

A Development Plan
for Macrooom

Macrooom Urban District Council

MACROOM URBAN DISTRICT COUNCIL

A Development Plan for

MACROOM URBAN DISTRICT

made under the Local Government (Planning and Development) Act, 1963, by the Urban Council by resolution dated 26th day of September, 1967.

(The area to which this plan refers is described in Part 2, Section 1, Boundaries).

C O N T E N T S

The Development Plan

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

Zoning Map - 6" to 1 mile

Objectives Map - 6" to 1 mile

Appendices

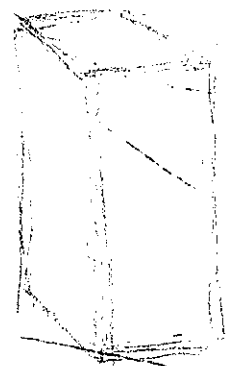
- A. - Feasibility and priorities.
- B. - Summary of survey data.
- C. - Long-term considerations.
- D. - Further studies.

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

Land Use Map (outline) - 6" to 1 Mile.

Utility Services Map - 6" to 1 Mile.

Tables and Diagrams.



MACROOM URBAN DISTRICT COUNCIL

DEVELOPMENT PLAN

PART ONE - DEVELOPMENT POLICY

It is intended that Macroom should retain and enhance its status as a local service centre based on an extensive agricultural hinterland. Serious thought and effort will be directed to diversifying its function to include more industrial and tourist activity.

The sharp decline in population experienced during the first half of this century has levelled off and the town now exhibits a relatively stable population. Immediate growth is not anticipated as future expansion will be largely dependant on the success of local effort to attract industry to the town and to develop Macroom as a tourist centre.

Being an almost wholly service town containing little industry, a serious need exists for extra employment to absorb its available labour pool and that of its extensive hinterland. It will be the policy of the Council to seek to improve this position by promoting employment outlets in the Urban District.

The water supply position is satisfactory but the existing sewerage system is totally inadequate for present needs and constitutes a serious obstacle to future development. The provision of a new system within the next five years is considered imperative and priority will be given to the realisation of this objective as speedily as possible.

In addition to some major realignment works on the trunk route at the eastern end, it is intended to undertake some minor road improvements to facilitate easy and safe circulation. In examining development proposals, particular attention will be paid to the needs of road safety and the reduction of car parking on public thoroughfares.

A central site or sites will be sought for acquisition and development to cater for the housing requirements in the public sector. The existing and advancing obsolescence of many houses in the town seems likely to increase the demand in this direction. A recent acquisition of property by the Council provides sufficient sites to meet the expected private housing demand for at least five years hence. It will be necessary to keep the housing position under constant review particularly in the light of any new development in the district. Recent ribbon growth along the through route on the eastern and western outskirts is tending to perpetuate the town's characteristic longitudinal sprawl. This growth, will as far as is practicable be contained within its present limits. A policy of infilling a substantial area as yet undeveloped and of reconstruction of existing sites will be pursued. Development control will seek to procure development in depth of sites and restricts "one-house deep" layouts where feasible.

Many of the town's buildings are old and in poor condition and will warrant reconstruction to modern standards within the next decade. Encouragement will be given to schemes of this nature. It is proposed to undertake the redevelopment of areas of blight and obsolescence as the need and opportunity arises and for such use as shall on detailed investigation prove desirable. Unauthorised dumping will be strictly controlled.

A site suitable for industrial development has recently been acquired by the Council. In view of the ever-increasing competition among our smaller towns for a limited number of prospective industries, reasonable steps will be taken to provide the basic infrastructure conducive to development of this type. A more energetic and constructive approach will be adopted to promoting the town in this respect.

There is no marked lack of social facilities. Special attention will be given to the development of these facilities which are considered most likely to complement the town's amenities and improve its tourist potential. These will include both cultural and recreational activities.

Macroom's potential for tourism appears to lie in its importance as a centre from which to explore the highly attractive surrounding regions and in the full development of its own limited natural amenities. The creation of a greater public awareness of the town's proximity to areas of high scenic quality and of its suitability as a base for touring these areas is proposed.

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

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

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

PART TWO - BOUNDARIES, ZONING ETC.

1. Boundaries.

a) For purposes of the Development Plan, the development area shall be the area within the Urban District Boundary which is shown as a continuous shaded line on the Zoning Map. The present area embraces 2,718 acres, much of which is unsuitable for development. Nevertheless, the Urban area provides ample scope for development for many years to come.

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

2. Use Zoning

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

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

3. Density Zoning

It is not proposed to include specific density provisions. It is considered that planning control will provide the appropriate degree of density control necessary in the Urban District.

4. Miscellaneous Requirements

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

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

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

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

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

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

no pump shall be sited on a road or on a site which is or may be used for residential or agricultural purposes or in the vicinity of a school or other place where children are likely to be present.

edges
ATM

the site of the pump shall be such that it does not obstruct the view of the road or any other road which crosses the site.

PART THREE - DEVELOPMENT OBJECTIVES.

1) Period of Plan.

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

2) Utility Services

S.1 Provide a sewerage scheme embracing the area of first-stage development.

3) Roads and Traffic

T.1* Establish carpark on the former C.I.E. Bus Terminus property recently acquired by the Urban Council.

T.2* Seek small parking area in the vicinity of the R.C. Church for approximately 5 cars.

T.3 Investigate the feasibility of providing a footpath linking Duggan's Lane and the rear of the R. C. Church which would thus shorten the walk from the parking area in the Square.

T.4* Preserve access to back-land in the vicinity of the points shown; sufficient land to be reserved to allow carriageways, footpaths and vision to standards ruling at the time of development.

T.5* The following junctions and corners are to be improved -

(i) The junction of Chapel Street and New Road;

(ii) The corner at the northern end of Sleveen Road.

T.6* Preserve lines for future roads as follows -

(i) An extension westwards of the southern section of Barrett's Place service road to connect with a future extension of Bridewell Lane (See T.6 (ii) below).

(ii) An extension and widening of Bridewell Lane northwards to connect with extension T.6 (i) above.

(iii) The provision of a section of link road extending eastwards and part southwards from the northern end of Lucey's Lane to the Livestock Mart so as to join with the existing public access to Main Street from the latter premises.

(iv) The provision of a section of link road connecting Duggan's Lane and Sleveen Road at a point midway between the Square and New Road.

4) Housing

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

Housing Contd.

M.2 Proceed with site development for private applicants on part of Council's property at Glen View at the western end of the town.

5) Industry

M.3 Proceed with development of industrial site.

6) Removal of Blight; renewal of obsolete areas

R.1* Remove derelict buildings in Duggan's Lane.

R.2* Remove derelict buildings adjoining Sleveen Road and redevelop cleared area for road widening purposes.

R.3* Remove derelict buildings in Massytown convenient to the former Corn Mill and reserve cleared area for future road improvements.

R.4 Formulate a programme of renewal or redevelopment for minor groups of obsolete property.

7) Community Facilities

C.1 Investigate the feasibility of modernising the Town Hall to include proper administrative offices, adequate library accommodation, suitable committee rooms and such other community facilities as might be considered desirable.

C.2 Seek to reserve adequate space for the future expansion of educational and hospital facilities.

8) Amenity

A.1 Provide laybys at appropriate vantage points overlooking the Sullane Valley on the northern side of Urban Road No. 1929U where it skirts the Castle Grounds to the south.

A.2 Promote the development of the riverside area in the Castle Grounds to include (i) extensions westwards of the existing road to the Golf Club and the riverside walk; (ii) informal areas of open space appointed with seating at regular intervals along the latter walk.

A.3 Seek the provision of additional planting of trees along the left bank upstream of the bridge and along both banks down stream of the bridge.

A.4 To safeguard the future development of the amenity potential of the riverside area, preserve free from development where feasible continuous strips of land of suitable width along each river bank.

A.5 Investigate the feasibility of the following projects:
(i) The improvement of fishing in the Sullane River;
(ii) The provision of a swimming pool in the town;
(iii) The increase of overnight accommodation in the town.

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

APPENDIX A: Feasibility and Priorities.

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

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

1) Status and Context

Macroom is a historical market town located on the Cork-Killarney trunk route, T.29, where the latter passes through the picturesque Sullane Valley. It attained its essentially linear structure through its initial evolution as a typical straddled main through route. The physical limitations imposed by the river and the local topography exerted a significant influence on the town's subsequent elongated pattern of growth. It consists in the main of one principal street over a mile in length with a spacious square midway on this route, forming the focal point for its commercial activity. The Sullane river creates a pleasant environmental influence on the town as a whole.

The town functions as a service centre for a catchment of about 12,000 population in an extensive agricultural hinterland which contains much rough mountain pasture. Its estimated service area embraces 260 sq. miles. Containing little industry, Macroom's prosperity is almost solely dependant on its retail and distributive trades. Apart from heavy durables and certain types of builders' supplies bought in Cork, the town is virtually self-sufficient.

2) Population and Employment

An examination of the Survey Material reveals the following pertinent features of interest.

- a) A relatively stable population in the last 20 years - See Table 1.
- b) Healthy balance of age and sex structure - See Table 2.
- c) Negligible unemployment - See Tables 3 and 4 and Graph No. 1.
- d) Lack of variety of job opportunity and a very low industrial employment content - See Table 5.
- e) The bulk of the available labour pool is absorbed by the normal commercial and service activities appropriate to its size such as shops, offices, hotels, etc. The number of school leavers in 1966 was 91 of whom 46 finished courses at the local Vocational School. The number available for local employment was approximately two thirds of the total.

3) Utility Services

- a) Water - A new water supply scheme was completed in 1964. It is based on the Sullane River as source, the intake works being located on its banks at a point 700 lin. yds. upstream of the town bridge. The works consist of an infiltration gallery, pump-house and sump (T.W.L. 220 ft. O.D.). Water is pumped through an 8" A.C. rising main to a 200,000 gallon service reservoir (T.W.L. 430 ft. O.D.) located in Steven West and the latter feeds by gravity a distribution network of 5", 4" and 3" P.V.C. mains through a 7" A.C. trunk main. The water is at present chlorinated in the pump-house and arrangements are well advanced for its fluoridation. The present consumption is approximately 120,000 gals. per day and the scheme serves the bulk of the population within the Urban District. Proposals are being considered for extensions to the areas of Coollyhane, Tanker's Hill and Ballyvarane on the higher ground to the north of the town.

The existing scheme in its present form has a maximum daily capacity of 200,000 gallons which is considered adequate for reasonable future requirements. The served area is shown in heavy outline on attached Utility Services Map.

b) Sewerage - The extent of the drainage area is shown in light outline on Utility Services Map. The present grossly inadequate system consists of a complex network of 9" and 12" earthenware pipes and flagged masonry and open earthen channels, which convey the sewerage to four river outfalls where it is discharged untreated. There are four small antiquated settlement tanks at various points throughout the scheme. These effect little or no purification. The open channels become frequently silted up, create considerable nuisance and are a potential health hazard. The location of a popular local bathing spot 250 - 300 lin. yds. downstream from the two most westerly outfalls, accentuates further the latter danger particularly as these two outfalls cater for at least two thirds of the town's effluent. The provision of a new scheme cannot long be delayed.

4) Roads and Traffic

Despite its location on a trunk route, Macroom does not at present experience heavy through traffic. The narrow width of Cork Street at the eastern end of the town and also that of the bridge and its approaches, imposes a severe restriction on through and local traffic and causes many delays. Circulation is further hindered by disorganised on-street car parking. With growth in traffic on our roads at present over 8% per annum, a traffic problem of this nature cannot be ignored. It is considered that the necessity for the eventual provision of a town relief road must now be recognised. The investigation of possible routes is recommended.

By virtue of its spacious Square, the town centre has no acute parking problems as yet. The provision of properly delineated parking stalls should ensure a more efficient utilisation of street space and a more orderly parking pattern. There is no off-street parking accommodation of any significance available and suitable rear access for the loading and delivery of goods to business premises is virtually non-existent. If future traffic growth is coupled with town growth, it will be important for the continued prosperity of the traders to have further parking facilities close to the business centre.

5) Housing

The Urban Council's present housing estate comprises 102 houses, none of which have been built in the past fifteen years. There is no new development under construction or proposed. It should be noted that the County Council in 1954 erected a group of twelve houses in Coolcower to the immediate east of the Urban Boundary. Private housing development has been more active and an estimated 44 houses have been constructed in the last fifteen years. Developers have favoured the more attractive sites adjoining T. 29 at the western end of the town. The Council recently purchased property in this area, part of which it is intended to develop for private housing.

The overall occupancy rate in '61 was 0.83 persons per room. While this figure is indicative of no general congestion, it does not, however, provide a measure of the degree of overcrowding since the rate for particular dwellings may vary widely. In the same year, 57% of the housing stock was of pre 1900 vintage. Consequently, a fairly high rate of obsolescence is to be expected in these older type houses.

Housing Contd.

A recent assessment of the town's housing needs estimated that the programme for the next five years should provide for the construction of a minimum of 30 houses equally apportioned between the private and public sectors of the economy.

6) Industry.

Table 6 lists existing industries and the number of related employees in each case. It indicates a total employment content of just over 100 which is small in comparison with the available labour pool in the town's extensive hinterland. This latter fact and the town's proximity to Cork City are Macroom's main advantages to prospective industrialists.

7) Blight and Renewal.

Like many old town, Macroom has extensive areas of blight and obsolescence. Concentrations in particularly bad condition occur in Duggan's Lane, Sleveen Road and Massytown convenient to the former Corn Mill. These are large enough to warrant consideration now for renewal as they detract considerably from the appearance and character of the town.

8) Community Facilities.

The town has the usual range of facilities appropriate to its size. By virtue of its proximity to Cork City, it avails of many of the facilities of the latter particularly in the educational and recreational fields. There is, except in one instance, a general lack of open space for playgrounds adjoining schools. The Boys National School is badly sited both in relation to the Secondary School and from a road safety aspect. Cultural activities do not appear to be actively promoted, it being customary to utilise the City's many outlets in this respect. The Town hall, which occupies a prominent site in the Square, is badly in need of modernisation. A scheme to include proper administrative offices, adequate library accommodation and better facilities for community meetings should be given serious consideration.

9) Amenity.

The town's location in the Sullane Valley against the back-drop of mountains to the north, northwest and southwest presents a visually satisfying scene. The healthy open valley surrounded by its hills of moderate elevation is enlivened by the river's meandering course. As in many Irish towns, the amenity potential of the river has been largely ignored. With the continued growth of tourism, it is essential that such an amenity feature be utilised fully by developing the riverside area and preserving and improving views.

Recreational activities are mainly focussed on those of an outdoor sporting nature. The picturesque Castle Grounds accommodates an attractive 9 hole golf course on the slopes of Sleveen Hill together with a G.A.A. park. Ideally

Amenity Contd.

situated in relation to the town centre, it affords a wonderful setting for the development of further recreational amenities. The surrounding terrain is admirably suited for any trekking and hill walking if appropriate routes were defined.

There has always been a strong tradition for field sports in the area, hunting both on foot and horseback being popular. The fishing potential of the Sullane, formerly a good trout river, has decreased in latter years.

Registered accommodation is provided for locally by two hotels and one guesthouse having a total of 44 bedrooms. For the motoring tourist who wishes to make his base in the town, it is 23 miles west of Cork City, 30 miles southeast of Killarney and 25 miles northwest of Bantry. The roads to these centres are noted for their scenery.

(10) Miscellaneous.

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

APPENDIX C. Long-term considerations.

- 1) It is essential that a final route for a town relief road be decided upon as soon as possible and preserved free from future development.

APPENDIX D; Further Studies.

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

MACROOM URBAN DISTRICT COUNCIL

DEVELOPMENT PLAN

APPENDIX B

POPULATION HISTORY

TABLE 1.

Year	1911	1926	1936	1946	1951	1956	1961	1966
Macrooom Urban District	2,717	2,413	2,382	2,230	2,277	2,186	2,169	2,148
Macrooom Environs	-	-	-	-	-	91	93	-
Macrooom Rural District	18,701	16,667	15,378	14,522	13,913	13,508	12,734	12,297

Percentage population decrease in Urban District ('61 - '66) = 1.0
 Percentage population decrease in Rural District (61. - '66) = 3.4

MACROOM URBAN DISTRICT COUNCIL,

DEVELOPMENT PLAN,

Appendix B.

Table 2.

Age and Sex Structure (1961).

Age Group	STATE.		MUNSTER		COUNTY		MACROOM U.D.C.	
	M (%)	F (%)	M (%)	F (%)	M (%)	F (%)	M (%)	F (%)
0 - 14	15.9	15.2	15.6	15.1	14.9	14.2	15.8	14.3
15 - 44	18.2	18.2	18.2	17.4	18.3	17.4	15.5	19.9
45 - 64	10.8	10.6	10.6	10.8	11.6	11.4	10.5	11.4
65 and over	5.3	5.8	5.8	6.5	5.9	6.3	5.9	6.7
Total	50.2	49.8	50.2	49.8	50.7	49.3	47.7	52.3

MACROOM URBAN DISTRICT COUNCIL

Development Plan

APPENDIX B

Monthly Live Register - (Dec. '65 - Nov. '66)

TABLE 3.

Month	Number
December, 1965	13
January, 1966	20
February, "	19
March, "	16
April, "	16
May, "	13
June, "	18
July, "	15
August, "	17
September, "	16
October, "	18
November, "	18

MACROOM URBAN DISTRICT COUNCIL

ANNUAL AVERAGE LIVE REGISTER 1961 - 1965

APPENDIX B

TABIE 4.

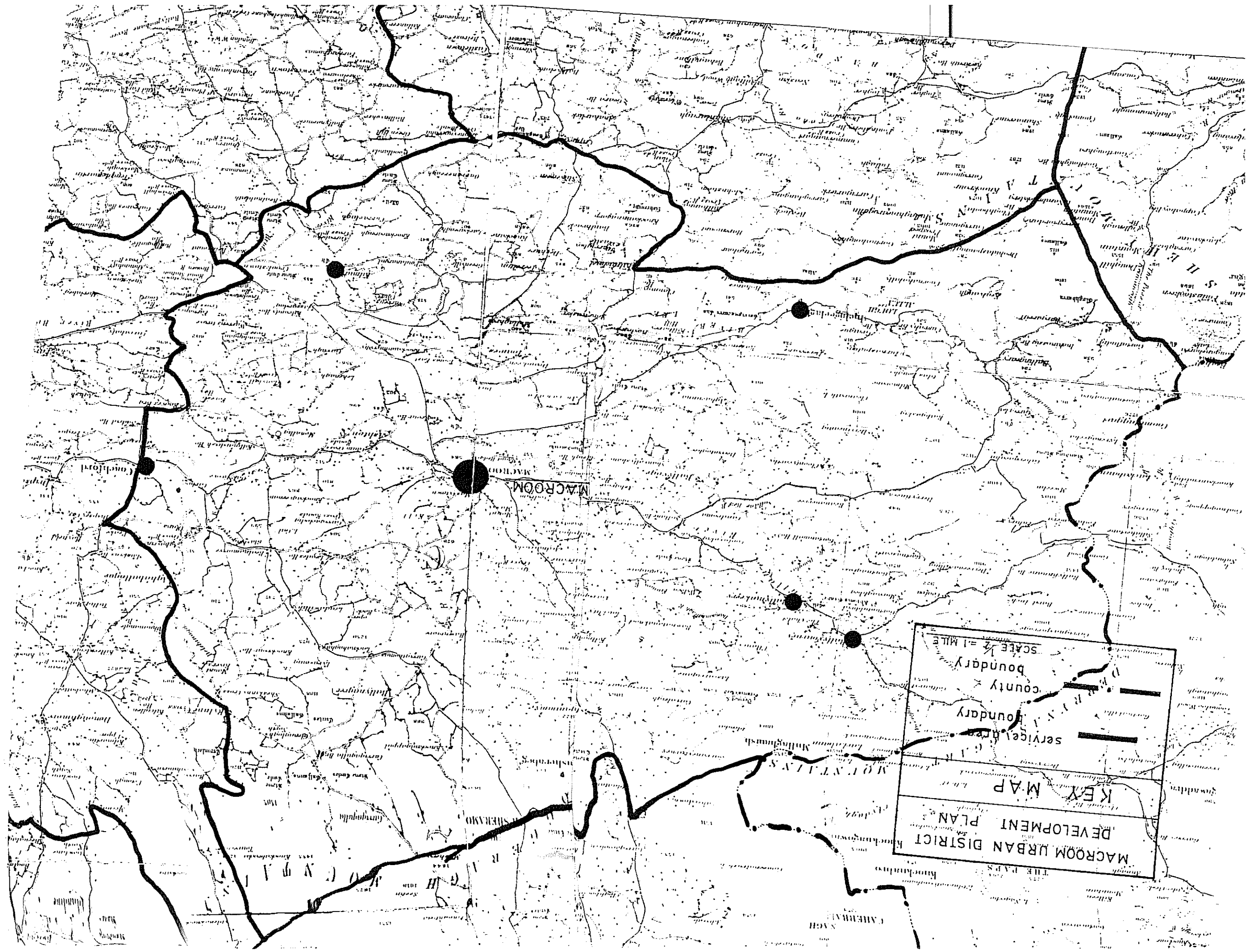
Towns	Gainfully occupied persons - Census of Population 1961	Average total live register					Average total live register as % of gainfully occupied persons 1961.				
		1961	1962	1963	1964	1965	1961	1962	1963	1964	1965
Bandon	913 (39.5 %)	19	18	18	15	13	2.1	2.0	2.0	1.6	1.4
Bantry	904 (40.4 %)	19	18	17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

MACROOM URBAN DISTRICT COUNCIL

INDUSTRIAL EMPLOYMENT PATTERN

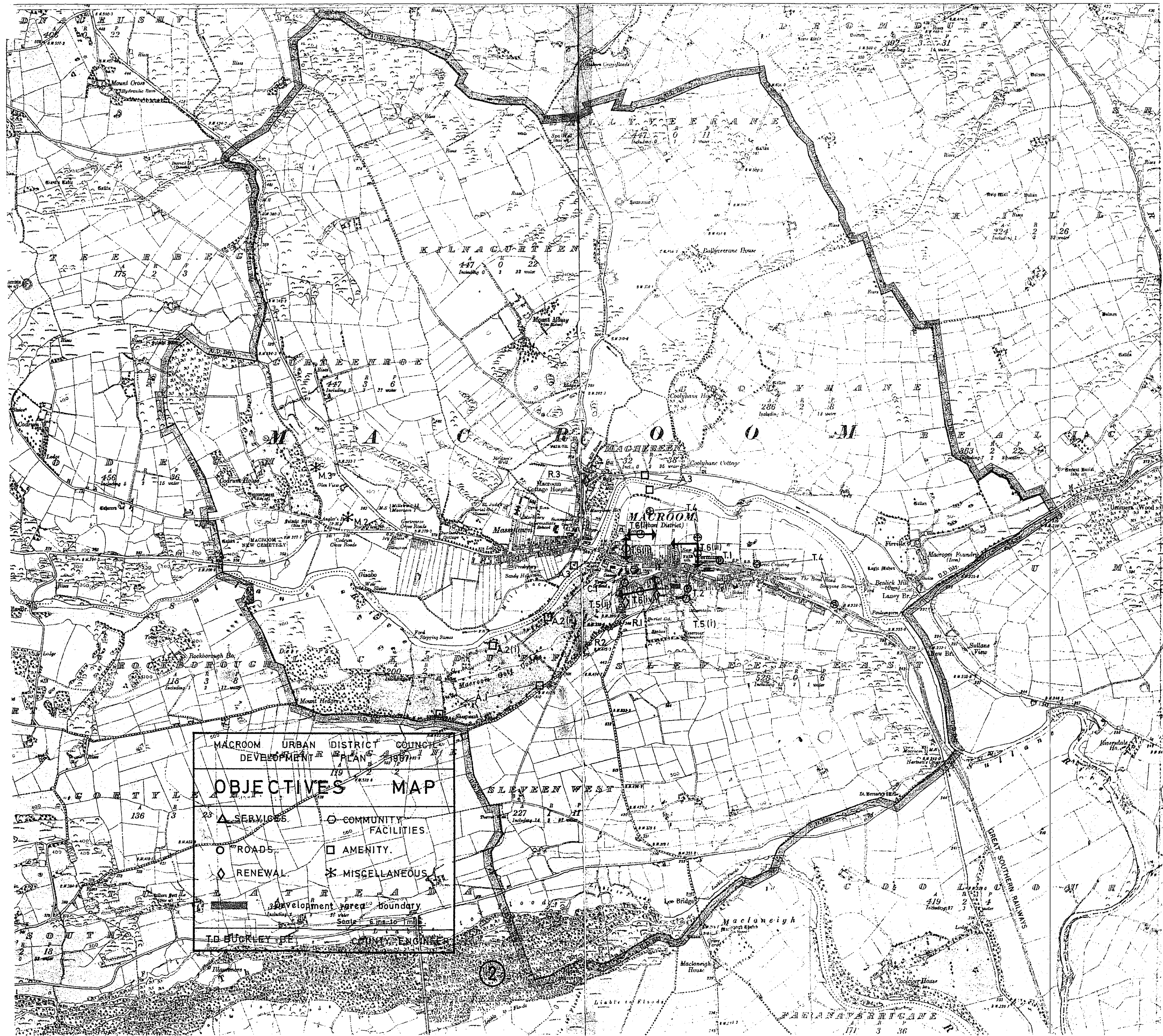
TABLE 5.

Employer	Type of Industry	Employees	
		Males	Females
Weinberger Bros. Ltd.	Carpet Manufacturers	13	7
Dept. of Lands.	Forestry Nursery (at Kilvoultra)	40	-
Coras Iompair Eireann.	Bus Depot.	18	-
O'Shea's Ltd.	Mineral Water Manufacturers.	11	3
Newmarket Dairy Co. Ltd.	Creamery	9	1
	Total	91	11



**MACROOM URBAN DISTRICT
DEVELOPMENT PLAN
KEY MAP**

Service Area Boundary
County Boundary
SCALE 1/2 = 1 MILE



MACROOM URBAN DISTRICT COUNCIL
DEVELOPMENT PLAN 1967

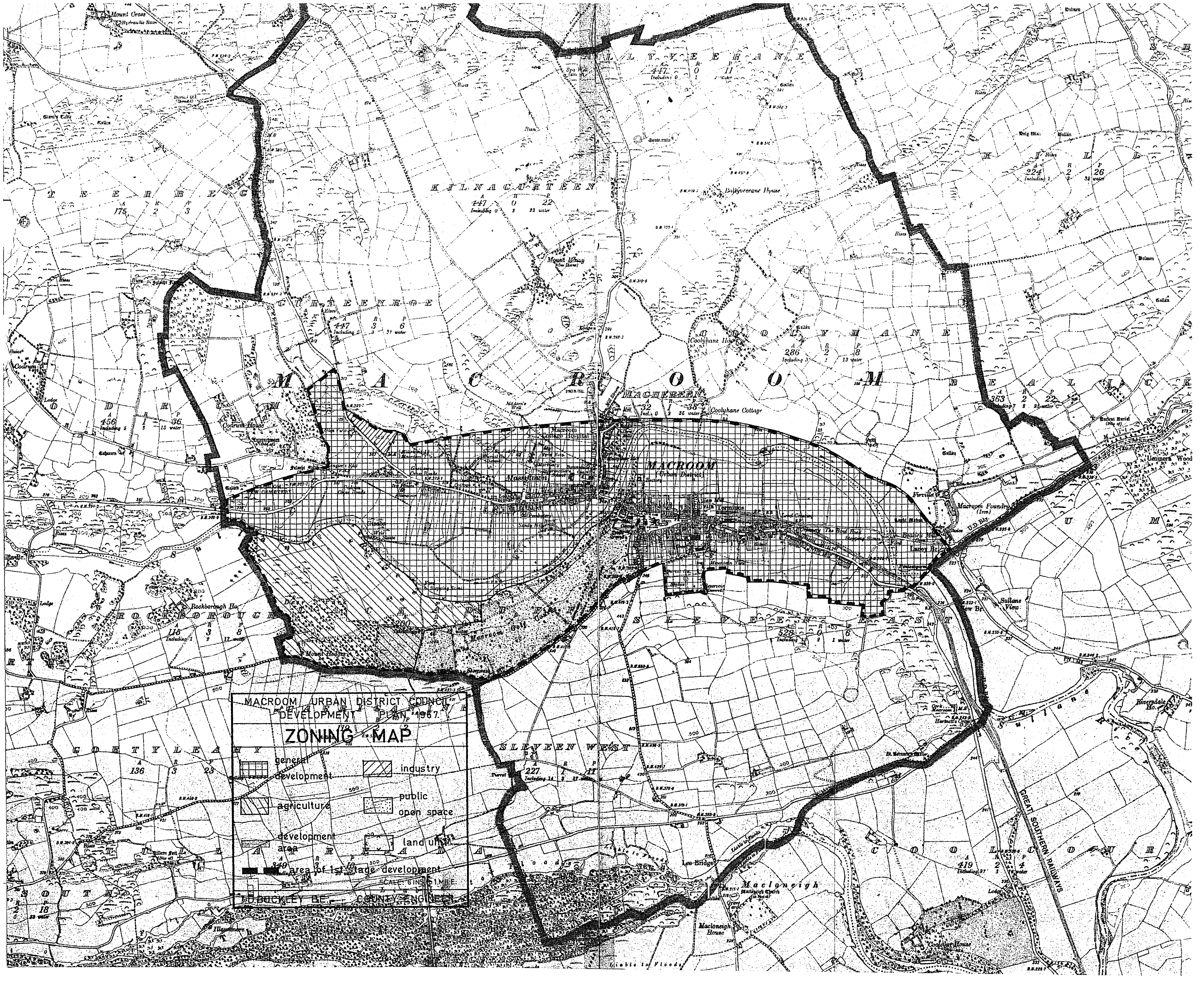
OBJECTIVES MAP

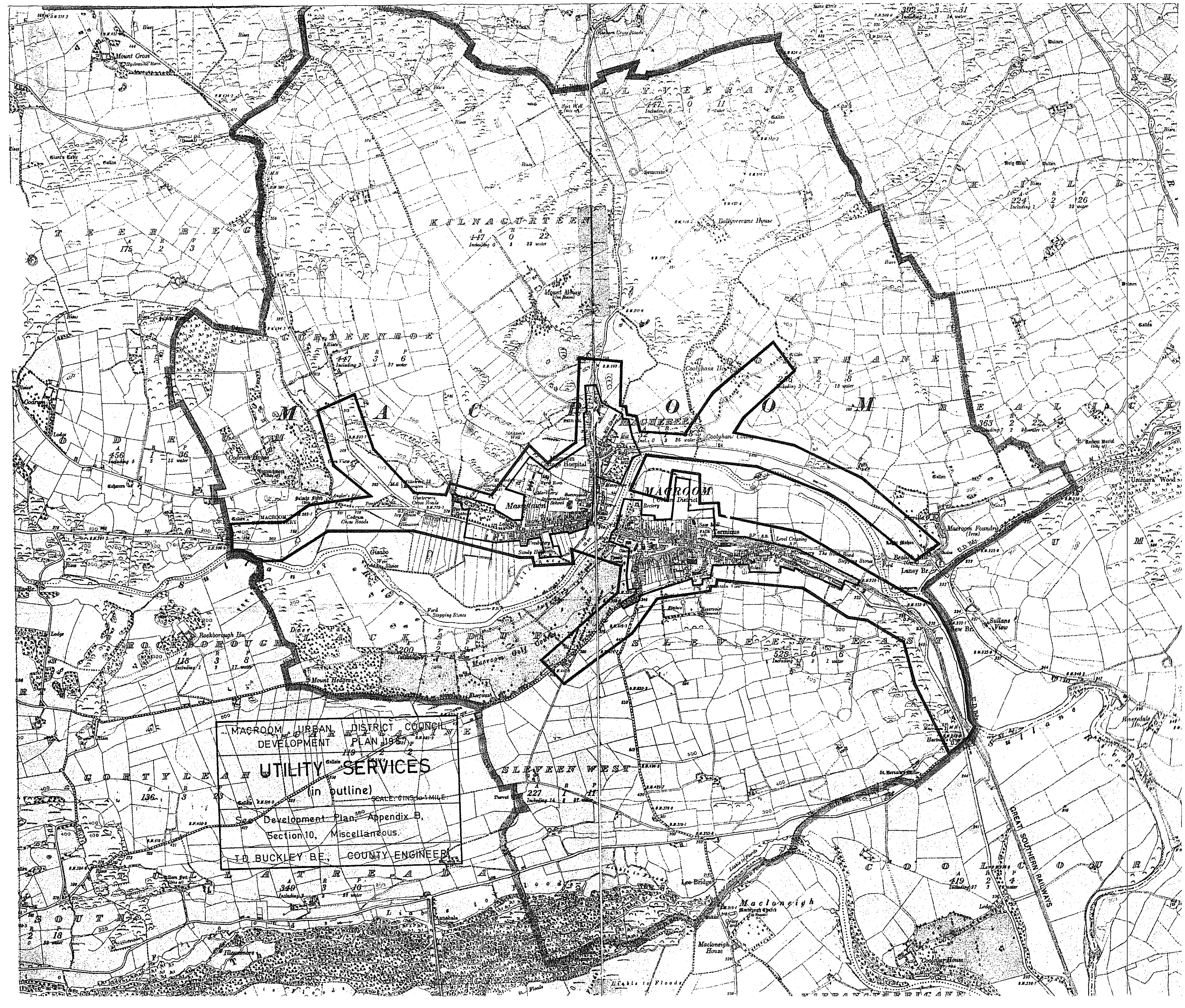
▲ SERVICES	○ COMMUNITY FACILITIES
○ ROADS	□ AMENITY
◇ RENEWAL	* MISCELLANEOUS

— Development area boundary

Scale 6 ins to 1 mi

J.D. BUCKLEY B.E. COUNTY ENGINEER





MACROOM URBAN DISTRICT COUNCIL
 DEVELOPMENT PLAN 1957
UTILITY SERVICES
 (in outline)
 Development Plan, Appendix B,
 Section 10, Miscellaneous.
 T.D. BUCKLEY B.E., COUNTY ENGINEER

SCALE: 6 INCHES TO A MILE

MACROOM
 Urban District

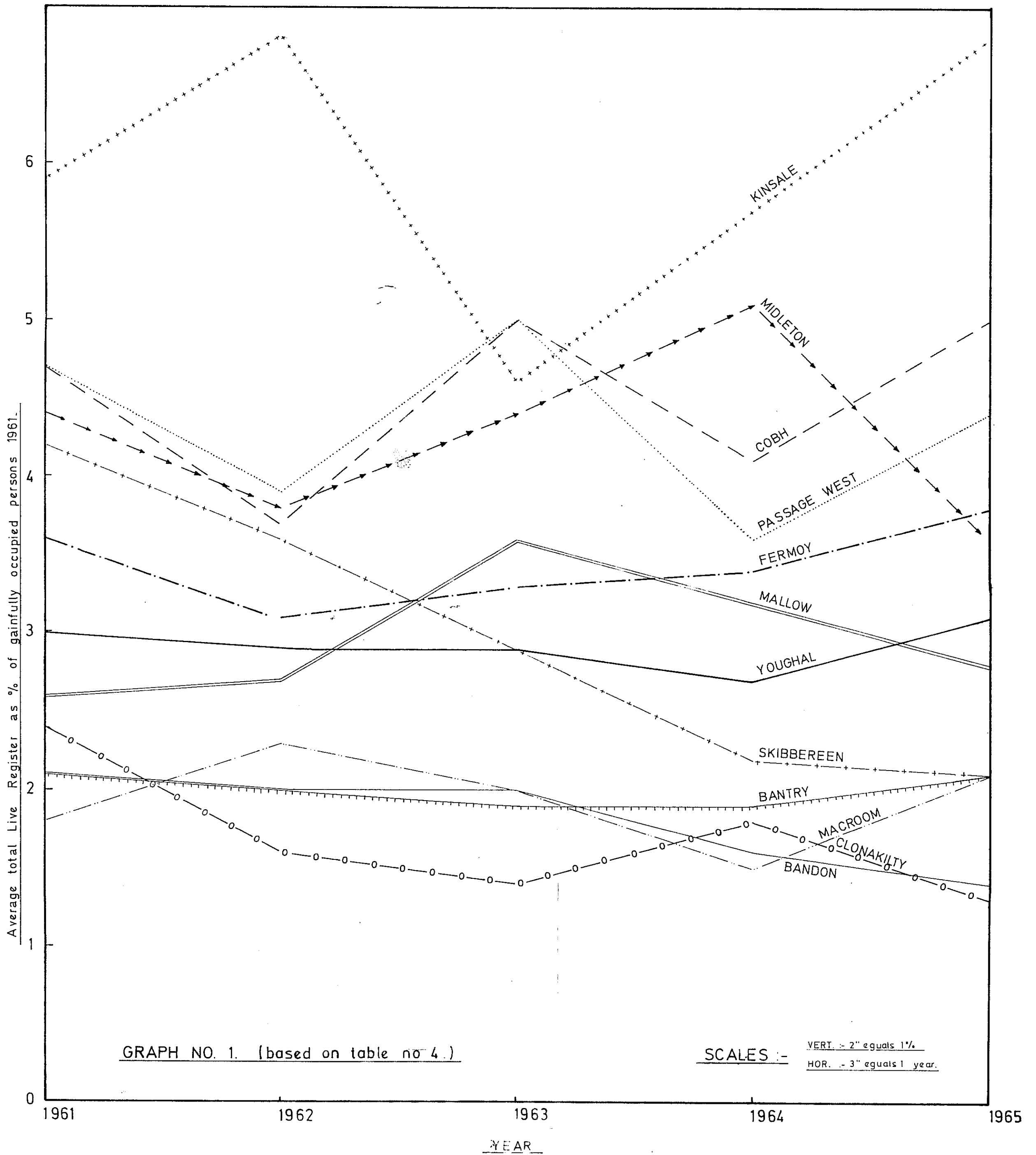
KILNAGURTEN

SLEEVENEEN

Macloneigh

GREAT SOUTHERN RAILWAYS





GRAPH NO. 1. (based on table no 4.)

SCALES :-
 VERT. :- 2" equals 1%.
 HOR. :- 3" equals 1 year.