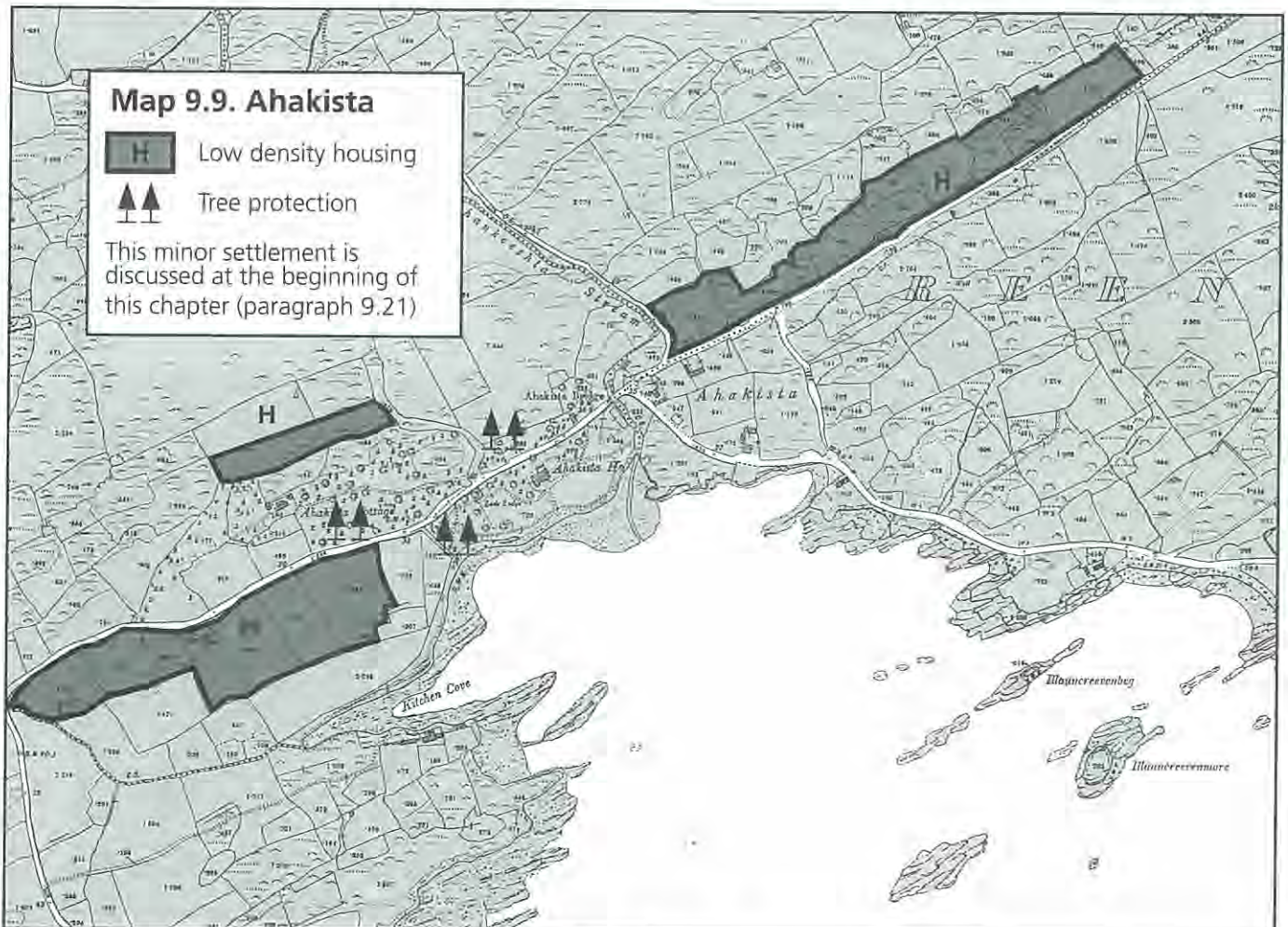
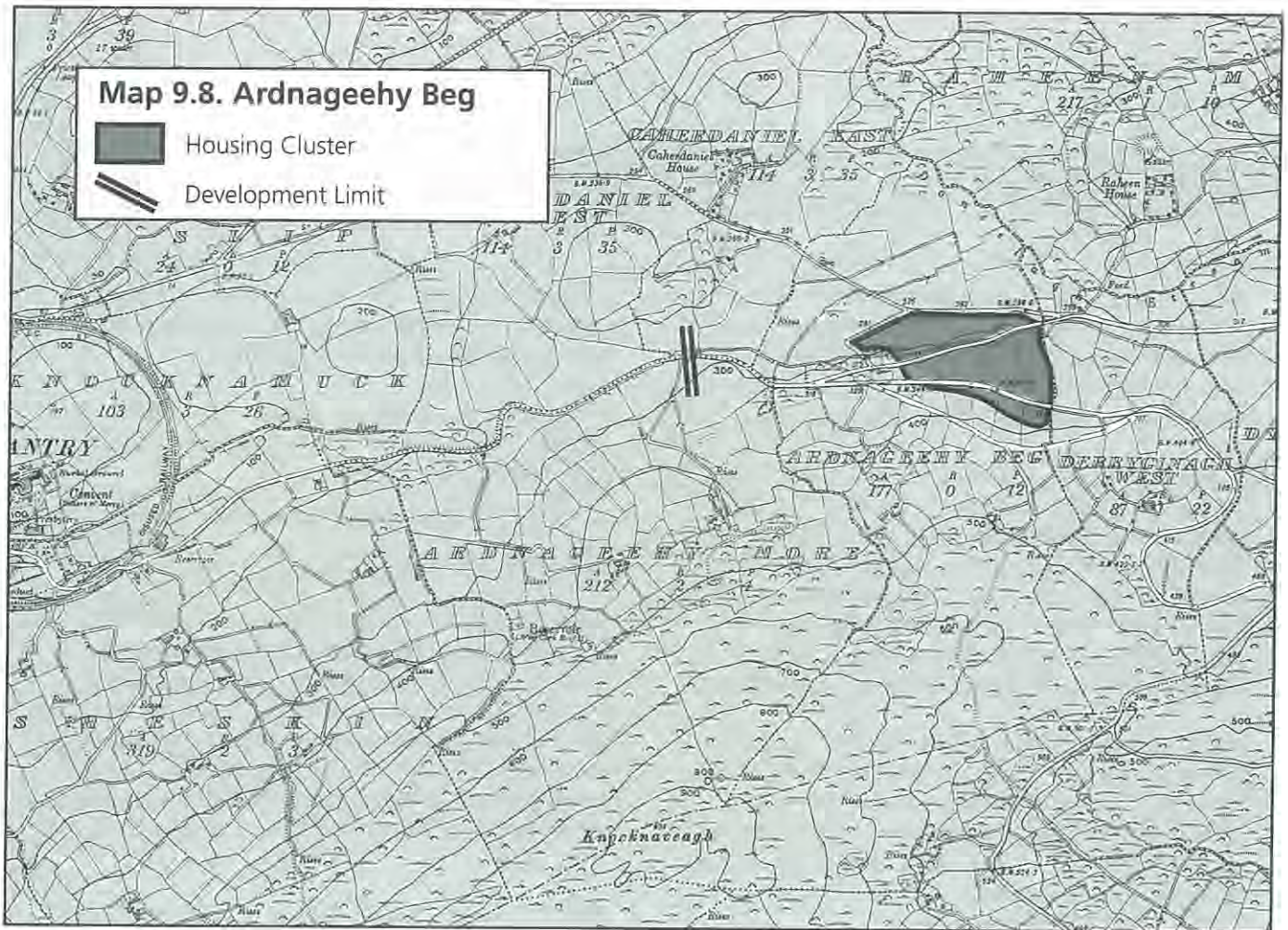
9.5.5. The plan shows the proposed sewerage scheme. Future development should be limited to areas which:

- (a) fall by gravity to the proposed sewer and
- (b) are not unduly obtrusive.

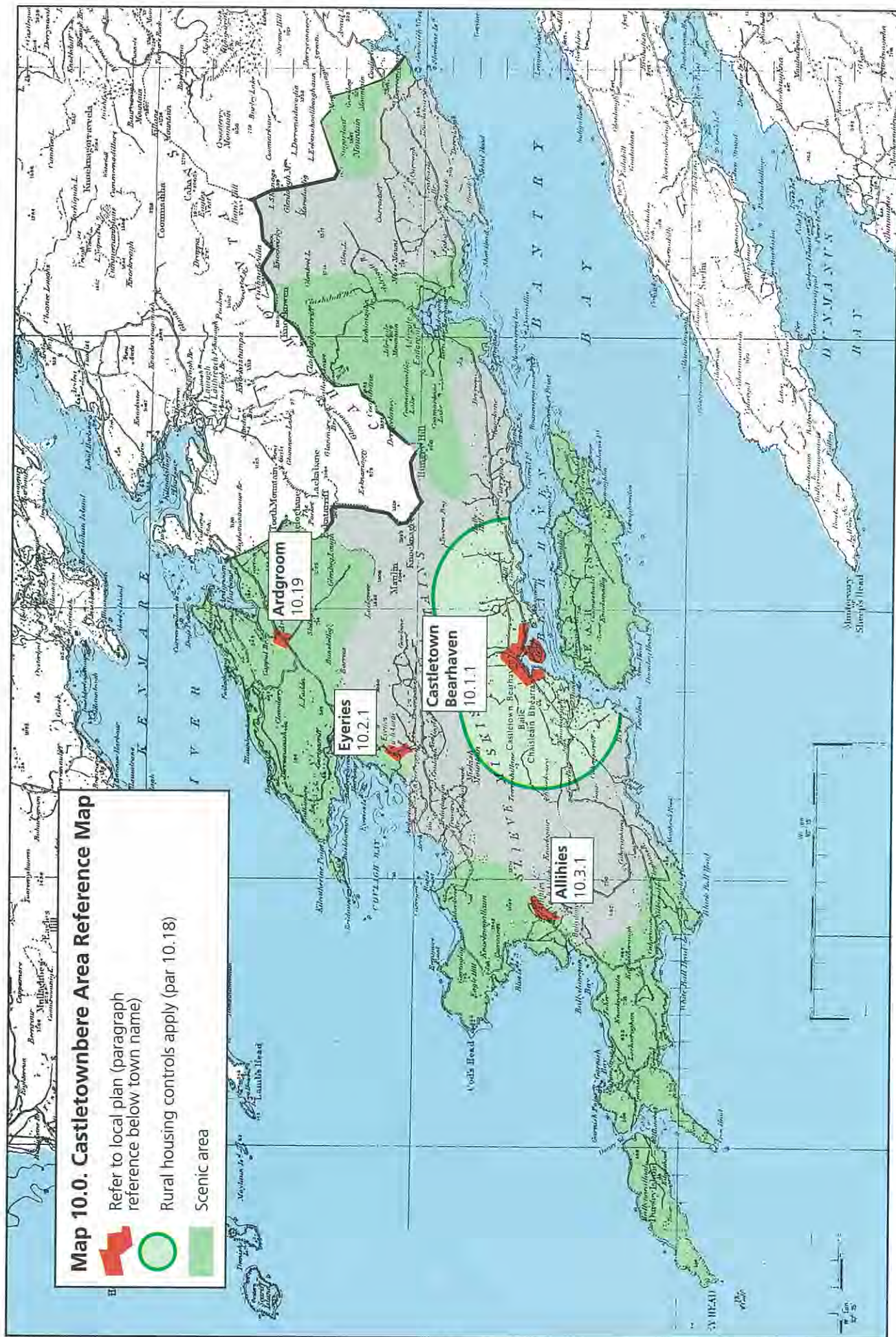
9.5.6. The N.71 is busy, and numerous individual entrances should be avoided. Development away from the N.71. frontage is difficult as the existing minor roads are only single track. The access road to the proposed sewage treatment plant could have a secondary function of opening up lands to the north of the N.71. Elsewhere, access should be provided for a number of dwellings, rather than individual ones.

9.5.7. To protect the scenic coastal settings of Glengarriff and Ballylickey, further development should be avoided on the road between Snavel Bridge and the Old Court House/Barony Bridge, on the outskirts of Glengarriff.









10. THE BEARA PENINSULA

10.1. Policies designed to stabilise the population of the Beara peninsula by widening the range of employment opportunities are badly needed. Population has been falling exceptionally rapidly due to above average emigration (ref. Table 10.1). As the age group due to enter the labour force in the near future is larger than its predecessors, this could get worse. Potential growth in the labour force, while modest in absolute terms, is unusually high relative to the current employment base.

Table 10.1.
Population trends, Castletown RD, 1981-2001

Census	Population	% Change per annum since previous census	
		Castletown RD	County (excl. Cork R.D.)
1981	4350	+0.06	(+0.69)
1986	4280	-0.33	(+0.25)
1991	3990	-1.34	(-0.39)
1996(proj.)	3930		
2001(proj.)	3880		

10.2. Judging by employment exchange returns, unemployment, which was well above average in 1986, seems to have fallen. This seems due to the exceptional impact of emigration in actually reducing the size of the labour force, not because of employment gains.

10.3. Assuming that the population for 2001 is approximately as forecast, employment growth of around 24% (290 jobs) would be needed if no emigration occurs after 1996, to offset labour force growth and projected agricultural job losses. Growth of approximately 7% (80 jobs) would be needed if the emigration trends of the late 1980s resumed.

The Local Economy

10.4. The fishing and fish processing industries are vital to the Beara Peninsula. The possession of a resource based industry is an important asset to the peninsula. Since the mid 1980s, the development of processing activities by the Fishermen's Co-Op and others has helped to make this a more integrated sector.

10.5. The statistics for agricultural employment are distorted by the inclusion of fishing in the agricultural category. If fishing is excluded, dependence on agriculture is not much above average. However, farm size is well below average, with nearly half under 30 acres in 1986.

Industry

10.6. Dinish Island Industrial Estate is an important resource, but only a fraction of this apparent potential has been realised so far - an indication that the hopes of developing the port as a major fish processing centre are largely unrealised. The Council will explore the option of providing small food units to stimulate the generation of new fish processing industry. The large number of vessels using the port also suggest scope for servicing and minor repairs. The relationship of Dinish Island to the IDA landholding on the coast east of Castletownbere needs to be looked at to see if there is scope for rationalisation.

10.7. Manufacturing employment is very low as a proportion of total employment. There is an urgent need to build up sectors other than fishing and agriculture, so as to reduce the economic risks associated with dependence on one main industry, and to increase the range of local employment opportunities.

10.8. Under slightly more favourable circumstances the area could become attractive to incoming small owner managed European businesses; the remoteness of the area would not necessarily be seen as a disadvantage. To accommodate such businesses would require industrial land/buildings which were not targeted at port related industry. To promote this, (a) the County Council will discuss the possibility of earmarking part of Dinish Island for types of industry other than port related uses, (b) the improvements to the image, appearance, and range of services in Castletownbere which are needed both to improve industrial prospects and to allow tourism to develop, will be pursued.

Tourism

10.9. The third resource based industry in the peninsula, tourism, had a below average share of employment in 1986 despite spectacular scenery. Its potential is not adequately realised at present, though a very active local tourist association is doing its best to reverse this.

10. THE BEARA PENINSULA

10.10. Castletownbere, being the only town on the peninsula, is essential as a service base to the development of tourism. Planning the development of the town so that its fishing, commercial, housing and tourist functions can develop in mutually compatible ways should be the objective. This would have implications both for planning of the town periphery, and for improvements to the main streets and square.

10.11. Tourist accommodation can be encouraged at other suitable locations within reasonable distance of the town, and appropriate options should be identified. Eyeries, Allihies, Adrigole and Bear Island, all appear to have unrealised potential, providing that Castletownbere itself can become an attractive location offering the services they are likely to lack. What is needed is a "virtuous circle" by which improved services in the town encourage more tourist activity in the peninsula, and increased activity in the peninsula provides a basis for services in the town.

10.12. Eyeries and Allihies are exceptionally attractive villages, enhanced by the tradition of bright colours: they would need to be protected from unsuitable development but could form a striking setting for projects which were appropriate in terms of scale and architecture.

10.13. Most tourist businesses are quite small scale and within the capacity of the local community. Providing the potential is there, local enthusiasm is critical in realising it.

10.14. The relative lack of beaches on the peninsula increases the importance of hill walking and mountaineering, and of measures to promote these activities.

Other Economic Sectors

10.15. Construction employment is high because of the large number of public sector construction workers living in the Rural District in 1986. (Some of these may work elsewhere.) There is some employment in sawmills/joinery, and other wood products, which may be capable of being built on, though the absolute numbers involved are small. There were also a surprising number of unemployed workers in this category in 1986.

Access

10.16. The "Ring of Beara" route has been designated in this plan review as a regional route requiring special funding for its improvement. Upgrading of the Glengarriff-Castletownbere road is important in the servicing of the designated fisheries harbour, the realisation of other development opportunities, 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.

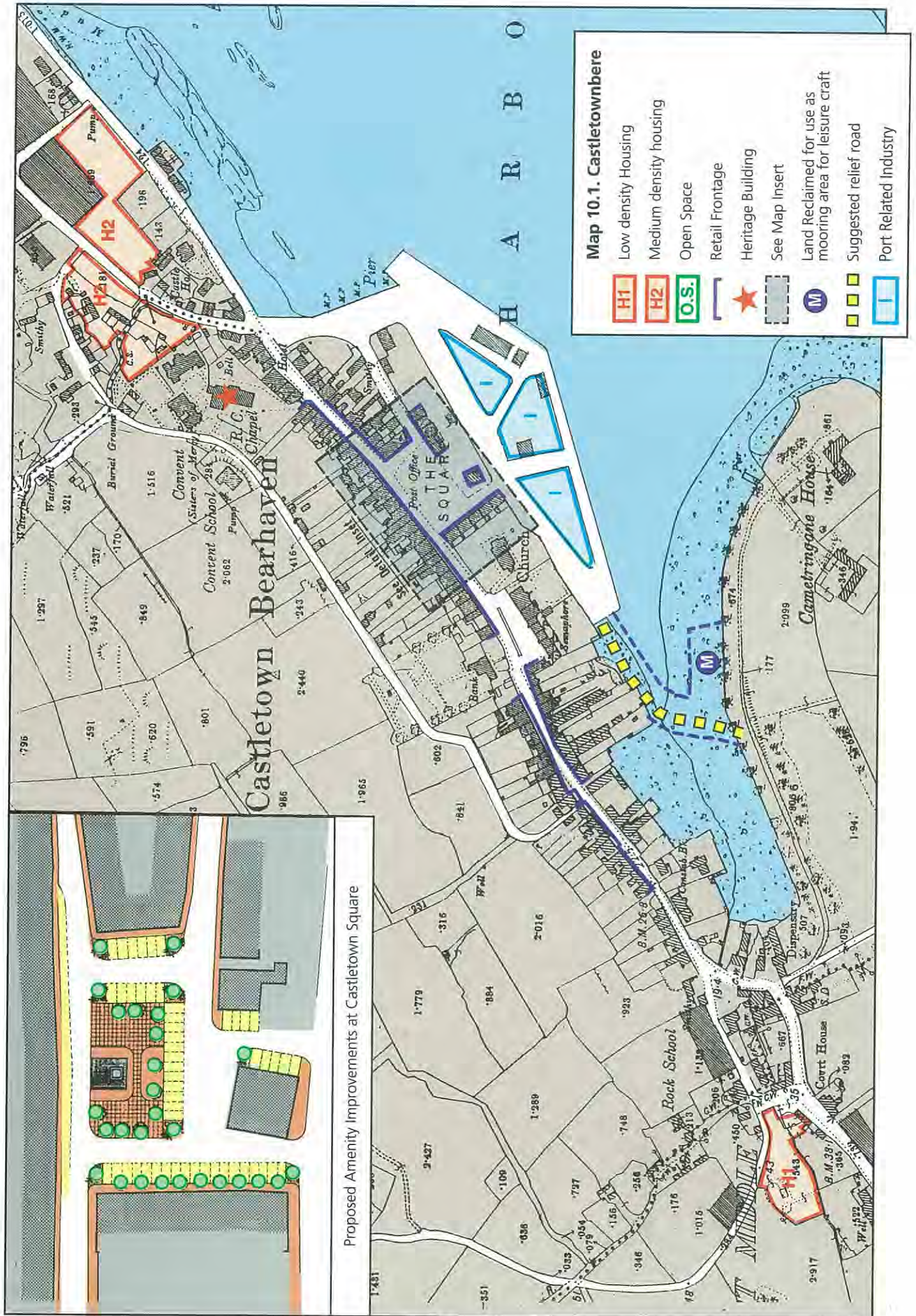
The Local Housing Market

10.17. The housing market in Castletownbere is not very active, with the demand for development primarily for "one off" sites for the resident population. There is pressure for single houses on the high ground to the east towards Derrymihin West and Rodeen which are both unserved areas.

10.18. In the 1986 plan a large area was zoned for housing at Drom, but little development has occurred. This Review tries to stimulate development in depth in the town by zoning or options in several different locations, in order to widen the range of housing demands which can be met in the town. The controls on rural housing described in Chapter 3 apply to areas within 2 miles of a straight line connecting the stop lines at the eastern and western ends of the town, but outside the town.

10.19. In view of the pressure for development in the highly scenic coastal areas of both Allihies and Ardgroom (especially towards the pier) the Council has for the first time included plans for both villages, showing where development can be accommodated (See Maps 10.5 and 10.6).





10.1.1. 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 Rerrin on Bere Island.

10.1.2. In this Plan, it has become clear that quite radical shifts in planning policy for the town are necessary if continuing population decline in the peninsula is to be avoided.

Opportunities

10.1.3. 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.

10.1.4. A third area of opportunity - namely attraction of smaller European owned manufacturing firms - might be created by suitable development measures.

Capacity for change

10.1.5. There is ample spare capacity in the water supply system of about 805,000 gallons per day. However, the existing sewerage system is at capacity. Improvements to the system to cater for a population equivalent of 3,000 people were designed over 10 years ago. Funding for Stage 1 of the scheme will be actively pursued, and considered a priority.

Town Centre Policies

10.1.6. Environmental improvements to the town are needed, primarily so that more of the peninsula's economic potential for tourism can be realised. The most important single location is the town square. Map 10.1 outlines a scheme to upgrade the appearance of the square with minimal loss of parking.

10.1.7. Maintaining the enclosure of the town square is seen as an important objective. 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.

10.1.8. There are a number of derelict sites and dilapidated buildings in the town. The Council will encourage renovation or redevelopment in such areas, subject to maintaining existing building lines.

10.1.9. 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, retailing and other commercial (non-retailing) development. (See Map 10.2).

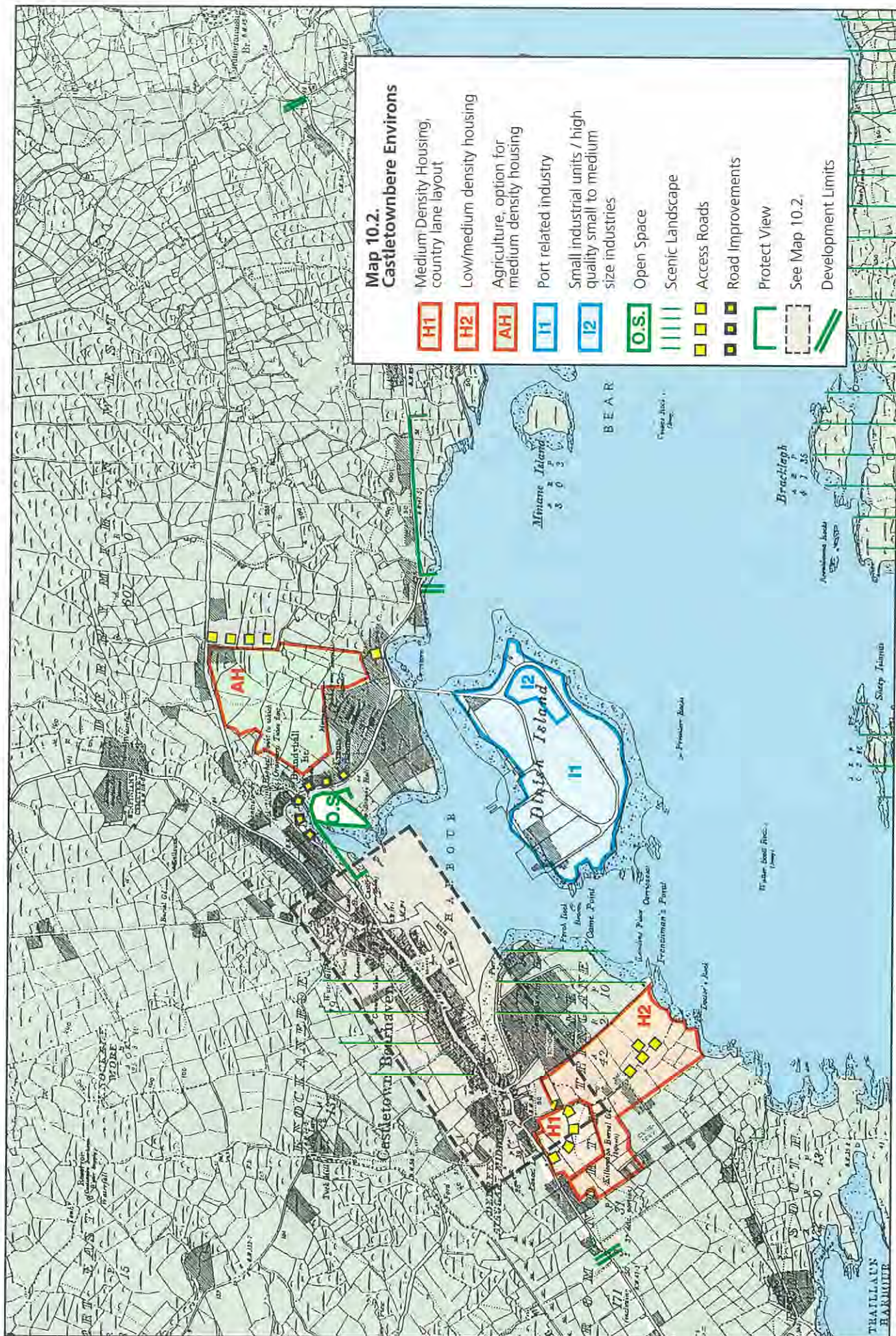
10.1.10. New retailing enterprises or extensions to existing premises will be considered within the retail frontage area as defined on Map 10.2 to ensure a compact town centre development. Future grocery shop provision will be considered in the light of this zoning.

The Relief Road and New Leisure Boating Facilities

10.1.11. A road to by pass the town will be needed, at least on a temporary basis, when the new sewerage system is under construction. While there are various possibilities, the one which could be of greatest benefit to the town would combine:

- *A road link connecting the existing pier area to the access road to Cametringane House, so as to create an alternative route while the drainage works were carried out, and a relief road in the longer term.*
- *reclamation of land adjoining this link so as to create a quay for leisure craft.*

A quay for leisure boats would help realise the unfulfilled tourism potential of the town. This proposal is at a preliminary stage, and is subject to further investigation and discussion.



Dinish Island

10.1.12. The island, which is owned by the Department of the Marine, accommodates two fish processing plants, a coral sand drying plant, a synchro lift and an ice plant as well as a depot for Telecom Eireann. Approximately only one quarter of the available land on the island is in use at present.

10.1.13. The Council as planning authority would support the use of around 5 acres in the South Eastern sector of the island for small industrial units or high quality small to medium size industries. It is accepted that this change of approach can only be effective if supported by the Department of the Marine, and the issue will be fully discussed with them. This should not inhibit the realisation of its full potential as a port-related industrial estate as the site is not in a key location and only occupies one ninth of the total area of the island.

Western Sector

10.1.14. This sector includes lands at Cametringane (which has been developed for holiday homes) and Drom North which is an area suitable for future residential development. 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.

10.1.15. Lands in this sector have been zoned for medium to high density in depth housing developments. A site (H1) has been zoned for housing which should be developed using the country lane principle. It may be possible to link this development to the proposed new sewer which will also serve the existing houses on the Allihies Rd.

10.1.16. The remaining sites zoned for in depth housing developments will be subject to the provision of services and where necessary, contributions for the upgrading of access roads.

Eastern Sector

10.1.17. 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 Map 10.1). 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 Map 10.3) in order to protect views of the town and Bere Island.

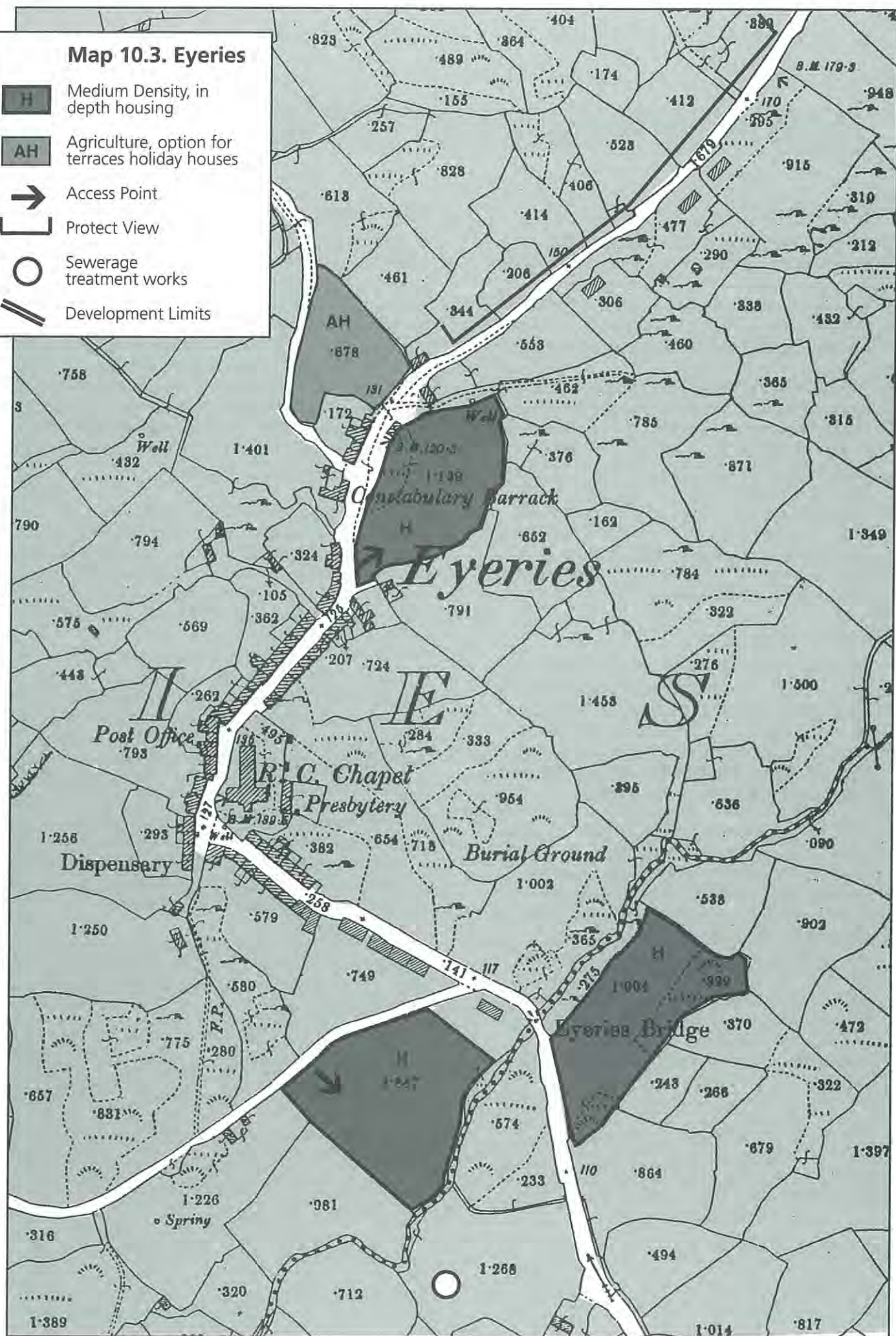
10.1.18. In recognition of the pressures for development in this area lands at Derrymihin (see Map 10.3) have been zoned for agriculture with an option for future low to medium density housing. This area enjoys attractive west facing views of the entrance to Bearhaven, and should be attractive both for local and tourist related demand. Development should incorporate planting on the skyline as visible from the town centre and Dinish Island. As with the Western sector, development here will be subject to the provision of services and contributions towards the upgrading of the existing roads. Possible access routes to the area have also been shown.

10.1.19. Development in this area is potentially highly visible due to the elevated nature and undulating topography of the land. Therefore proposals to develop will be subject to high standards of siting, design and landscaping.

10.1.20. 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.

Map 10.3. Eyeries

- H Medium Density, in depth housing
- AH Agriculture, option for terraces holiday houses
- Access Point
- Protect View
- Sewerage treatment works
- Development Limits



10.2.1. Eyeries is a small village on the western extremity of the Beara Peninsula about 8 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.

10.2.2. 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.

10.2.3. The village has a sewerage system with a spare treatment capacity for over 200 people. Water supply comes from the Castletownbere Scheme, which has 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.

Conservation and Development Opportunities

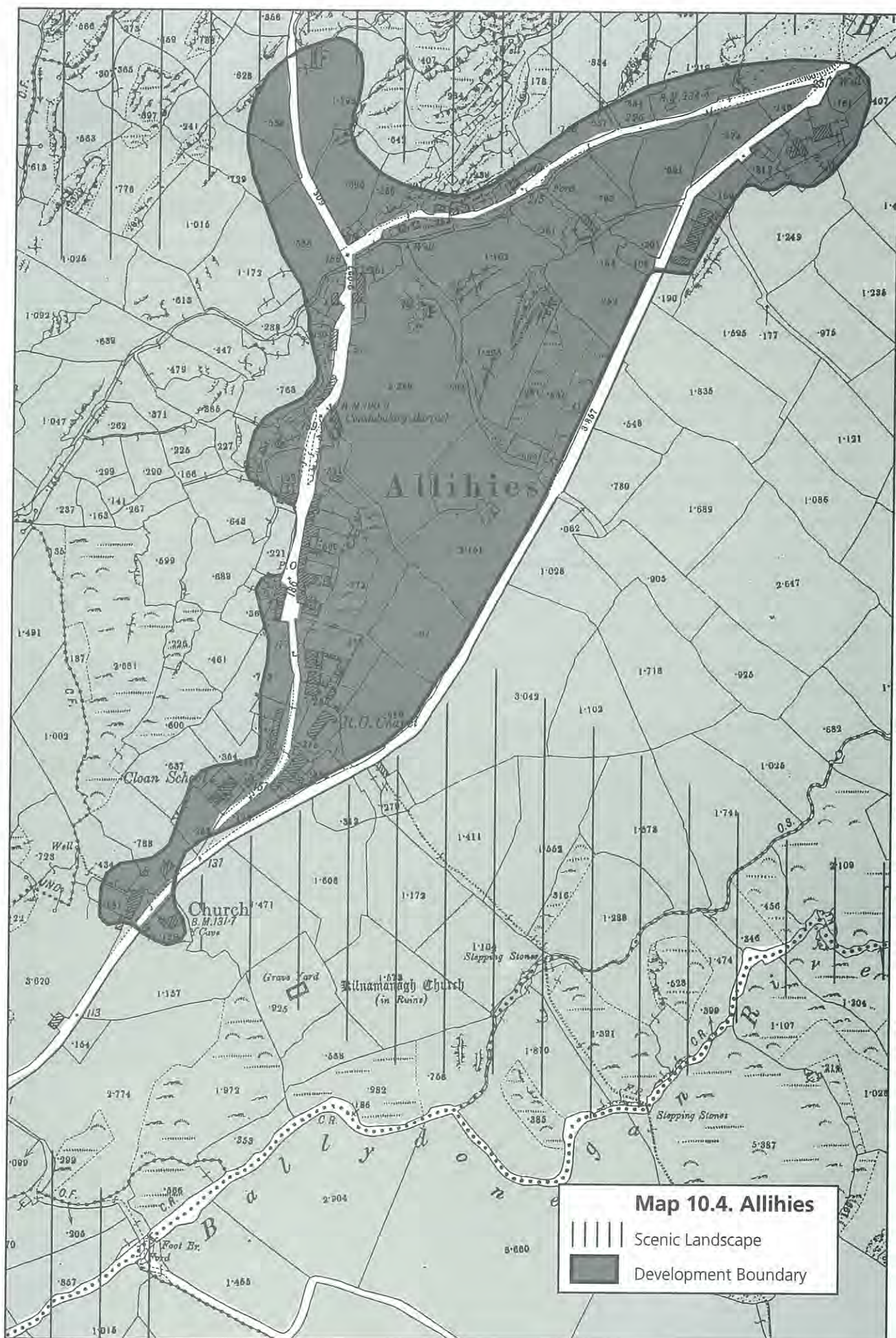
10.2.4. Both Eyeries and Allihies are masterpieces of vernacular architecture, which have been very well maintained by the local community. The main planning objective is to allow for their development, and help provide local employment opportunities, while ensuring that their unique character is preserved. The special attraction of Eyeries is its brightly painted two storey houses, providing a very attractive village streetscape with good traditional shopfronts, and set compactly in a rocky landscape.

10.2.5. This special character should be protected by:

- *avoiding lower density development on the fringes of the village. This is an unusual approach, but necessary if the visual compactness of the village is to be retained. It involves a change from the approach of the 1986 Plan in that it does not encourage development between the village and the main road.*
- *encouraging new building to incorporate the dominant architectural features as far as possible, such as gables, painted plaster finishes, and use of two storey houses with ridges parallel to the street. This would be particularly important if any grouped tourist housing were to be provided in the village.*

10.2.6. 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. The Council has provided infill housing.

10.2.7. Sites for additional housing have been identified at both ends of the village. An option for a small terraced holiday house development has been shown below the main road. It is more suitable for holiday housing than conventional housing as parking at the same level as the houses would be impractical.



10.3.1. Allihies is a very attractive village located on the western extremity of the Beara Peninsula about 20 km. south of Castletownbere. It has been included in this Plan Review to ensure that future development is consistent with, and if possible, enhances, the special character of the existing village and to protect the surrounding landscape.

10.3.2. Allihies has a minor function as a location for based holidays and as a touring centre. It is situated on the "Ring of Beara" route and has some potential for further tourism development. This would be of a seasonal nature and would depend on efforts to encourage more tourist activity in the peninsula.

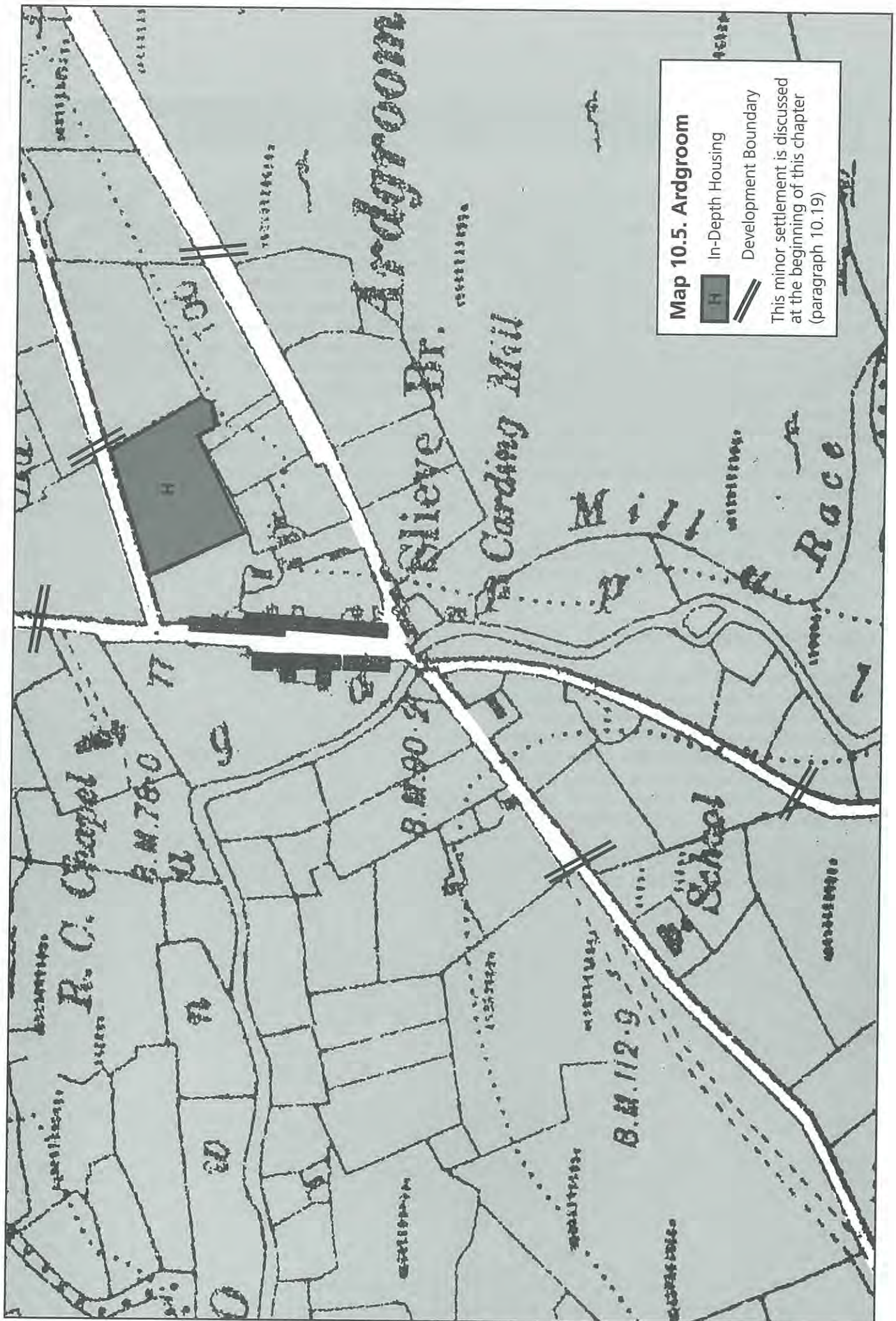
10.3.3. The sewerage system in the village is adequate at present. The water supply to Allihies is good and allows for development in the immediate vicinity of the village.

Conservation and Development

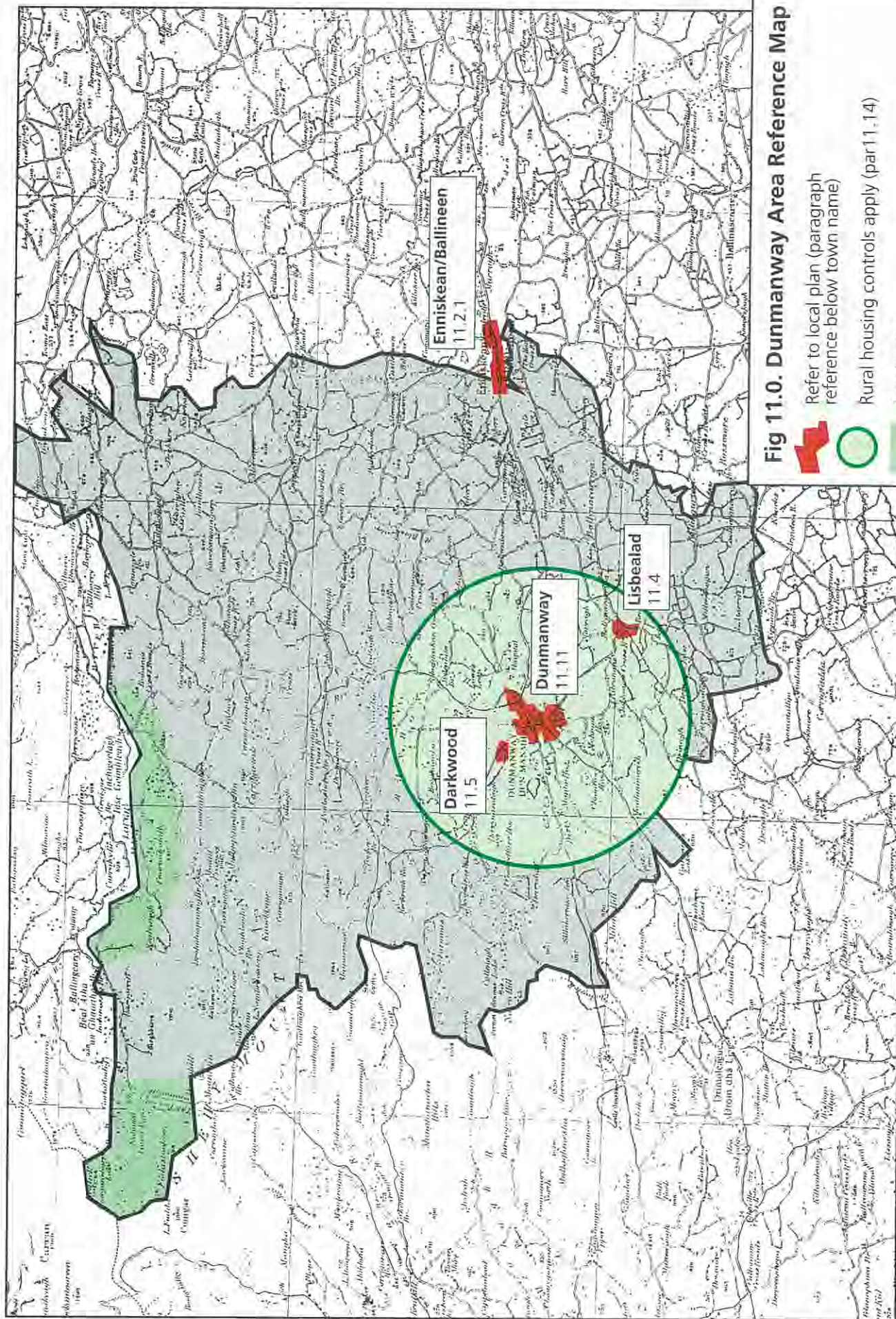
10.3.4. The special attraction of the village is its brightly painted two storey houses, set compactly in a rocky landscape. This special character should be protected by avoiding lower density development on the fringes of the village, and encouraging new building to as far as possible incorporate the dominant architectural features, such as gables, painted plaster finishes, and use of two storey houses with ridges parallel to the street. This would be particularly important if any grouped tourist housing were to be provided in the village.

10.3.5. There are opportunities for renewal or infill developments within the village. Rather than explicitly zone land, a reasonably generous development boundary has been indicated on Map 10.4. Within this boundary, new individual houses may be provided at relatively low densities initially, providing the configuration does not preclude increasing the density later. Holiday/second home developments should reflect the density of the existing village.

10.3.6. Allihies is one of the few locations on the Beara Peninsula with a sandy beach. Hill walking is also well sign posted in the area. These amenities contribute to the attractiveness of Allihies and the Youth Hostel provides accommodation for the many back packers who visit the area.







11. THE DUNMANWAY AREA

11.1. This inland sector of West Cork encompasses the dominant service and employment centre of Dunmanway as well as the village of Ballineen. Due to the close intergration of Ballineen with adjacent Enniskean, these two villages are treated as one planning unit and will be dealt with in this section of the West Cork Development Plan.

Population

11.2. Since 1986, the Dunmanway area has shown a slight rise in population (from 7533 people in 1986 to 7548 in 1991). This is a more favourable position than for most of the County, and a reversal of the previous pattern, which involved lower population gains, or greater losses than most of the County. Net emigration during the 1986-91 period was unusually low.

11.3. The population is expected to rise slightly to 7629 in 1996 and reach 7672 in 2001. The latter figure assumes a nil emigration rate. If emigration levels increase to those experienced between 1986 and 1991, the 2001 population will be just below current level (7547 people).

Employment

11.4. Dunmanway occupies an accessible and strategic location, thus 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.

11.5. The unemployment rate remains below average, but the gap between the local rate and the County rate has narrowed. In the late 1980s, the employment record of the area was very positive in comparison with most other RDs, but estimated growth was nevertheless only about half the level the area would need to maintain its relatively low unemployment and emigration rates. Job losses in the second half of 1992 have resulted in a serious deterioration in this relatively favourable picture. Allowing for agricultural job losses 270 extra jobs will have to be created in the next five years to ensure no increase in unemployment.

Strengths and Weaknesses

11.6. The local economy in the Dunmanway area has a number of distinctive features, involving a mixture of strengths and weaknesses. Farm structure is favourable, with over 70% of farms over 50 acres, but the proportion engaged in agriculture remains exceptionally high and some of the land is poor quality. The area has a number of modern multinational owned factories, but the skills level is limited, and the presence of large employers has resulted in less small business creation than in some other areas and also in vulnerability to change in market conditions.

11.7. Dunmanway is also reasonably represented in some service sectors, such as wholesale and construction. Its performance in these areas may reflect its fairly central geographical position in West Cork, and its substantial hinterland. It has, however, a well below average proportion in services as a whole, because of under representation in areas such as professions.

11.8. Dunmanway has performed well because of the growth in its manufacturing base. There is substantial employment in the dairy industry and to a lesser extent in the timber industry. These relatively traditional activities have benefitted from extensive investment. The large Carbery Milk Plant just outside Ballineen, which also produces industrial alcohol, is a major employer and shows the importance of developing non-dairy products.

11.9. These activities are balanced by major employers in the health care area, and some high technology employment. The balance between traditional and modern sectors is important because it affects the balance between male and female employment.

11.10. Internationally, health care is a growth area, and this will be reinforced by the ageing populations of most EC countries. While there do not appear to be significant local linkages at present, the presence of established and successful health care businesses in the area may help attract others in the medium term.

11. THE DUNMANWAY AREA

11.11. Dunmanway appears reasonably well placed to attract further industrial development, and its relatively central position in the County makes it likely that further growth there would benefit adjoining Rural Districts. Policies to stimulate small industrial business creation which could help develop more higher order skills are needed, and could be promoted by small industrial units in Dunmanway town - possibly specialist food units. This would help reduce dependence on large employers.

Tourism

11.12. Dunmanway is within day trip distance of most of the West Cork coastline, and its potential as a possible tourist base is augmented by the presence of a swimming pool. This asset could be exploited further by provision of tourist accommodation adjoining it, and this is provided for in the zoning.

Housing

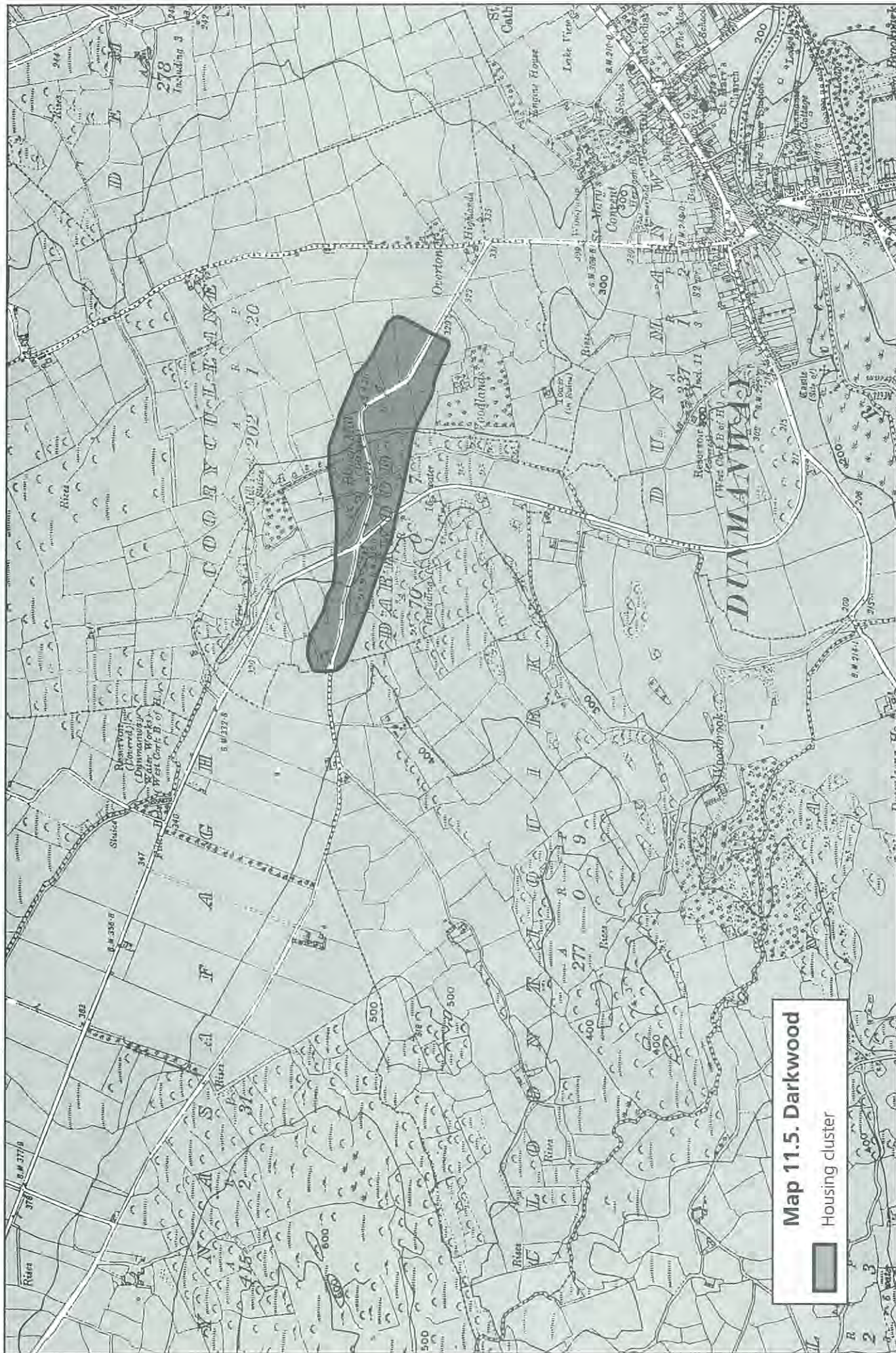
11.13. Housing construction within the areas zoned for residential purposes in the previous plan has only been very limited and most new constructions are located outside the zoned areas. The Council intends to make development within the towns and villages more attractive by ensuring that an adequate supply of suitable serviced land is available. This has already been done in Dunmanway where the Council has acquired a substantial landholding which is being developed for both public and private housing.

11.14. The controls on rural housing described in Chapter 3 apply to areas within 3 miles of St. Mary's Church, Dunmanway, but outside the town. Provision is made for the development of housing clusters at Lisbealad and Darkwood (see maps 11.4 and 11.5 at the end of this chapter).



Map 11.4. Lisbealad

Housing cluster



Map 11.5. Darkwood
Housing cluster

12. DEVELOPMENT CONTROLS AND STANDARDS

12.1. The purpose of this chapter (and associated appendices) is to give guidance to developers on the Council's attitude on the detailed design, servicing, layout and other factors which should be borne in mind in the preparation of development proposals.

Housing

12.2. The principles which should guide the design and layout of housing estates are summarised in Appendix I. Matters more specifically relating to engineering standards for housing estates are summarised in the Council's revised "Guidelines for Residential Estates" (available from County Council Offices)

12.3. Country lane layouts are seen as a means of making in depth development more economic in smaller towns and villages with limited demand. Specific suggestions on areas in which country lane layouts may be helpful are included in a number of the settlement plans in this volume. The principles governing country lane layouts are set out in Appendix II.

12.4. Appendix III provides guidance on individual houses in the countryside. The Bord Failte publication "Building Sensitively in Ireland's Landscapes" is also helpful, particularly in the more scenic parts of the County.

Industrial and Commercial Development

12.5. Advice notes on industrial and commercial developments, and on petrol filling stations, are in the course of preparation.

Parking Standards

12.6. Appendix IV sets out the parking standards to apply to different types of development.

Amenity and Preservation

12.7. Appendix V contains lists of items for protection, including views, structures and other amenities, as follows:

- *Tables V.1 and V.2 list views and prospects of special amenity value or special interest which it is necessary to preserve. Views in Table V.1 are listed by reference to the point along a scenic route from which they are visible, while Table V.2 lists features or areas viewed.*
- *Table V.3 lists areas of recreational importance*
- *Table V.4 lists areas of scientific importance*
- *Table V.5 lists buildings and other structures of artistic, architectural or historical interest which it is a development objective of this Development Plan Review to preserve. Some of these structures are also protected under the National Monuments Acts (indicated by N.M. in Table V.5).*

12.8. The size of the County and the limited resources available for Development Plan research has meant that it is difficult to carry out revision of the preservation lists at the same time as the plan is reviewed or remade. Realistically, revision of these lists will have to take place between Development Plans, on a divisional or even area chapter basis. Pending this revision, the list used in the 1986 Plan has been readopted without change, except in cases where a convincing case for a change has been brought to the Council's attention.

12.9. The Department of Arts, Culture and the Gaeltacht is in the process of revising and redefining Areas of Scientific Interest (ASIs), which it is intended to redesignate as Natural Heritage Areas (NHAs). This process has not yet been concluded, so it has not been possible to include a list of NHAs in this document. Once the NHAs have been decided upon, they will supersede the list of ASIs in Appendix V.4.

Table I.1

Maximum Housing Estate Densities (serviced land: per hectare gross)

House Type	for City Suburbs/Larger Towns		Small Towns/ Vills
	Standard Max Density	Exceptional Max. Density*	
Terraced	30	40	25
Semi Detached	20	25	15
Detached (2 storey)	15	20	12
Detached (1 storey)	10	15	10
Apartments (Near town centres)	40	50	30
Apartments (Near town edge, in parkland context)	25	30	20
* see para I.4 below			

Table I.2.

Qualitative Aspects to be sought in New Housing Estates

Desired Feature:	Is it present?	
	Yes	No
A. Overall:		
1. the architectural expertise desirable in a design for a development of this scale	☐	☐
B. Existing Features		
2. trees, walls, hedgerows and other site features of value retained, protected during construction, and integrated into the design.	☐	☐
3. opportunities for connecting up hedgerows/other vegetation to provide corridors for wildlife used	☐	☐
4. design makes good use of site contours and views	☐	☐
C. Layout		
5. Houses grouped around open spaces, cul de sacs, or courtyards, giving sense of enclosure, and with use of longer access roads minimised	☐	☐
6. Entrances and parking avoided on through/distributor routes, adequate visitor parking provided. Curves, T junctions, roundabouts etc used to slow traffic	☐	☐
D. Public and Private Open Space		
7. Housing oriented to face open spaces so that there is adequate informal supervision of them	☐	☐
8. Detailed landscape plan specifying trees, plants etc to be used in public open space	☐	☐
9. Most rear gardens with over 150sq.m private space (detached), 110sq.m (semi detached) and 60sq.m (terraced) surrounded by an appropriate visual boundary (see also I.5).	☐	☐
E. Variety		
10. Variety of layout within estates, use of staggered as well as straight building lines,	☐	☐
11. Use of several house types, involving variations within a common theme	☐	☐
* Slightly reduced rear gardens size may be acceptable where "exceptional" densities apply in accordance with para. I.4 above		

1.1. The Council's forthcoming "Guidelines for Residential Estates" (will be available from County Council Offices) outlines the main quantitative and engineering guidelines which new housing estates should meet. The purpose of this appendix is

- *to emphasise points important to the success of housing estates, but qualitative in nature*
- *to draw attention to intended changes in the Guidelines*

Density and Design

1.2. The 1986 Guidelines indicated a maximum density of 30 dwellings per hectare (12 per acre) in development areas in larger towns and the City suburbs. This density, while possible in certain circumstances, is too high for most dwelling and housing estate types in the urban areas found in the County. Appropriate densities for specific dwelling types are specified in Table I.1. The onus would be on the developer to justify any proposals involving higher densities.

1.3. Where town/area plans indicate a particular density for a particular block, planning applications should be consistent with that density. Low density housing implies detached houses; high density housing implies a substantial element of terraced housing.

1.4. "Exceptional" densities are introduced to encourage a higher standard of modern housing design, particularly in the LUTS area. They will only be available if:

- *the house design(s) used are good examples of modern architecture which fit well in their context. In positive terms, this will normally involve relying on proportions, building form, and materials. It also involves avoiding historical motifs (half timbering, Georgian doorways, diamond windows etc), excessive detail or excessive use of contrast, and windows which are asymmetrical, have numerous panes or horizontal emphasis.*
- *the proposed development performs well on the requirements outlined in Table I.2*

Qualitative aspects of Housing Estate

1.5. Table I.2 provides a check list suitable for use by developers, and in the process of development control, covering the main qualitative factors whose presence is likely to enhance a development, and whose absence is likely to detract from it. Item (9), while quantitative, is designed to ensure that each house has worthwhile private space. A 30% reduction in rear garden size (relative to the figures cited under item (9) is acceptable where the rear garden can be surrounded by a solidly constructed 1.75m wall (intermittent trellises for creepers are desirable to soften these). "Appropriate visual barrier" in that item may include appropriate planted boundaries likely to grow to the required height. Experimental voucher schemes (by which the first occupiers are given a voucher for hedging plants of their choice at a nearby nursery) may be relevant in the context of tenant involvement in managing local authority estates.

1.6. The check list is seen as an aid to assessing the quality of housing estate designs. Individual desired features are not absolute requirements, but most of the desired features should be present, and, if any are absent, there should be adequate and justifiable reasons for this. As the use of 'exceptional' densities indicates, it is not the intention to create difficulties for designs of real merit, or for layouts which allow architecturally consistent infilling of a physically constrained town centre site.

1.7. The Council will encourage provision of several different dwelling types within a single estate, providing the overall design integrates them successfully. Zoning provisions sometimes divide up development areas into zones of different density in order to promote this.

Quantitative and Engineering aspects

1.8. Other requirements for housing estates are set out in the Council's revised "Guidelines for Residential Estates" (1994). In relation to public open space, open space in excess of the minimum of 80 square metres per dwelling referred to in the Guidelines is sought in a number of areas where limitation of overall densities would most appropriately take the form of

- *a strategic open space breaking up what would otherwise be an excessively large and unrelieved block of development*
- *development of any part of the block is only acceptable if accompanied by a land use buffer such as open space, woodland or sports facilities separating it from open countryside.*

I.9. The quality of landscaping provided in housing estates is often unsatisfactory. The Council is seeking generous and well designed planting, which is well looked after by the developer after planting so that it becomes properly established, plus careful retention of existing landscape features, trees and hedgerows. It will take such measures as may be necessary to improve the situation, including:

- using the "request for further information" procedure to ensure a good landscape plan is submitted before a permission issues, together with details of how the developer intends to ensure that the necessary skills and maintenance are applied to implement it.
- full bonding
- declining to take in charge estates where the planned landscaping has not been properly established.

II.1. A specialised version of the country lane principle has been developed to reduce development costs in smaller settlements in County Cork, where there is limited demand, and new development is relatively low density. It is intended to make in-depth housing more economic in such low demand areas.

II.2. In the form proposed here, it is not intended for the LUTS area or for larger/coastal towns which have a sufficiently high demand to warrant the application of the standard design criteria. An exception to this may be low density urban edge zones involving woodland in the City Suburbs.

Features of Country Lane Layouts

II.3. On sites suitable for a country lane layout, the development costs can be reduced by accepting a narrower carriageway width. Instead of a minimum width of 4.5m the Council will accept a road width of 3m for a country lane, providing the special requirements referred to below can be met.

II.4. As the 3m width is not sufficient to allow 2 vehicles to pass on the carriageway, the following measures are necessary to ensure that this does not lead to access problems:

(a) the layout must provide for a "half moon" entrances (normally these should be double entrances) which can also act as a passing bay. Ideally, entrances on either side of the lane should be staggered, thus creating evenly spaced passing bays.

(b) the country lane must include a grass verge capable of withstanding occasional traffic. This may require strengthening of the verge, and/or measures to keep it dry (eg by construction of an open/french drain). Provision should also be made for removal of surface water from the roadway. The distance between front fences should be not less than 5.5m, while the minimum acceptable distance between road edge and fence is 0.5m.

(c) each country lane should have 2 exits, and not be a cul de sac. This can be achieved by linking 2 existing roads diverging from a cross roads or other junction. (The road should be designed to avoid offering a short cut, relative to a route through the cross roads). If two roughly parallel roads are not available, the country lane can be provided in the form of a loop off one road.

(d) each house must be provided with a driveway/parking area capable of accommodating 4 cars. It should also be designed so as to minimise any tendency to park on the lane. This may be achieved either by a looped driveway allowing cars to drive in and out without reversing, or by a combination of adequate manoeuvring space and setting back the house 15m+ back from the entrance, so as to make driving in more convenient. Ideally, both precautions should be used.

Density

II.5. Housing densities on country lane layouts should not normally exceed 8 per hectare for sewered sites, or 2-3 per hectare for sites with individual septic tanks (the acceptable density will vary with ground conditions). Where the site is unsewered at present, but is likely to become sewerable in the short-medium term, phased proposals may be considered. Such proposals should be designed in such a way as to provide for proper management of sites left undeveloped pending provision of a sewer (eg guaranteed retention in agricultural use, or inclusion in a large garden designed to facilitate later subdivision). The design should also facilitate later connection to the sewer.

Landscape Plan

II.6. Any application for a country lane should be accompanied by a comprehensive landscaping plan, which clearly specifies the position and species of trees and shrubs to be planted, the nature and construction of boundaries, and the extent and surfacing of vehicle parking and manoeuvring spaces.

II.7. Where individual sites are being sold on and are to be the subject of individual planning applications, each purchaser should be provided with a copy of the landscape plan, with a enlarged print covering their specific site (for incorporation in their planning application). The planning authority will consider modifications to the landscape plan at individual site level to suit individual preferences, provided that they are remain reasonably consistent with the overall plan, and that detailed, specific identification of the planting and other works to be carried out remains possible.

II.8. The main function of the landscape plan will be to create a rural rather than a suburban environment. Typically, its features should include:

(a) Boundaries of natural materials: earthen banks, stone and sod ditches or stone walls. These could be supplemented by appropriate hedging. (Timber or post and wire fences are acceptable for other boundaries if associated with hedges or tree belts) Entrance splays using concrete blockwork are acceptable if plastered and painted (but not otherwise)

(b) Substantial informal tree planting other than on the site boundaries

(c) Trees used for (a) or (b) predominantly from indigenous species

(d) Gravel or limestone chippings on a suitable sub-base for parking areas.

(e) A bond to ensure compliance with the planting schedule.

House Types

II.8. In higher density, sewered country lane developments, the overall application should specify the range of house types and building finishes so that a coherent overall appearance can be achieved. At lower densities, the need for this is less, but care should be taken to avoid unduly urban designs and materials.

III.1. The purpose of this appendix is to minimise the possibility of difficulties at planning application stage by outlining basic principles likely to be taken into account by those processing them.

III.2. A general principle of planning is that new houses should be reasonably compatible with existing house forms and materials. There are often practical difficulties in achieving this, and the importance of doing so varies with location.

Rural Housing

III.3. In the countryside, most houses built before the 1960s had a gable at each end, were not very deep in relation to their height, and had steeply pitched roofs. From the 1960s onwards, many more bungalows were built, and these tended to be two full rooms deep and to have a shallow roof pitch, giving them a completely different shape.

III.4. In general, the more traditional design of house fits into the landscape better, while many householders clearly find a bungalow layout more convenient.

III.5. The advantages of both house types can be achieved providing reasonably steep roof pitches are used (35 degrees+), and designs avoid trying to cover too large or deep an area with a single roof. Steeper pitched roofs have several incidental advantages: they provide extra storage space, are less liable to storm damage, and can easily be planned in such a way as to allow for subsequent attic conversion if extra space is needed later.

III.6. The possibility of difficulties over design in the planning application process can be minimised by using

- *painted smooth plaster or natural stone finishes (not crazy paving), and slate (natural or man-made) or dark grey/blue black flat tiles for roofs. Inappropriate use of contrasting finishes is often a source of difficulty.*
- *Window types which are either square, or higher than they are wide, or are subdivided into large panes which are higher than they are wide. Where large windows are needed, French windows combine size with a strong vertical emphasis.*

Use of rustic brick on smaller houses can fit well into some rural areas where it is part of the building tradition, but its suitability does depend on location.

Front boundaries

III.7. A front boundary of soft or traditional materials, such as a stone wall, a hedge, or a traditional grassed bank will fit into the countryside much better than a boundary using concrete or brick walls or railings. In many cases there is an existing grass bank which could be rehabilitated to form an attractive boundary at minimal cost.

III.8. Set backs should not normally be necessary and usually have an adverse visual impact. However, they may be appropriate where an adjoining site has already been set back, or in the case of an acute and specific safety problem. Where a set back is necessary, arrangements must be made for surface treatment and maintenance of the ground, and the satisfactory treatment of the point at which the old and new road boundaries connect.

Landscaping

III.9. Landscaping and planting conditions will normally apply to individual rural houses, since this is important in integrating them visually into the landscape. The use of indigenous species is recommended as these are suited to the existing soil and climate conditions. Professional advice is recommended.

Bonds

III.10. Where conditions are imposed which involve expenditure by the developer in excess of the basic minimum needed to produce a habitable house (e.g. landscaping conditions, special sanitary conditions) a bond or other financial security for the approximate estimated cost may be required, which will normally be released on appropriate certification of compliance.

Village Housing

III.11. New housing in villages should, as far as possible, be consistent with the established architectural character of the particular village. Village core areas are predominantly terraced, and are suffering gradual diminution in the stock of terraced houses. The Council will consider waiving contributions and density requirements (eg in cases of restricted sites) to encourage well designed infill or extension of villages cores.

Extensions

III.12. Flat roofed extensions are better avoided, both for visual reasons, and because of the frequent maintenance required. Care should be taken to integrate the design and scale of the extension into the overall design.

Septic Tanks

III.13. Standards for septic tanks have been recommended by EOLAS (SR 6:1991) and circulated by the Minister for the Environment. The Minister's circular referred to a 1989 ERU survey showing that 39% of one off dwellings surveyed were in breach of sanitary conditions.

III.14. SR6 notes the need for margins of safety, and the relevance of the overall density of septic tanks. In areas which already have a number of septic tanks close to the application site, it is often imprudent and not in the interests of the prospective householders to accepting site sizes which represent the bare minimum under the most favourable conditions, or rely on full compliance with conditions which are difficult to check. Above minimum size sites may be sought if local conditions require.

III.15. There are particular dangers in areas where there is both a significant number of septic tanks, and water from individual bored wells. Depending on specific site conditions, the Council may have to seek sites of up to 1 ha if this is necessary to minimise the risk of pollution of water supplies.

Aquifers

III.16. To protect major aquifers, scheduled developments are subject to special controls within defined areas close to such aquifers.

Planning Advice

III.17. The Council is happy to provide pre planning advice to individuals, and may supplement this with brief advisory notes where this seems likely to be helpful. The County Council produced an advisory note on building in the countryside in the 1980s, and this remains available.

The following standards will apply to new developments. In cases where adequate on-site provision is either not possible, or undesirable, (eg in high street shopping situations where it is desirable to maintain a continuous shopping frontage and to

avoid piecemeal demolition to create parking spaces), the Council will consider levying financial contributions to cover the full economic cost of providing the facilities itself

Table IV.1
Parking Standards/Contributions

Land Use	Unit	Parking Spaces per Unit
Community Centres, Auditorium	1,000 sq. ft. (100m ²) of gross floor area	14.00
Cinema (town centre)	Seat	0.20
(suburban)		0.25
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	"	2.00
Offices	"	8.00
Shopping Centres, Retail Stores:	"	
- town centre		4.50
- suburban		6.00
Cash & Carry Outlets etc.	"	2.00
Golf Driving and Archery Ranges	Seven feet of base line	1.00
Golf or Pitch & Putt Courses	Per hole	4.00
Bowling Alley	Lane	3.00
College Vocational School	Student Seats	0.50
Schools	Per Class Room	1.00
Dwellinghouse	Dwelling	2.00
Flat (residential)	Dwelling	1.25
(tourist accomodation)	"	2.00
Hospital	Per Bed	1.50
Hotel, Motel, Motor Inn etc. (excl. function rooms, bars, etc.)	Bedroom	1.00
Guesthouses	Bedroom	1.00
Self catering accomodation	Dwelling	2.00
Manufacturing	1,000 sq. ft. (100m ²) gross floor area	2.00

Table IV.1

Parking Standards/Contributions (continued)

Land Use	Unit	Parking Spaces per Unit
Warehousing	"	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	1.50
Bars, Lounges, Function Rooms	80 sq. ft. (8m ²) net public space	2.00
Surgeries	Consulting room	6.00
Nursing home	Bed	0.33

Note: The Council may allow some dual use of spaces, where it is clear that one of the uses involved is a daytime use, and the other an evening one.

Table IV.2

Dimensions of Parking Bays

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

Note: Narrower circulation aisles are possible where circulation is 1 way and angle parking (eg 45 degree) is used.

Table V.1.

Scenic Routes (Views & Prospects)

Item No.	Views to be preserved or improved Views from:-
A80	Scenic road at the Pass of Keimaneigh to Gougane Barra.
A81	Road from Kealkill, via Cousane Gap to Togher.
A82	Road between Ballingeary - branch off S. Lake Road - and Kealvaugh.
A83	South Lake Road - Inchigeela and Ballingeary to Keimaneigh
A84	Roads adjoining Tarelton - scenic views
A85	Road between Ballineen and Ballincarriga 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 Castletownsend and Rinneen to Union Hall.
A101	Roads between Union hall and Reen.
A102	Road between Castletownsend 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.
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 Andrah

Item No.	Views to be preserved or improved Views from:-
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 from 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 V.2.

Areas or Features of Visual/Scenic Importance

Item No.	Item	Location
B5	Gougane Barra & environs	Cork/Kerry boundary (also included in South Cork Plan)
B9	Lough Allua	Between Inchigeela and Ballingeary (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

Item No.	Item	Location
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	Castletownsend
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 (Oilean Cleire)	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, Garnish Island & environs	Glengarriff
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 Garnish Bay, including Dursey Island	West of Castletownbere
B46	Allhies, 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 V.3.

Areas of Recreational Importance

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

Table V.4.

Areas or Features of High Amenity by virtue of their Scientific Importance

Item No.	Townland	Area	Interest	Value	Grid Ref.
D65	Gougane Barra	Lake	(E)	(R)	80.5/6/9/10
D66		Coomroe	(O)	(L)	80.10
D67		Lough Allua	(O)	(L)	81.5/6/10/811/12
D68	Coomarkane	Barley Lake	(C)	(L)	90.14 & 104.7
D69	Coolnanel/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 Atariff	(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
D89	Lehenagh	Durworley Bay & Lion's Cave	(G)	(R)&(L)	136.13/14
D90		Mount Gabriel	(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

Item No.	Townland	Area	Interest	Value	Grid Ref.
D96	Castlefreke	Kilkerran Lake & Castlefreke Dunes, Fens & Woodland	(E)	(N)&(R)	143.3/4/8 & 144.5
D98		Rosscarbery	(O)	(R)	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
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. N - National. R - Regional
L - Local.

Table V.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.

Item No.	Townland	Item	Value	Grid Ref.
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	Coopeen West	Cahervaglier 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

Item No.	Townland	Item	Value	Grid Ref.
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	Stone Circle	(LO)	122.15
E108	Timoleague	Abbey (Franciscan Friary)	(NM)	123.13
E109	Kilmichael	Group of Standing Stones	(NM)	126.10
E110	Gearhameen	Coolnalong Castle	(PO)	130.8
E111	Coolcoolaghta / Dunbeacon	Stone Circle & Standing Stones	(PO)	130.12
E112	Derrycarhoon	Pre-historic Mine	(PO)	131.11
E113	Reenascreena South	Stone Circle	(LO)	134.6
E114	Lackanaloocha	Ringfort	(LO)	135.1
E115	Ballintemple	Ringfort	(LO)	135.8
E116	Cruary West	Ringfort	(LO)	135.8
E117	Ardgehane / 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 2. Stone Enclosure and house, Bronze Age	(LO) (LO)	142.12/ 142.12/
E128	Farrandaw	Knockdrum Caher	(NM)	142.14
E129	Gurranes	Stone Allignment	(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

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

NM - National Monument

Table V.5(b).

Structures & Features of Historic, Archaeological, Architectural or Artistic Importance in cemeteries maintained by the Council

Item No.	Townland	Item	Value	Grid Ref.
F10	Garranes	Three Standing Stones	(L)	142.14

Table V.5(c).

Structures & Features of Historic, Archaeological, Architectural or artistic importance for protection* other than those protected by the O.P.W. or vested in the County Council

Item No.	Townland	Item	Value	Grid Ref.
F678	Derryvacorneen	Megalithic Tomb 'Bordan Ri'	(L)	80.16
F679	Carrignacurra	Castle near Inchigeelagh and access to foot-bridge over River Lee	(L)	81.8
F680	Derrygortnacloghy	Wedge shaped Gallery Grave	(L)	81.16
F681	Rossnakilla	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
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

* 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.

Item No.	Townland	Item	Value	Grid Ref.
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, 'Mullaghseefin', Pre-historic	(N)	123.5
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', Promontory 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 Promontory 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 'Ilsnearla', 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, Pre-historic	(L)	135.1/5
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

Item No.	Townland	Item	Value	Grid Ref.
F786	Clonakilty	C. of I. Church, 18th Century Mill	(R&L)	135.6/7
F787	Creagbeg	Moated Medieval Site		135.9
F788	Tullynesky 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 Mc Carthy Castle of 1495	(L)	140.8
F799	Dereenatra	Ringfort 'Lisealada' 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	Dellish House	(L)	141.11
F809	Coronea	New Bridge	(L)	141.11
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

Item No.	Townland	Item	Value	Grid Ref.
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	Castletownsend	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	Aghashlin	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	Maultrahane	Castlefreke R.C. Church	(R)	144.1
F828	Dunowen	Ringfort, Medieval	(L)	144.10
F829	Dundeady	Castle & Promontory Fort Medieval	(L)	144.13
830	Ballydivlin	Wedge Shaped Gallery Grave, Pre-historic	(L)	147.7
F831	Knockeenagearagh	Inscribed rock, Pre-historic	(N)	147.10
F832	Ballyvogebeeg	Wedge Shaped Gallery Grave, Pre-historic	(L)	147.10
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

Item No.	Townland	Item	Value	Grid Ref.
F841	Innisbeg	Dolmen		150.1
F842	Baltimore	Village	(L)	150.9
F843	Ballymacrown	Killeen & Cross, Medieval	(L)	150.10
F844	Reen	'Reen Point' Promontory Fort, Pre-historic	(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

