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Macroom Town Council
Comhairle Baila Maigh Chromtha

MACROOM

Development Plan 2009 - 2015

Volume 2

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Section 2: Policies and Objectives

2.1 Effective Transport and Movement

2.1.1 Analysis

It is the aim of the Council to create character areas in Macroom which are attractive, vibrant and accessible and not overrun by vehicular transport. This policy is particularly relevant in light of the serious traffic congestion being currently experienced in the town. There is an urgent need to create attractive pedestrian friendly urban spaces in the town that are connected and create a real sense of identity. The most important factor in terms of transport and movement for Macroom is the town's strategic location on the N22 linking Cork City to Killarney and Tralee. Presently the N22 passes through the centre of Macroom with high volumes of traffic at peak hours causing major traffic bottlenecks due to the inadequate infrastructure.

The proposed Macroom bypass is at this stage (July 2008) being designed and is currently awaiting the next stage of the process (compulsory purchase order of lands). The bypass will effectively relieve the town of much of the traffic it is currently experiencing. This plan seeks to introduce a number of transport objectives that will enable the rejuvenation of the town; enabling it to become the successful commercial area it was previously. This plan proposes the implementation of a number of routes and bridge crossings which will increase connectivity in the town and between the town and existing and proposed residential areas (see Transport Concept Map).

2.1.2 Overview of Existing Transport Infrastructure

National Routes

As stated previously the N22 National Primary Route is the main Cork-Tralee-Killarney route which enters the town from both the east and the west. The route runs through the centre of the town and carries high volumes of traffic on a daily basis in both directions. The route through the town runs along Cork Street, Main Street, Castle Street in the old part of the town and New Street in Gurteenroe. These streets especially around Castle Street, Upper Main Street and Market Square are totally inadequate in terms of width for the high traffic volume. The access point between the Markethouse and north of the Main Street is particularly narrow and frequently only allows single line traffic while the only existing bridge crossing in the town is also extremely narrow and at times impassable especially when HGVs are crossing the bridge. The present situation is leading to constant traffic delays in the town which has become a source of frustration within the town. The present situation is leading to an unsafe pedestrian environment especially on the bridge as pedestrian access is by a narrow footpath on the south side of the bridge only leading to a potential hazardous situation.

Regional/Local Routes

There are a number of Regional and local routes presently servicing the town such as the R584/R582 linking Dunmanway to Macroom and Millstreet and the R618 to Coachford. Local routes include the Mill Road, Coolyhane Road, Ard Na Greine Road, Chapel Hill, Sleaveen Road, New Road and High Street. Many of these roads are seriously ill-equipped to deal with the high volumes of traffic they receive. The R582 which is heavily trafficked is dangerous in its present state lacking footpaths aligned to poor lighting. The situation is hazardous considering the route runs alongside a number of residential areas. Long term improvements are necessary along this route to make the road safer for road users and residents alike.

The Coolyhane Road is being used more frequently by local traffic to bypass the centre of the town. The road is narrow and poorly equipped with a lack of footpaths and lighting. The situation will deteriorate when the decentralisation offices are opened at Coolyhane especially in the absence of the bypass. Short term requirements are required to make these roads more pedestrian and cycle friendly.

2.1.3 Improvements to the Transport Infrastructure

It is clear that the quality of the existing transport infrastructure is poor and certainly affects the quality of life for the existing residents. A number of strategic level improvements have been proposed and when completed they should alleviate the traffic congestion in the town.

Macroom By-pass

The Macroom bypass is the most important development proposed in terms of transport infrastructure. The project proposed by the National Roads Authority and Cork County Council is for a two-lane by-pass. A 100 metre wide corridor has been agreed for this route from the Hartnett Cross area travelling north of the town and west to the Carrigaphooca area.

A local traffic management plan should be implemented in the short term until the by-pass is constructed.

Regional and local routes upgrade

There is an objective in the North West Cork Strategic Plan to provide a safe efficient route linking Clonakilty and Dunmanway with Millstreet via Macroom. There are also plans to improve links with the towns of Charleville, Fermoy, Kanturk, Mallow, Millstreet, Mitchelstown and Newmarket.

2.1.4 Strategic Road Proposals

Pedestrian Bridge Crossings

Macroom Town Council has proposed to construct a pedestrian walkway on the north face of the Macroom River Bridge which will not only improve traffic flows but also improve the amenity value of the town's environs by introducing a safe and viable pedestrian link between the town centre and the new developing residential areas; with direct access to the riverbank walkways

This Development Plan raises the possibility of providing two pedestrian bridge crossings. The first pedestrian bridge crossing would link the Mill Lane to the town centre. Pedestrian access would be created linking the residential areas north of the town with the character areas of the Mart Area and Market Square. The second pedestrian bridge proposed would link the Castle Demense with community facilities north of the river. Pedestrian links would also be formed with the Riverbank Character Area.

Masseytown Relief Road

This plan proposes a new relief road which will connect the residential estates of Kilnagurteen with New Street at Condrum and will ultimately link in with the proposed Mill Road/ Coolyhane relief road. This road will link into the trunk road created as part of the McInerney Development

and will run in a South West direction to the west of St Judes and north of Gurteenroe House before joining New Road at the Millstreet Road junction.

The reasons for the Masseytown Relief Road include:

- To ensure that traffic travelling in an east-west direction will no longer need to pass along New Street or indeed travel into the town centre.
- To increase connectivity of existing residential areas
- To create a continuous link between the already proposed Mill Road/Coolybane Road relief road.
- Allow accessibility to the proposed Business, Industry and Technology Park at Coolybane.
- To ensure that the road will form part of a link up with the proposed bypass.

Backland Access Routes

This plan proposes the creation of a number of access routes on New Street Masseytown linking the street to the Riverbank Character area and adjacent lands (see Transport Concept Map). There are a number of derelict buildings existing that could be considered for CPO. The creation of access points to these lands is vital for mixed use development to occur.

2.1.5 Car Parking

In relation to car parking in the town there are two situations. Currently parking must be paid for on an hourly basis on the Main Street and Market Square while free parking is available at Fairgreen and other areas of the town. Car parking space is often difficult to locate around the Main Street and Market Square at peak times.

Although there is sufficient surface car parking in the town in terms of on street parking and a number of designated car parks. The development of off street parking will need to be considered before the construction of the by-pass. This Development Plan believes that the construction of a multi-storey car park should be actively considered. The Mart Character area has been identified as the possible location for the car park. Its location here would effectively encourage customers to park in the central commercial area while avoiding a congested Main Street (See Objectives Map).

2.1.6 Public Transportation

Travel Movement within the Town

Table 1: Distance Travelled to Work

Distance Travelled	0 Kms	1 Km	2-4 Km	5-9 Km	10-14 Km	15-24 Km	25-49 Km	50 Km & Over	Not Stated	Total
Macroom	21	417	485	131	53	115	396	137	418	2,173

According to the 2006 Census just over half of the town's residents (53%) travel less than 4 km to reach work/school/college each day (see Table 1). There are however a significant proportion of the residents who are travelling outside the town for work and study on a daily basis. Some 23% of the town's residents travel 25-49 km to work on a daily basis while 7.8% of the residents travel even longer distances of 50 km or more. The travel patterns of people residing in the town therefore appear quite varied. Travel distances are evenly split between

short and long distances with many of the town's resident's commuting to work in Metropolitan Cork with its large employment base.

Public Transportation Usage

Table 2: Means of Travel to Work

Means Of Travel	On Foot	Bicycle	Bus, Minibus Coach	Train	Motorbike or Scooter	Car Driver	Car Pass	Other	Total
Macroom Town	537	15	59	2	5	936	433	164	2151

The 2006 Census shows that the car is the most widely used form of transport in Macroom. Some 69% of the town's residents either travel to work or school by car. Walking to work/school is also popular with 27% of the town's residents indicating on foot as their means of travel a small number also cycle to work. The number taking public transportation is limited with only 3% of residents using public transportation. While Bus Eireann serves the town there is no train service to the town.

It is quite apparent that options should be developed to make public transportation more attractive as a viable travel option in the town. This Development Plan seeks to encourage a more sustainable attitude to transport and travel in the longer term especially in light of the forecast growth in population which will lead to a greater demand for more efficient transport options.

Bus Services

Existing Services

Bus Eireann currently services the town with a number of expressway and local service routes. Macroom forms part of the Cork-Tralee route (Route 40) providing some fourteen hourly services to Tralee and some fifteen hourly services to Cork City on a daily basis. Connections can be made in Cork for a wider range of National and International bus services.

The Macroom bus hub also provides a number of local services. Route 257 serves Clondrohid, Route 258 serves Rylane Lower and Route 259 serves Renanirree. These services are very infrequent and only run on certain days of the week.

Bus Eireann also provide transportation for school children (400-500) who are dropped and collected at the bus depot in the town.

According to the company no new destinations or frequency of service is envisaged unless there is increased demand. There is however a need for more services into the Metropolitan Cork area especially at peak times. Presently there are only two bus services to Cork City before 9 am. This is a disincentive to commuters travelling to work as the current times are inflexible and certainly do not encourage residents to leave their car at home.

Rural Transport Initiative

The West Cork Rural Transport group which is funded under the NDP Rural Transport Programme, Depts of Community Rural & Gaeltacht Affairs, Social & Family Affairs and FAS currently operates thirty-five different services operating throughout West Cork, serving over twenty-five towns and villages. The group is now in the process of expanding its services to a number of towns including Macroom over the period 2008-2010.

There is currently one service from Clondrohid to Macroom and it is hoped to provide additional services from Carriganimma, Ballinagree, Rylane and Dunmanway. The service provided will probably involve a weekly service leaving in the morning to Macroom and returning after lunch.

Green Route

CASP has proposed a network of Green Routes as part of their transport strategy. The routes will focus on the main radial routes from Cork City. Green Routes are described as high quality public transport corridors where the emphasis will be on providing high quality bus services in dedicated road space. The roads will also include improved footpath spaces and the provision of road space for cycle lanes and tracks. Waiting facilities at bus stops including the provision of real time information will also be significantly improved. The principal aims of Green Routes are to shorten journey times and improve service reliability by increasing the priority given to buses.

Macroom has been identified as part of the Green Route network with a frequent high quality bus service to Cork being proposed. The implementation of the route should result in fewer car journeys being made in peak hours and a significant shift from car based transport to public transportation. The modal shift to public transportation could be in the order of 30% of all trips made to Cork City.

The Cork County Development Plan (2003-2009) includes Macroom as a location for a park and ride site as part of the Green Route Scheme however no specific location within the town has been identified.

Walking and Cycling

It would appear from the census that a significant proportion of the town's residents choose walking as their means of travel to work/school. Many of these residents would be employed or travel to school within the town.

The number of people who cycle as a means of travel is quite low and is a general indication of the lack of cycle lanes in the town.

2.1.7 Future Plans

The high volumes of traffic passing through the town restrict the cycling or walking amenity at present. It is the objective of this plan to create dedicated lanes and paths for pedestrians and cyclists (see Transport Concept Map and Objectives Map). The provision of walking and cycling networks between the various neighbourhoods will be actively encouraged especially through the open space network.

The opening of the Macroom by pass offers the potential to introduce cycle paths and traffic calming measures along the section of the route that runs through the town. The by pass will lead to the creation of a safer pedestrian environment in the town and ultimately make it more attractive for pedestrians and cyclists alike. It may also help raise the profile of public transport in the area as an alternative means of travel.

The proposed pedestrian walkway attached to the Macroom River Bridge and the possibility consideration of two other pedestrian bridges for the town (see Transport Concept Map and Objectives Map) would increase pedestrian accessibility to the town centre; consideration will also be given to cycle lane provision on the two pedestrian bridges.

2.1.8 Transportation and Movement Policies

It is the policy of the Town Council to:

- TP1** Support the introduction of an interim local traffic management plan.
- TP2** Encourage a reduction in car usage by creating a number of neighbourhood centres where local services are readily available.
- TP3** Promote the accessibility of Neighbourhood Centres along strategic routes in the plan area which will be served by good pedestrian and cycle links.
- TP4** Ensure the creation of pedestrian linkages between residential areas and the town centre.
- TP5** Promote an increased frequency service to Cork City especially early morning services.
- TP6** Promote the expansion of addition services to Macroom under the Rural Transportation Initiative Scheme.
- TP7** Protect the route of the future by-pass from development. A creation of a buffer zone of some 150 metres to either side of the central line of the proposed bypass is recommended.
- TP8** Maintain the intended transportation function/traffic carrying capacity of the existing N22.
- TP9** Support current NRA policy by ensuring that the high standards of safety for road users are not compromised by risks arising from traffic movements associated with multiple access points to the network.

2.1.9 Transportation and Movement Objectives

It is the Objective of the Town Council to:

- T1** Support the completion of the proposed Macroom Bypass (see Objectives Map).
- T2** Facilitate a number of road improvements and widening schemes along the approach and regional routes into Macroom including improvements to footpaths, lighting etc including the following routes: (see Objectives Map).
 - T2.1 Macroom - Millstreet
 - T2.2 Macroom – Dunmanway
- T3** Facilitate a number of road improvements and upgrades along the local routes into Macroom including improvements to footpaths, lighting etc including the following routes:
 - T3.1 Coolyhane Road
 - T3.2 Mill Road
 - T3.3 Chapel Hill
 - T3.4 New Road (see Objectives Map).

- T4** Facilitate the provision of a pedestrian walkway on the northface of the Macroom River Bridge and consider the possibility of providing two pedestrian bridges over the Sullane at the following locations:
- T4.1 Mill Lane – Town Centre
 - T4.2 Castle Demense – Masseytown (see Objectives Map).
- T5** Facilitate the delivery of the Masseytown Relief Road in conjunction with the construction of new housing developments over the plan period (see Objectives Map).
- T6** Reserve access points throughout Macroom, as identified on the Transport Concept Map, to allow development of vehicular routes in facilitating the sustainable development of backland areas and thereby allowing for improved circulation. Access roads should be overlooked and appropriately landscaped (see Objectives Map).
- T7** Facilitate the delivery of the proposed Green Route Link between Macroom and Cork City within the lifetime of this Development Plan, this should include increased bus stops and the provision of real time information (No Map Reference).
- T8** Consider developing proposals for the provision of cycle paths in the town along the following routes.
- (1) Cork Street, Main Street, Castle Street and New Street (once bypass is completed)
 - (2) Coolyhane Road
 - (3) Ard Na Greine
 - (4) Chapel Hill
 - (5) New Road
 - (6) Millstreet Road (see Objectives Map).
- T9** Investigate the provision of cycle paths through open space links (see Objectives Map).
- T10** Provide bicycle stands in the Town Centre and at neighbourhood centres (see Objectives Map).
- T11** Actively consider the construction of a multi-storey car park either in the backland areas or within the Mart area (No Map Reference).

2.2 Retail and Shopping

2.2.1 Macroom – The Town

In the process of the preparation of this Development Plan a survey¹ was conducted to ascertain the range of retail units operating in Macroom and the extent of convenience, comparison and bulky goods floorspace in the Town (see Retail Catchment Map).

The aim of the 'Macroom Retail Survey' was to review current retail provision in the Town and to inform the appropriate mix of comparison and convenience shopping that will need to be delivered through the policies and objectives of the Development Plan.

The Survey concluded that there is currently circa 6400 sqm of convenience floorspace shopping, 10,462 sqm of comparison floorspace shopping and a further 922 sqm of bulky goods floorspace in Macroom Town.

The quantity of retail floorspace has significantly improved as a consequence of recent larger format convenience and comparison floorspace development at 'The Mart' and the site of the former Neville's Bakery. Collectively this area is referred to as 'The Mart Area' (Macroom Character Areas Map).

These developments should stand to benefit the Town, particularly in terms of reducing the level of leakage in shopping expenditure to neighbouring towns and centres.

Table 3: Summary Table - Macroom Town Retail Survey

	Total Number of Units	Percentage (%)	Total Floorspace (sqm)	% Floor Space
Convenience	18	25	6400	36
Comparison	53	74	10462	59
Bulky Goods	1	1	922	5
Total	72	100	17785	100

Source: NBA Retail Survey, Macroom 02/2008

2.2.2 Policy Context

Macroom Town carries out a number of retailing roles and functions. The Town serves a local urban population and extensive rural catchment, as well as having a wider strategic role within the County and particularly to the West and the North of the Region.

The *Cork Area Strategic Plan (CASP) 2001-2020* and subsequently the *The Cork Joint Retail Strategy (Draft 2008)* identify Macroom as one of 6 '**Ring Towns**' (Mallow, Fermoy, Youghal, Bandon, Macroom, Kinsale).

The Ring Towns are identified as having;

¹ Macroom Retail Survey 02/2008, conducted by the National Building Agency (NBA).

"relatively greater independence from the City Centre, and serve well-defined catchments and it is important that they maintain their attractiveness as self-sufficient towns by developing the range and quality of retail development in their town centres.

Ring Towns will be encouraged to improve their town centre retail functions, within the capacity of their respective catchments, with emphasis upon central retail expansion as a priority".
(Joint Retail Strategy, Draft 2008, P6)

The *Joint Retail Strategy (Draft 2008)* recognises the strategic role of the Ring Town in providing a wide range of both convenience and comparison shopping in locations close to significant centres of population and rural hinterlands.

It is acknowledged that there is a need to encourage the future expansion of ring town centres in line with anticipated future population growth and the need for the regeneration of certain town centres. It is a policy of this Plan to give due regard to the relevant sections of the *Cork Joint Retail Strategy (Draft 2008)*.

The *North and West Cork Strategy Plan (2002-2020)* recognises the Town's strategic location between Cork City and Killarney and the opportunity this provides for Macroom to develop as a '**linkage town**' between the West and North of the Area. (North and West Cork Strategy Plan (2002-2020). Macroom's designation (in the Strategy) as a location for significant industrial development will also have impacts regarding retail requirements and expectations.

2.2.3 Analysis

Convenience Retailing

There are a total of 18 units providing convenience retailing in the Town, the majority of which are under 100 sqm (14 units). There are 3 larger convenience retailers, occupying floorspace of between 1700 and 2000 net sqm. Further requirements for convenience retailing in the Town will be based on future population growth envisaged in the Town and a relevant catchment area.

Comparison Retailing

There are a total of 53 units in the Town providing comparison retailing, the majority of which are under 50 sqm (33 units).

Table 4 considers the breakdown of comparison retailing in Macroom. There is a high percentage of units (35%) accommodating 'Hardware', 'Car/Tractor sales', 'Bulky Goods' and 'Electrical and Media equipment'. This accounts for almost 66% of the retail floorspace in the Town.

Alternatively, higher order comparison-shopping, such as Clothing/Footwear and Accessories is accommodated in 34% (18 units) of the retail units in the Town. However these units account for only 22% of the total retail floorspace and one retailer alone occupies 75% of this higher order floorspace.

The comparison retail mix, particularly in the Town Centre requires greater diversity and variety, particularly with respect to accommodating higher order goods.

Table 4: Breakdown of Comparison Retailing, Macroom 2008

	No. Units	% Units	Floorspace	% Floorspace
Clothes and Footwear	15	28	2423	21.3
Accessories (Jewellery)	3	6	48	0.4
Bookshop	2	4	53	0.5
Florist	1	2	17	0.2
Toys	2	4	396	3.5
Pharmacy/Optician	5	9	299	2.6
Discount	1	2	71	0.6
Home/Household	4	7	553	4.9
Hardware	5	9	4036	35.4
Car/Tractors Sales and Accessories	4	7	2202	19.3
Electronic/Media Equipment	9	17	308	2.7
Stationary	2	4	58	0.5
Bulky Goods	1	2	922	8.1
Total	54	100	11385	100

Source: NBA Retail Survey, Macroom 02/2008

Town Centre Retailing

Macroom's Retail Core is currently situated between 'The Mart Area' and 'The Market Square'.

The Market Square (See Macroom Character Areas Map) was previously considered to be the retail focal point of the Town Centre, but now that appears to be split between the Market Square and The Mart Area; both of which provide different retail experiences and meet complementary shopping requirements.

It would appear however that the Market Square retailers have not benefited from significant spin-off expenditure from retailing at the newly developed Mart Area. Although it would not be considered that the recent larger format development at the Mart Area is in direct competition with retailers at the Market Square.

Currently the quality of retailing in the town centre would be considered to be average to poor in places. Although there has been a recent increase in comparison and convenience floorspace in the town centre, there would still be an identifiable shortfall in higher order shopping (e.g. clothing, accessories, footwear etc.) and a level of expenditure leakage would still be assumed to be taking place.

The quality of the shopping environment is also negatively affected by adverse environmental factors, such as congestion, pedestrian safety and car parking, which are discussed in Section 2.3: Town Centre Regeneration.

Edge of Town Retailing

The vast majority of retail units are located within the Town Centre. However just over 2000 sqm of comparison floorspace is located peripheral to the Town Centre, and largely accommodated by 'car/tractor sales' retailers.

The quality of retailing decreases dramatically beyond The Market Square to the west and the Mart Area to the east. This area, peripheral to the Town Centre, has experienced intermittent changes of use away from traditional retailing functions in recent years. This, combined with a significant number of vacancies has resulted in these peripheral areas having a very limited impact on the overall retail functioning of the Town.

Shopping Strategy

It is considered that Macroom Town should have a capacity to service a 'convenience' catchment population within a radius of 15km and a wider 'comparison' catchment population travelling within a radius of 30km of Macroom Town. It is also acknowledged that there will continue to be expenditure leakage to Cork City, neighbouring villages and nearby Towns servicing the same catchment area. The persistent high levels of commuting to the City from Macroom will also serve to further augment expenditure leakage. (see Macroom Retail Catchment Map).

This Plan (2009-2105) has been developed to accommodate a planned population increase of 1,080 persons (up to 4,487 persons) within the Town, while also acknowledging retail requirements of a catchment population of 21,170² located in the rural hinterlands and surrounding villages.

Overall, the future of the town centre requires strategic planning and vision, in order to deliver cohesive and consolidated development that can act as a catalyst for the regeneration of the town centre³. This includes developing capacity to provide an appropriate range and quality of convenience and comparison retailing to meet the needs of the catchment population over the Plan period.

A number of mixed-use sites, totalling approx 8 hectares (of which 50% it has been assumed may be developed for residential needs) have been identified within the Town Centre area. These sites are located at the Mart Area, in the vicinity of the Market Square and at the newly identified 'River Quarter'⁴. These potential development sites, in conjunction with new retail units currently under construction at the Mart Area should serve to expand and upgrade retailing opportunities at the Town Centre core, while also consolidating Town Centre functions.

Retail Warehousing

A certain level of retail warehousing has taken place at the Mart Area over the last Plan period. The current consolidation strategy for the Town will not support additional retail warehousing development during this Plan period.

Neighbourhood Centres

The Town has experienced considerable housing growth, particularly to the West in the recent years. It is a policy to ensure that all residential areas are adequately catered for in terms of basic childcare services, open space provisions, recreational and community centres and local neighbourhood shops. Local convenience shops will also be encouraged to locate at local neighbourhood centres and within easy walking distance of the neighbourhoods that they service.

² Macroom Local Electoral Area (Census 2006), minus total population for Macroom Urban (2005).

³ Refer to Chapter 2.3: Urban Regeneration for policies and objectives relating to the renewal of the town centre area.

⁴ See Chapter 2.3: Town Centre Regeneration.

Generally a neighbourhood centre should serve a residential catchment that is within 400 metres or five minutes walking distance. However with respect to Macroom, 'neighbourhood catchment areas' may be reduced at residential locations in the Town where the gradient is steep and not conducive to walking, particularly for people with reduced mobility. It is also assumed that many residents are willing to travel to the nearby Town Centre where there is going to be a wider range of facilities and services available to them.

The Plan identifies two different neighbourhood centres in Macroom, at Masseyfield and at Codrum Crossroads (See Objectives Map).

Masseytown Neighbourhood Centre

There are currently two local shops providing convenience retailing at Masseytown. These units would also be considered to be in close proximity to the Masseytown Family Resource Centre. An opportunity exists to consolidate and strengthen the role of this area as a 'Neighbourhood Centre' and expand the range of retailing and services to meet the needs of a growing residential catchment population.

The Masseytown Neighbourhood Centre is located at a prominent location with good road frontage.

The Codrum Crossroads Neighbourhood Centre

This NC is located on the periphery of the Town on the main road to Killarney. The Centre will serve a sizable residential catchment and a neighbouring industrial park, as well as passing commuter trade. There is currently a public house at the location of the proposed new Centre. A mix of local convenience shops and appropriate services will be supported at this location.

2.2.4 Retail Policies

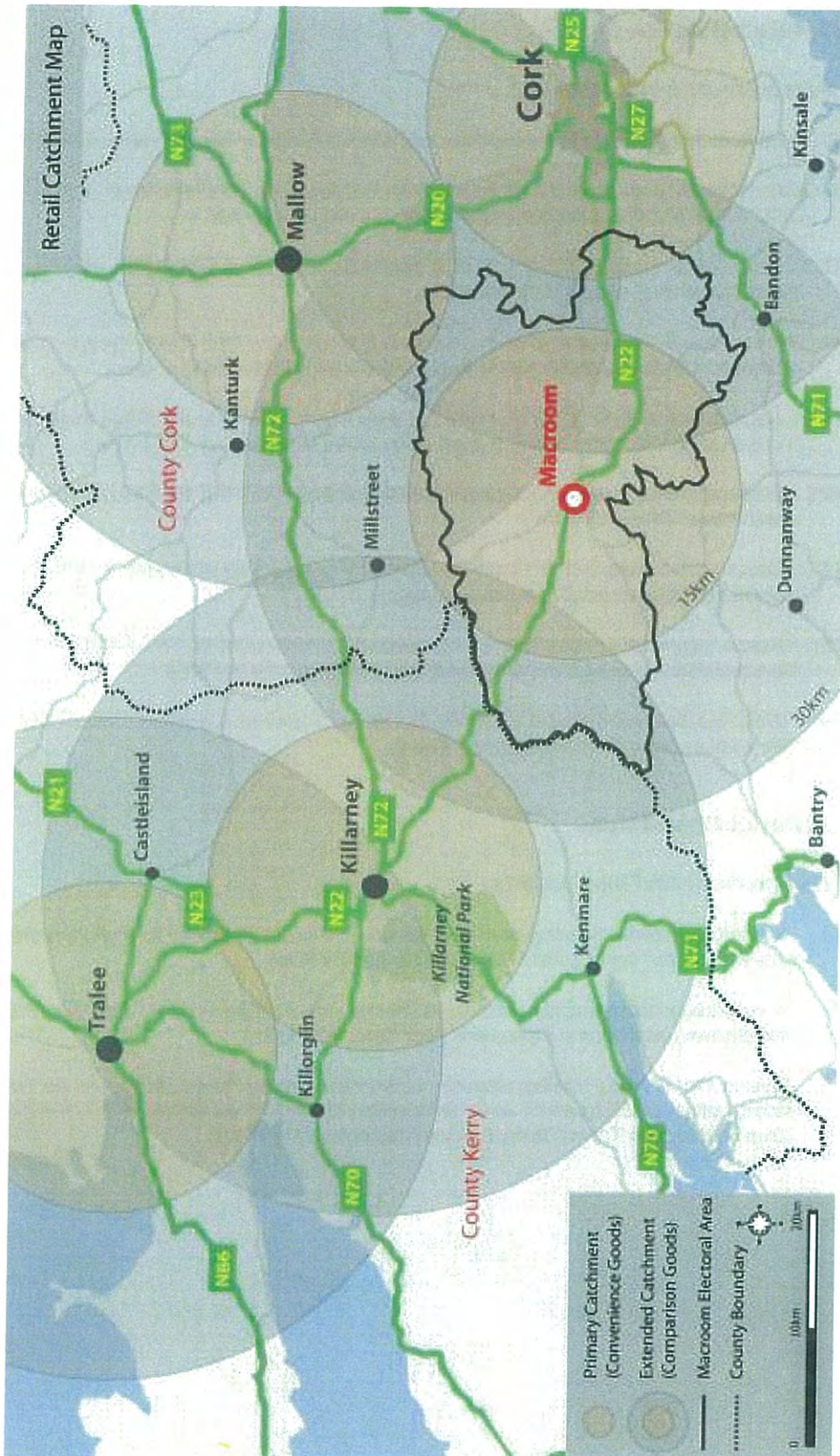
It is the policy of the Town Council to:

- RTP1** Have due regard for the relevant sections of the Cork Joint Retail Strategy (Draft 2008)
- RTP2** Consolidate and expand retailing activities through the identification of the 'Town Centre Core' and direct appropriate retailing activities into this area.
- RTP3** Support improvements to the overall quality and range of retailing in the Town and reduce the level of expenditure leakage.
- RTP4** Promote the development of the 'backland' areas within the Town Centre Core and achieve sustainable development through the intensification of land uses.
- RTP5** Support the capacity building of retailing groups in the Town and the role they can play in delivering improvements to the quality and range of retailing in the Town.
- RTP6** Encourage greater synergy between retailing activities at 'The Mart Area', 'The Square' and the new 'River Quarter'.
- RTP7** Support an increase in the range and quality of comparison-shopping in the Town, particularly higher order comparison goods.
- RTP8** Assess requirements for additional convenience floorspace in the 'Town Centre Core' on the population needs in the Town and the relevant catchment area.
- RTP9** Provide a balance between the provision of retail uses and non-retail uses at ground floor level on the principle shopping streets.

2.2.5 Retail Objectives

It is the objective of the Town Council to:

- RT1** Expand the Town's retailing provision through the development of key infill opportunity sites within the Town Centre Core (See Objectives Map).
- RT2** To encourage local shopping facilities at the proposed neighbourhood centre locations - Masseytown and Codrun Crossroads (See Objectives Map).
- RT3** Develop the Town's retailing capacity to service a convenience catchment population with a radius of 15km and a wider comparison catchment population within a radius of 30km of Macroom Town (Refer to Retail Catchment Area Map).



2.3 Town Centre Regeneration

2.3.1 Analysis

Macroom Town Centre is considered to be an attractive centre. It is fortunate to benefit from a significant number of natural amenities, an attractive environment and a wide range of recreational and cultural activities. The Regeneration of the Town Centre needs to build on the key assets that Macroom already possesses.

The overall quality of the environment however is severely compromised by the high volumes of traffic that pass through the town on a daily basis. The proposed development of the Macroom by-pass should significantly alter the quality of the town centre environment in the longer term, by removing commuter and HGV traffic out of the town centre.

However it is considered that short and medium term 'pre-by-pass' policies and objectives for improving the environmental quality of the Town Centre are required. This should result in improved safety and environmental quality for pedestrians, while also 'preparing' the Town to be ready to take advantage of the improved environmental quality that should directly and almost immediately result from the opening of the by-pass.

The current focus on convenient car parking providing direct access to a limited number of shops, has compromised opportunities for the development of quality public spaces, strong pedestrian linkages and areas of identifiable character. It would be considered that exploiting these opportunities would assist Macroom in establishing itself as a 'day destination centre', which would result in longer times spent in the Town Centre, complemented by an increase in expenditure and more efficient use of facilities.

2.3.2 Key Proposals

The regeneration of the Town is focussed on the Town Centre Core. This refers to an area stretching from 'The Mart Area' to the east, through 'The Market Square' and then following the path of the River Sullane westwards to an area of the Town Centre that is described as the new 'River Quarter'.

Town Centre Character Areas

These three areas of the Town are referred to in the Plan as 'Town Centre Character Areas'. Each 'Area' is considered to have a distinctive quality and character and plays a key role in the sustainable functioning of the Town Centre.

It is a policy of the Plan to promote synergy between the three character areas and for each area to contribute to the vitality and viability of the Town in a complementary manner. Improved pedestrian permeability and enhanced environmental quality between the three Areas should encourage greater pedestrian movement within the Town Centre as a whole.

Key development sites have been identified within each of the 'Character Areas'. A number of these sites would be in multiple ownership, have constraints with regards to access and may require a sensitive approach to their design and layout. It is policy of this Plan to promote the assembly of lands and to consider CPO powers where necessary in order to secure appropriate and integrated development (see Character Appraisal Maps).

The Mart Area

This Area has undergone considerable recent change. Redevelopment has focussed on the provision of large format convenience and comparison shopping, which has been successful in

increasing the retail floorspace in the Town and increasing its competitiveness, particularly with respect to convenience shopping.

Potential Development Sites

The Area still retains potential for significant further development, particularly with respect to improvements to the public realm and the development of civic amenity. There are also a number of key redevelopment sites within the Mart Area. These have been identified as the site currently occupied by the Town Council Yard, the Bus Depot and potential for redevelopment of The Macroom Livestock Mart, which is currently operating from this location.

These development sites are considered to be suitable locations for mixed-use development, with commercial/retailing functions dominating ground floor activity. High quality public spaces conducive to pedestrian activity should also form an integral part of any redevelopment proposal.

Pedestrian Permeability

Opportunities to improve pedestrian permeability require investigation, particularly in terms of improving accessibility to the Market Square and developing 'linkage routes' of environmental quality behind the Main Street. It is an objective of this Plan that pedestrian permeability is addressed within the Town Centre.

Traffic Management

A traffic management plan (TMP) has been recently completed for the town

Car Parking

In addition to the public car park located at Fairgreen, individual retailers provide extensive car parking facilities in the proximity of their premises. As a consequence, the Area has become dominated by car parking throughout.

It is an objective of this Plan to investigate opportunities to consolidate car-parking arrangements at the Mart Area. There may exist an opportunity to consolidate parking at a single location in the Mart Area, and consideration should be given to a multi-storey car park. Consolidation of parking should open up opportunities to improve the public realm and for possible infill development within the Area.

Indeed, parking requirements in this Area may increase, in the long-term, with the opening of the by-pass and as a consequence of the proposed main access road from the by-pass passing directly through the Area and linking to the Main Street.

This proposed access road has the potential, on completion of the by-pass, to become the busiest access point to the Town for residents, shoppers and visitors. The quality of the urban realm and architectural standard of new development in this area should reflect its future role as the main entrance into the Town.

Proposed Access Road

Consideration should be given to the design of this route, the pedestrian linkages that will be required as a consequence, standard of footpaths and paving and the appropriate level of planting. It is a policy of this Plan to ensure that adequate lands are reserved for this proposed access road and that pedestrian permeability is maintained.

Macroom Square

Historically, the Square has been the focal point of the Town, playing a pivotal role in the administrative, commercial, cultural and recreational functioning of the Town. The Area has a distinctive character and accommodates a number of buildings of architectural merit.

Key Development Sites

Two significant sites for development have been identified to the north and south of the Market Square, located behind the Main Street. It is the intention of the Council that each of the sites is developed as a cohesive unit integrated with the Market Square. In this regard, they will be supported in the assembly of land. They also have constraints with regards to accessibility from the Main Street, which will need to be addressed. Both sites should play a key role in the relocation of on-street car parking from the Market Square.

The site to the North of the Market Square, includes the land and buildings of the former Church of Ireland Church, on Castle Street. This building is in the ownership of the Town Council and has the potential to be redeveloped for a cultural/tourist use and provide a tranquil space away from the busy congestion of the Market Square. The Northern end of the site overlooks the River Sullane and an opportunity exists to integrate the site (and the Area) with this amenity.

Overall this Area has the potential to be a very vibrant mixed-use space, however this has been constrained by a number of key factors that are discussed below. It is an objective of this Plan that short and medium term proposals are developed that can have a positive impact on addressing constraints and improving environmental quality before the opening of the by-pass.

On Street Parking

Overall parked cars detract from the amenity of the Square and contribute to an increased perception of congestion. It is an objective of this Plan that the negative impacts of on-street parking be addressed. Consideration should be given to the permanent removal of parked cars on the Square, with possible relocation to the back lands.

Pedestrianisation and pedestrian linkages

The Market Square is historically a place that would have been a hive of pedestrian activity. In Towns throughout Ireland, the regeneration of this Area has successfully focussed on developing high quality urban spaces that reinforce pedestrian activity.

Currently the Tuesday Market takes place at the Market Square and pedestrianisation of the Area on this day (in particular) would be considered key to developing the full potential of the Market at this location.

The removal of on-street parking is key to any proposal for pedestrianisation and should be combined with quality urban design that incorporates appropriate road surfaces and street furniture.

It is an objective of this Plan that proposals be developed for the pedestrianisation of the Market Square and consideration should be given to a partial or phased programme. In addition to this, any Plan for the regeneration of the Market Square will also require improvements to pedestrian linkages to the Mart Area to the east and the 'River Quarter' to the west.

Congestion

Traffic congestion at the Market Square has a serious negative impact on the environmental quality of the Area. Serious improvements to congestion however will not realistically be achieved until the opening of the by-pass.

Objectives, as previously discussed, that address on-street parking, pedestrianisation and the development of key sites should play an important role, in the interim, in improving environmental quality at this location. This would also be complemented by the development of a traffic management plan for the area that addresses pedestrian safety, while also considering options regarding the circulation of traffic at this location.

The River Quarter

The Area referred to as the 'River Quarter', essentially covers town centre lands to the west. It currently consists of some intermittent retail uses along New Street, combined predominantly with a number of vacancies and housing. It is also the point from where the Town Park can be accessed.

The regeneration of this Area is largely based on the development of sites behind New Street. The aim is to develop a vibrant mixed-use quarter with attractive shops and restaurants that is complementary to significant proportion (50%) of residential development.

The development sites to the South of the Area benefit from considerable frontage overlooking the River Sullane. This presents an opportunity to optimise integration with the amenity value associated with the River and surrounding open space, which can form an integral element of the distinctive character of this Area.

Development sites in this Area will require the development of linkages (both vehicular and pedestrian) to New Street, as well as improved pedestrian linkage to the Market Square. Regeneration of this Area, also presents an opportunity to improve access to the Town Park. It is an objective of this Plan, that the regeneration of this Area be covered in an 'Urban Renewal Framework Plan' for the Town Centre.

2.3.3 Town Centre Regeneration Policies

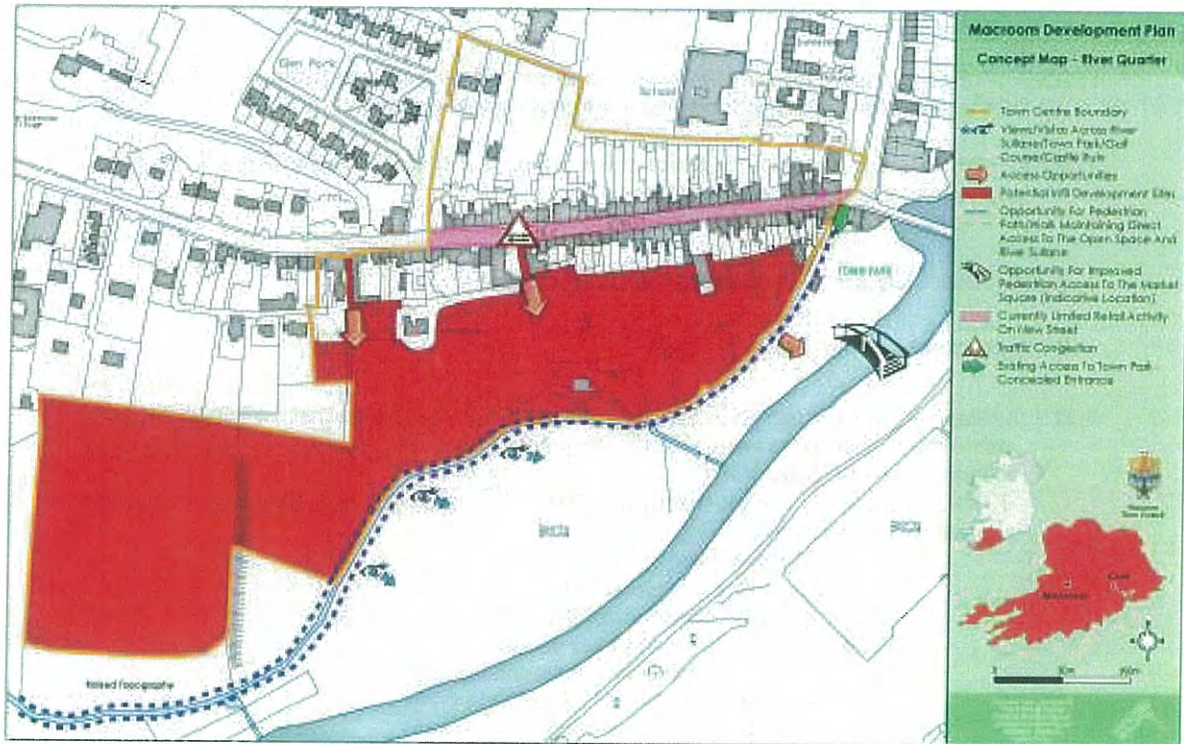
It is the policy of the Town Council to:

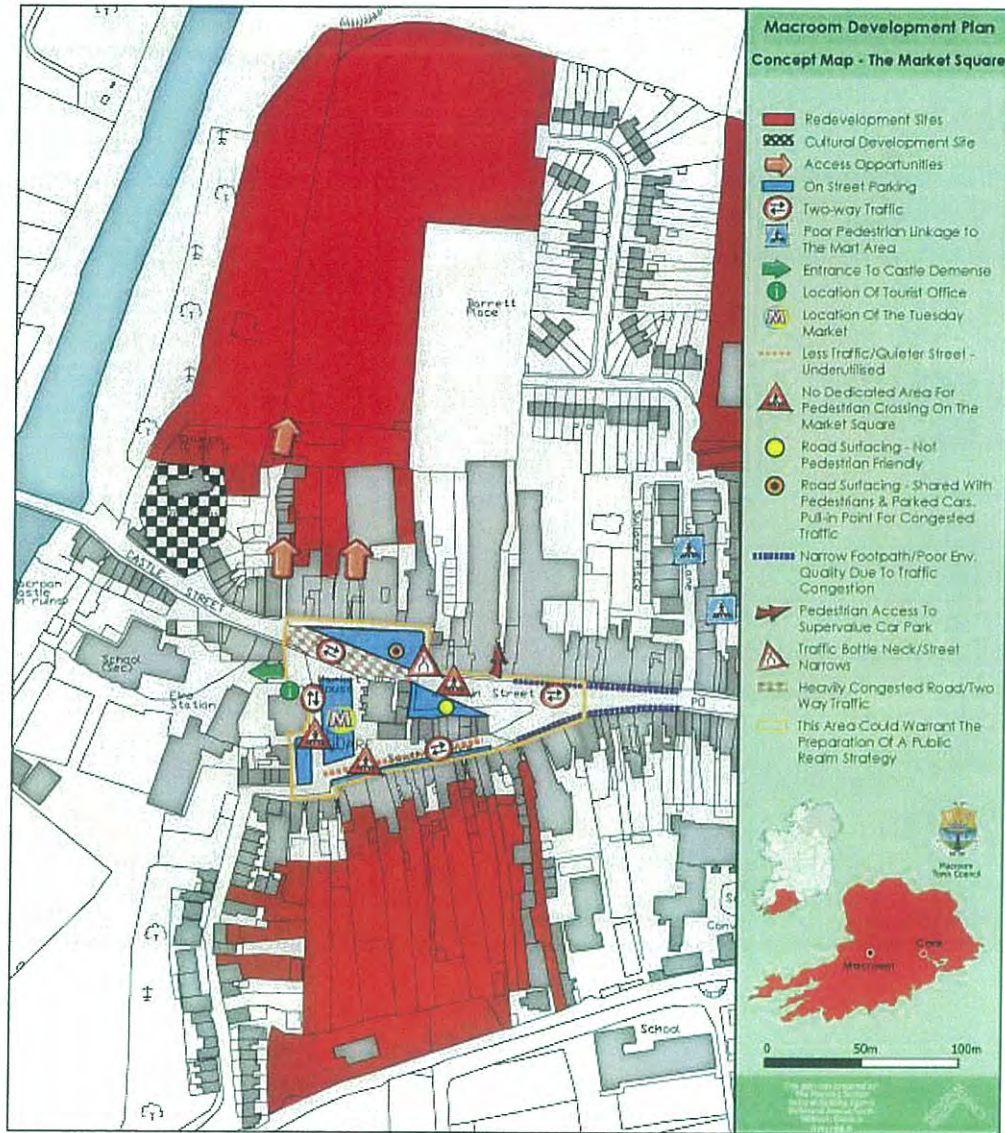
- TCP1** Promote the renewal of the Town Centre, including the three 'Character Areas', as identified. Namely 'The Mart Area', 'The Market Square' and the 'River Quarter'.
- TCP2** Support land release and assembly at the key development sites located within the Town Centre.
- TCP3** Promote synergy between the three character areas and for each area to contribute to the vitality and viability of the Town in a complementary manner.
- TCP4** Promote the concept of "living over the shop" in terms of transforming vacant floor space over shops to residential living

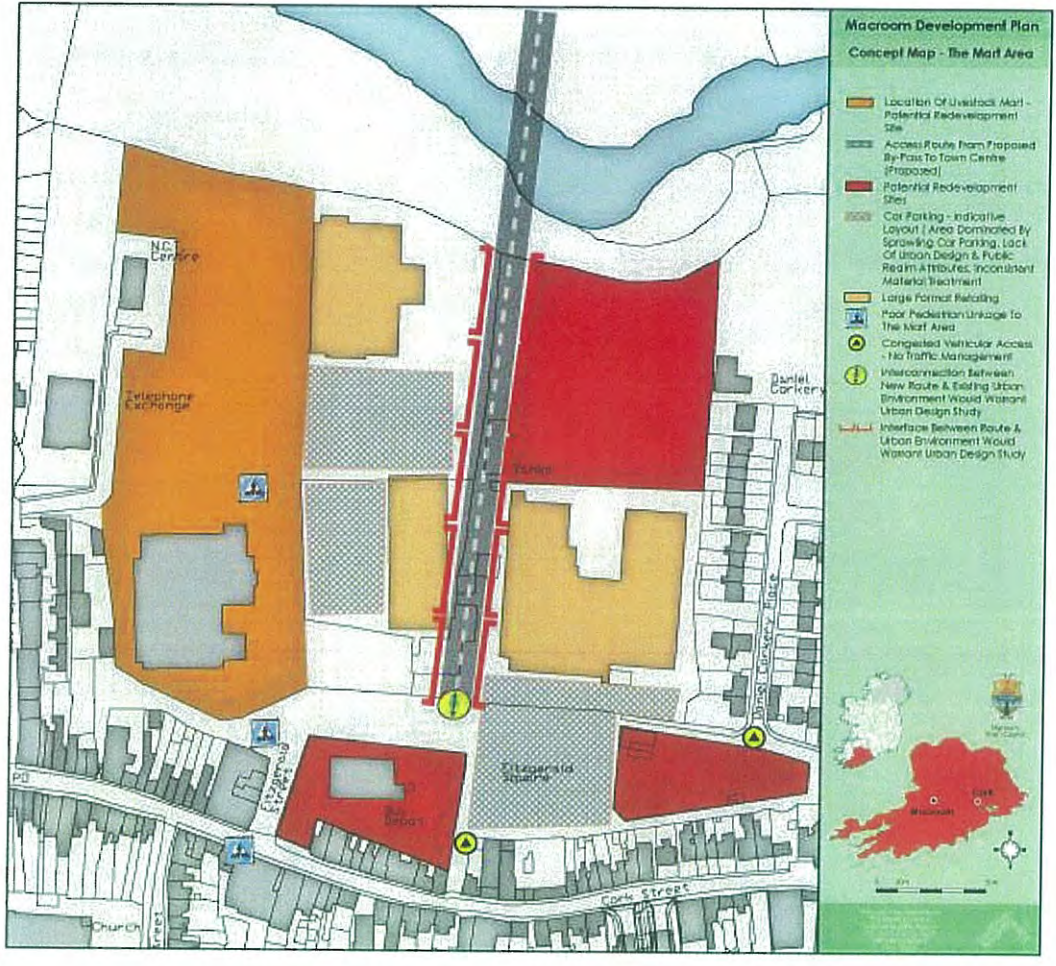
2.3.4 Town Centre Regeneration Objectives

It is the Objective of the Town Council to:

- TC1** Prepare an Urban Renewal Framework Plan for the Town Centre that addresses each of the three character areas, namely The Mart Area, The Market Square, The River Quarter (see Objectives Map).
The following issues have been identified and need to be addressed within the proposed Framework Plan:
 - Key development Sites,
 - Pedestrian safety and permeability,
 - Urban design and development of quality public spaces,
 - Pedestrianisation at the Market Square,
 - Traffic congestion and traffic management plans,
 - Car Parking – on-street and off-street car parks,
 - Access from the proposed by-pass to the Town.
- TC2** Develop and enhance the Street Market, improve layout and accessibility and prioritise the sale of quality local produce (see Objectives Map).
- TC3** Relocate the Council yards from the centre of the town in order to facilitate development at the 'Mart Area' (see Objectives Map).
- TC4** Ensure adequate lands are reserved in the Mart Area for the proposed access road from the by-pass and that pedestrian permeability is maintained (see Objectives Map).
- TC5** Seek the designation of the Town Centre for tax and grant incentives in the event of future urban renewal schemes being introduced (no map reference).







2.4 Built Heritage

2.4.1 Background and Context

Physical Character

The strong linear profile of Macroom is perhaps its most discernable physical attribute. It is intersected by the River Sullane, which runs underneath a fine stone bridge of ten arches, located to the west of the town. The town of Macroom sits in a valley, surrounded by steep hills to the north and south. The elevated nature of much of the surrounding land resulted in the town evolving on an east-west lineal basis. The presence of the railway line from 1866 to the 1950's also influenced the physical development of the town, reinforcing its linear pattern (see Record of Protected Structures Map).

Landlord Influence

The built environment of Macroom exhibits significant landlord influence. In the early 19th century, the town was encircled by 7 large estates – Coolcawer, Codrum, Rockborough, Coolyhane, Firville, Masseytown and Mount Hedges. However, the estate which exerted the most influence on the development of the town was Macroom Castle, and in particular its 19th century landlord – Robert Hedges Eyre. Hedges showed a strong interest in the urban planning of Macroom, commissioning the design of a number of buildings including the Protestant and Catholic churches, a new inn (now the AIB bank) and overseeing improvements to the market house. He also encouraged townspeople to improve the appearance and condition of their properties. Consequently, the town emanates a strong planned character, with many of its 19th century structures still in excellent condition today.

A second important landlord family was the Masseys of Mount Massey, an estate located to the north west of the town. The Masseys were largely responsible for the planning and development of Masseytown. This planned suburb was designed to accommodate the courthouse, barracks, new housing as well as manufacturing such as milling, textiles and tanning. It also had its own fair green. Today, many of the buildings are still standing. Although some, such as the barracks, perform their original function, others such as the mill buildings are no longer in use, yet continue to make a strong contribution to the character of the area.

Religious and Social Influence

An analysis of the morphological pattern of Macroom highlights the way in which the town was subject to both Catholic and Protestant influence. The east of the town displays a more Catholic influence, featuring a linear pattern of terrace housing along Main Street (much of which is now used for retail) and Cork Street, as well as a network of laneways bearing Catholic surnames such as Duggan's Lane and Donovan's Lane. Macroom Castle, with its extensive lawns and woodland, is the most obvious example of Protestant influence in the town. In the vicinity of the Castle was the Protestant Church and school (now the Peadar O' Laoire museum). To the west of the river, the presence of a number of large houses such as Sunnyside, Sandy Hill and Masseytown, signified that this was a more prosperous area. While these religious divides are no longer relevant today, the town still continues to display evidence of different historical influences. This serves to make the architectural heritage of Macroom more interesting and the historical legacy of the town more palpable.

General Character

The influence of landlords on the development of Macroom meant that it grew to become a town well equipped with services and facilities. Consequently, it has a strong history as a market town. The wide market square is still present today, and along with the town hall, the AIB bank, and the gates to Macroom Castle, this area continues to act as a focal point of strong character in the town. Alongside this market district, there are a number of other districts in the town which have evolved through the years each having their own character. Chapel Street, to the east of the town, is the traditional education and religious district, containing the Catholic

Church, Convent of Mercy and a number of schools. To the west of the town, in the vicinity of Masseytown, are the Legal and Medical districts (originally containing the courthouse, barracks, workhouse and medical practices) and the Manufacturing and Trade districts (originally home to numerous mills, a tannery, etc).

The town of Macroom therefore possesses a rich and varied architectural heritage. Due to the fact that it was planned in a coherent manner throughout the 18th and 19th centuries, it remains today a town of strong historical character, retaining many of its original buildings and functions.

The Record of Protected Structures

The Planning and Development Act, 2000 (Part II, Section 10) places an obligation on all local authorities to include in its development plan objectives for the protection of structures, or parts of structures, which are of special architectural, historic, archaeological, artistic, cultural, scientific, social or technical interest. These buildings and structures are compiled on a register known as the Record of Protected Structures (RPS).

2.4.2 Record of Protected Structures

There are currently 53 structures on the Macroom Town Council RPS. These are outlined in greater detail in Appendix B and on the Built Heritage Map. The map is considered as a guide and should only be used as an aid to identification. It does not seek to indicate or define the curtilage of any building.

2.4.3 Architectural Conservation Area

This Plan proposes to protect the built heritage of Macroom through the designation of an Architectural Conservation Area (ACA). ACAs are defined as places, areas, groups of structures or townscapes, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. They also include areas which contribute to the appreciation of protected structures. ACAs should be viewed as a mechanism for the protection of architectural heritage by controlling and guiding change on a wider scale than the individual structure, in order to retain the overall architectural or historical character of an area.

The Planning and Development Act, 2000 (Part II, Section 10 and Part IV, Section 81) places an obligation on local authorities to include an objective for the preservation of the character of ACAs. The effect of having a building listed on the RPS or within an ACA, is addressed in the Development Control Section (See Section 3.0). In essence works which are normally considered 'exempted development' i.e. not expressly requiring planning permission will now require planning permission.

The ACA within Macroom is outlined on the Built Heritage Map within this Plan. It extends from New Street to the Bus Depot and takes in the areas of Castle Street, Market Square, North Square, South Square, Sleveen Lane, and Main Street.

2.4.5 Built Heritage Policies

It is the policy of Macroom Town Council to:

- BHP1** Promote the protection of the built environment of Macroom which is of architectural heritage merit by:
- identifying structures of special architectural heritage interest,
 - including them in the Record of Protected Structures, and
 - taking such steps as are necessary to ensure the protection of these structures.
- BHP2** Preserve the character of areas of special interest within the town of Macroom by:
- identifying those areas of special interest,
 - designating appropriate Architectural Conservation Areas,
 - taking such steps as are necessary to ensure the preservation of the special character of these areas.
- BHP3** Have regard to 'Architectural Heritage Protection – Guidelines for Planning Authorities'(DoEHLG, 2004), for the assessment of all proposed works to, or within Protected Structures, and structures within the ACA, so as to ensure that such works respect the character and special interest of the structure and adhere to best conservation practice and procedures.
- BHP4** Refer all planning applications that would impinge upon any historic structure to the Architectural Heritage Advisory Unit of the DoEHLG, and where considered necessary on the advice of the DoEHLG, prevent development that would inappropriately and irretrievably damage any such structure or monument.
- BHP5** Ensure that any development, modifications, alterations or extensions affecting a Protected Structure, or structure within the ACA, are sited and designed appropriately and are not detrimental to the character of the structure, its setting or character.
- BHP6** Encourage and provide advice for appropriate proposals to restore, redevelop or re-use Protected Structures or structures within the ACA, so as to ensure that these structures have a long and sustainable future and do not fall into disrepair through neglect. In respect of such proposed works, the Council will encourage pre-planning discussions with the Conservation Officer.
- BHP7** Implement the annual Conservation Grant Scheme for Protected Structures through grant aid by the DoEHLG.
- BHP8** Issue declarations on request to owners of protected structures as to what works are compatible with the protected status of their structure.
- BHP9** Identify structures on the Derelict Sites Register which are of architectural heritage merit and are suitable for re-use.
- BHP10** Encourage the retention of historic shop and pub fronts, original windows, doors, renders, coverings and other significant features of historic buildings whether protected or not.
- BHP11** Encourage the retention and protection of ruins, follies and walled gardens that occur within the plan area. Further deterioration of these structures should be avoided through raising awareness of the contribution they make to the character of the area. The re-use of these structures as private, semi-private or public areas of open space will be encouraged. New buildings in the vicinity of these structures will generally be discouraged, unless they are considered to be sensitive in scale and character.

BHP12 Ensure that Architectural Heritage Impact Assessments (see Appendix B, Architectural Heritage Protection – Guidelines for Planning Authorities, DoEHLG, 2004) are prepared as part of any planning applications for the deletion of structures from the RPS and for the demolition of Protected Structures. Such assessments will also be required for more extensive and complex works such as major refurbishment projects.

2.4.6 Built Heritage Objectives

It is an objective of Macroom Town Council to:

- BH1** Continue to facilitate greater public access to Macroom Castle Demesne (RPS No. 12) (see Objectives Map).
- BH2** Examine the feasibility of re-using the Church of Ireland Church (RPS No. 20) for a community purpose (see Objectives Map).
- BH3** Protect important non-structural elements which contribute to the significance of the built heritage. These elements include historic gardens, stone walls, landscapes, demesnes, curtilage features, historic landscaping and street furniture. The Town Council will promote awareness and best practice in relation to these elements (No Map Reference).

2.5 Archaeology

2.5.1 Background and Context

Archaeology is a resource, which can be used to gain knowledge of the past and to understand how humans in the past interacted with the environment. The archaeological heritage of an area is therefore of great cultural and scientific importance (see Archaeological Objectives Constraints Map).

Macroom town contains many sites of archaeological interest. One of the most noteworthy recorded monuments in the plan area is the remains of a country house known locally as Mount Massy at Kilnagurteen (CO070-053). It was once the rural residence of the landed gentry. The houses date from the late 17th century to the first half of the 19th century. Another important archaeological remain in the Macroom area is a standing stone at Ballyreerane (C0071-004). Many other significant archaeological features within Macroom are apparent in the form of souterrains, fulacht fia, ringforts, standing stones, holy wells and graveyards. A full list of the archaeological sites are listed in Appendix C.

2.5.2 Protection of Archaeological Sites and Monuments

The value of archaeological sites and monuments in Macroom are recognised by the Town Council and development applicants are advised to consult archaeological maps (available from the council), and the Environmental Parameters Map within this document, to ascertain whether their development is located in a known area of archaeological potential. If a development has the potential to impact upon the archaeology of an area, the planning application will be referred to the National Monuments Service of the Department of the Environment, Heritage and Local Government (DoEHLG) for their recommendations. Views of other interested bodies will also be taken into account when at the planning application stage. The Town Council will also have regard to the document 'Framework and Principles of the Archaeological Heritage' published in 1999 by the DoEHLG which sets out archaeological considerations that need to be taken into account in the development process.

Where a person is intending to carry out works which may interfere with a monument or site, they must give two months notice to the DoEHLG who will specify what precautions or actions will be required. In enabling assessment of the sites, applicants will be required to define the buffer area or area contiguous with any setting and visual amenity of the site

Potential sites of archaeological interest may include archaeological remains beneath the ground surface. If such remains be uncovered during development works they must be investigated and recorded in detail. The council will adopt a policy of archaeological monitoring which will be required on developments where the scale and nature of these developments would have a negative impact on previously unknown archaeological features.

2.5.3 Archaeological Policies

It is the policy of the Town Council to:

- AP1** Preserve and protect the archaeological sites listed in this plan along with any archaeological remains discovered but not yet recorded.
- AP2** Support access to sites of archaeological importance, if appropriate, within Macroom with the cooperation of the various landowners on which sites are located.
- AP3** Support the provision of amenity walkways which would link as much as possible the various archaeological sites within the Macroom area.
- AP4** Ensure that proposed developments that may, due to their size, location or nature, have implications on the archaeological heritage of the plan area, are subject to a full archaeological assessment. Such an assessment will ensure that the development is designed in a way as to avoid or minimise any potential effects on archaeological features. The Council shall consult with the National Monuments Service of the DoEHLG.
- AP5** Ensure that any direct impacts on national monuments in State or Local Authority care or subject to a preservation order will require the consent of the Minister for the Environment Heritage and Local Government under Section 14 of the National Monuments Act 1930 as amended by Section 5 of the National Monuments (Amendment) Act 2004.

2.6 Residential Development

2.6.1 Recent Development

Over the past six to ten years Macroom has experienced a significant amount of new residential development, particularly towards the western edge of the Town. New developments have included The Glenties, The Hermitage, The Lawn, Ard na Greinne, Millbrook, Lios Na Fea and Ros Alainn.

Existing housing stock predominantly consists of 3 and 4 bedroom detached and semi-detached homes. More recent development has included some smaller 2 bedroom units and townhouses. The average house price for a 3 bed semi-detached home is approximately €300,000, rising to between €400,000 and €450,000 for a four bed-detached home. Overall there is a good mix of housing in the town that can cater for requirements at different stages in the family life cycle.

The Town has experienced significant demand for housing from families relocating from Cork city and the surrounding area (e.g. Ballincollig), hoping to take advantage of better value housing in Macroom and then commuting for employment. Also the completion of the Ballincollig bypass in late 2004 improved commuting times to Cork city from Macroom and increased the Town's desirability as a residential location.

There are currently no occupied apartment developments in Macroom, although approximately 50, 1-2 bed units are planned to come onto the market in the near future. The proposed town centre apartment developments should assist in enhancing accommodation diversity and mix in the Town, while predominantly meeting the accommodation requirements of single people and couples without children.

Older people tend to prefer housing in the town centre, close to services and amenities. The new town centre development at The Orchard has been popular amongst older people, however overall supply at central locations tends to be limited.

2.6.2 Analysis

Context and constraints

Residential development in Macroom has tended to follow an east-west axis of development along the influence of the River Sullane. Macroom Bridge connects the east and west of the town at the point of the Castle Ruins.

To the south of the Town there is a very steep incline that supports mature woodland trees. To the north of the Town, the topography is also steep in parts.

As a consequence of these constraints, development has tended towards accessible sites at the western edge of the Town. This has resulted in accentuating the linear axis of the town, increasing congestion and constraining permeability.

The 2003-2008 Development Plan made provision for 1,664 dwellings, plus an additional 800 units on unzoned (Area Action Plan) land within the boundary of the proposed by-pass. A total of 678 units were completed, under construction or granted permission but not yet constructed within the previous Plan period. It is expected that demand for housing will continue to rise over the Plan period in line with population growth, albeit at a slower rate than previously experienced.

Relevant housing policy

Cork Area Strategic Plan 2000-2020

The Cork Area Strategic Plan (CASP) 2000-2020 identifies Macroom as a 'Ring Town'. The Plan anticipates that the population of Ring Towns and Rural Areas will grow by some 12.2% while the number of new dwellings will grow by 13,500 (22%). By 2020, the Macroom population is estimated to total approximately 5,070 persons and the total number of households estimated at 1,950

North West Cork Strategic Plan (2000-2020)

It should also be noted that the North West Cork Strategic Plan (2000-2020) predicts strong growth for Macroom urban and rural districts between the period of 2001 and 2020, with a 50% increase in housing stock and 20% increase in population predicted.

Joint Housing Strategy (Draft 2007)

Part V of the Planning and Development Act 2000, requires that all Planning Authorities prepare Housing Strategies. The legislation also provides for the preparation of a Housing Strategy jointly.

The Joint Housing Strategy for the Cork Planning Authorities (Draft 2007) was prepared by eleven planning authorities, including Macroom Town Council and has been incorporated into the Macroom Development Plan 2009-2015. The Strategy sets out measures to address the housing needs of the existing and future population of Cork to 2020.

The Joint Housing Strategy aims:

'To help enable the people of Cork, now and in the future, to have a place to live, suited to their needs, as a price that they can afford'.

Four key principles guide the Joint Housing Strategy.

Principle 1: To provide for a diverse range of housing needs

Principle 2: To promote balanced Communities

Principle 3: To promote sustainable development of the urban and rural environment

Principle 4: To promote a high quality living environment

2.6.3 Housing Land Requirements 2009-2015

This Plan aims to accommodate the housing requirements of a total population of 4,487 persons over the Plan period, equating to an additional 1,080 persons and a requirement for 432⁵ households.

The zoning of land for residential development is based on a strategy of consolidation, achievable through the identification of key development sites in the town centre and at the edge of the town.

Appropriate densities have been developed in line with the Guidelines for Sustainable Residential Development in Urban Areas (Department of the Environment, Heritage and Local Government, Draft 2008). The Guidelines recommend densities for:

- Central residential and mixed use sites (30-40 dwellings per hectare),
- At edge of centre sites (25-30 dwellings per hectares) and,
- At edge of town sites (15-20 dwellings per hectare).

A total of 55 hectares has been zoned for residential development in this Draft Development Plan. Current zonings can accommodate between 1,309 and 1,623 units in a variety of dwelling

⁵ 2.5 persons per household

types at appropriate densities and will comfortably accommodate additional population requirements within the Plan period.

In line with a strategy for urban consolidation, a sequential approach has been adopted for the development of lands for housing. There is a preference for the development of lands within the town centre, in the first instance. Followed by medium density sites immediately adjacent to the Town Centre (edge of centre) and finally peripheral sites to the north and low density sites to the South.

Table 5: Housing Capacity Study, Macroom

	Zoned Land (ha)	% of Zoned Land	Density (p/ha)	Min. Housing Units	Max Housing Units
Town Centre*	8	15	30-40	243	324
Medium Density	36	65	25-30	899	1075
Low Density	11	20	15-20	167	224
Total	55ha	100%	-	1,309	1,623

**Assuming 50% residential uptake of land.*

2.6.4 Social and Affordable Housing

Social Housing

A total of 15% of households in Macroom rent from the local authority or a voluntary body, compared to 7.5% of households in Cork County as a whole⁶. Residential neighbourhoods with significant numbers of local authority housing include O'Connor Park (Masseytown), Fairfield Drive, Dan Corkery Place and St Colman's Park. In recent years, a substantial number of these units have also been sold to tenants under the Tenant Purchase Scheme.

In the Macroom area, there are currently 165 households on the waiting list for social housing, compared to 143⁷ in 2006 and 76⁸ in 2002. Housing type requirements are dominated by 2 and 3 bed units that cater for smaller housing units than would previously have been the case.

Affordable Housing

In the previous Plan period 3 affordable housing units were allocated to applicants and a further 9 units are pending allocation within the Town. There is a demand for additional affordable units in the Town, should they become available in the future.

⁶ Source CSO 2006, SAPS (Macroom Urban 005)

⁷ Joint Housing Strategy

⁸ Joint Housing Strategy

2.6.5 Housing Policies

It is the policy of the Town Council to:

- HP1** Implement those parts of the Cork Joint Housing Strategy (Draft, 2007) that apply to the Town Council area.
- HP2** Ensure that appropriate units, close to services and amenities, are developed in the housing market for the elderly, people with disabilities and other special needs households.
- HP3** Encourage well-planned housing within the urban area and discourage ribbon development.
- HP4** Implement the residential densities as recommended by the Guidelines⁹.
- HP5** Encourage social inclusion through the development of integrated neighbourhoods catering for different ages and incomes and with an appropriate mix of dwelling sized.
- HP6** Require all new residential development to reserve the maximum provision of 20% social and affordable housing, split 50/50, as allowed for under Part V of the Planning and Development Act 2000 (as amended).
- HP7** Meet requirements for social housing under Part V of the Planning and Development Act.
- HP8** Participate in the development of the Cork Traveller Accommodation Plan (2009-2012) and to adopt the sections of the Plan that are relevant to Macroom¹⁰.

2.6.6 Housing Objectives

It is the objective of the Town Council to:

- H1** Identify lands suitable for housing development within the Plan period and beyond (no map reference).
- H2** Apply a sequential approach to applications for housing development in the Town. Supporting development, in the first instance, at town centre locations, secondly at the edge of the town and finally at the periphery of the Town and on low-density sites (no map reference).
- H3** To ensure that the design of new residential developments are sympathetic to the context, are permeable, have open spaces that are overlooked and have access to an appropriate level of social and community infrastructure (no map reference).
- H4** Require 20% of all new residential developments on lands zoned for residential/housing and other uses or lands zoned for a mixture of residential/housing and other uses be reserved for social and affordable housing in accordance with the principles, policies and programmes for action set out in the Draft Joint Housing Strategy (no map reference)

⁹ Guidelines for Sustainable Residential Development in Urban Areas (Department of the Environment, Heritage and Local Government, Draft 2008)

¹⁰ According to CSO 2006 (SAPS) for 005 Macroom Urban, there is a total of 3 Travellers residents in the Town.

- H5** To ensure that the portion of reserved land allocated to either social or affordable housing will be in accordance with the Joint Housing Strategy for the County (no map reference)
- H6** Ensure that the Masseytown Relief road is completed before allowing any residential development on the newly zoned residential lands at Gurteenroe (see objectives map)

2.7 Natural Environment

There are a number of significant natural features in Macroom, such as rivers, wetlands and woodlands, which unite to give the area a unique environmental character. The natural environment also contains a variety of species and acts as an important amenity for the residents of the area. The town is located north of the confluence of the Rivers Sullane and Lee.

2.7.1 Landscape Character

The picturesque town of Macroom is located in a wide valley, bordered to the north and south by steeply rising lands. To the south, the lands rise very steeply, climbing from 70 metres to a height of 160 metres above sea level in a relatively short distance of space. To the north, the lands rise less steeply, reaching heights of 100 metres above sea level around the townland of Coolyhane. These contours are identified on the Environmental Parameters Map within this plan. The steep hills to the south act as an important buffer between the town and the Gearagh an important environmental area.

The Sullane bounds the town to the north-east and south-west, and meets the River Laney in the extreme east. A glimpse at any map of Macroom illustrates the influence exerted by the Sullane on the development pattern of the town. In the west, the historic suburb of Masseytown has developed parallel to the River, while in the east; the town boundary can be seen to terminate at the meeting of the Sullane and Laney. It is therefore apparent that the River Sullane is Macroom's most defining environmental feature. In addition, it acts as a valuable natural resource, as well as an important amenity for the people of the town.

Another significant environmental feature is the Gearagh, which is located 5 kilometres to the south of Macroom. This is the most extensive area of alluvial woodland to be found in Western Europe, and is a site of international environmental importance.

This plan will aim to establish a balance between the future growth and expansion of Macroom and the protection and preservation of its unique natural environment. This section should be read in conjunction with the Constraints - Environmental Parameters Map.

2.7.2 Natural Habitats

Macroom contains a wide variety of habitats including watercourses, agricultural land, hedgerows, wetlands, areas of woodland and an area of alluvial forest. Besides providing natural habitats to a variety of species, these areas provide many benefits to the residents of the area.

Watercourses

The main watercourse in Macroom is the River Sullane, a tributary of the River Lee. The Lee flows out of the Gearagh to the eastern side of Macroom where it meets with the Sullane. The Sullane is also joined by the River Laney just before it meets the Lee. In addition, Macroom features a number of streams. These occur to the north of the plan area, and run in a north to south direction. Two of the streams feed into the Sullane, while the third stream located to the extreme east of Macroom, feeds into the Laney. These watercourses represent an important environmental resource in Macroom.

A recent report (*2005: Environmental Protection Agency River Water Quality Report*) concluded that the water quality of both the Sullane and the Laney was satisfactory. However, it also highlighted that one of the Sullane's tributaries exhibited signs of pollution. Another issue in

relation to the River Sullane is the potential flood risk associated with it. In previous years, severe flood damage was caused to houses and premises in the Masseytown / New Street area when the Sullane burst its banks. Flood Risk Management will be addressed in Section 2.12 of this Plan: Infrastructure, Engineering and Utilities.

The potential of these watercourses to enhance the quality of life of residents in the area should not be underestimated. This plan proposes the protection of river water quality throughout the Macroom area. An important objective in this respect is the integration of stream corridors into broader areas of open space which can accommodate storm water attenuation ponds in accordance with Sustainable Urban Drainage Systems – SUDS.

Agricultural land and hedgerows

Land use in Macroom is constrained by the rocky and steep nature of the topography. In addition, the land is quite shallow in depth and has poor drainage qualities. The land lying outside the urban centre of Macroom is generally rural in character, featuring large tracts of agricultural fields, some lined with hedgerows and mature trees. These trees perform a valuable function by assisting the integration of housing developments into the landscape, particularly in elevated areas.

There are also a number of mature hedgerows in the area, some incorporating larger trees. The most significant of these occur between the townlands of Coolyhane and Bealick, and also in the Sleveen East area. These are identified on the Environmental Parameters Map within this plan. The protection of such hedgerows is encouraged. They provide valuable habitats for wildlife and also enhance the character of an area. Hedgerows should be retained and incorporated where possible into any future development of the area.

Value of Hedgerows

- Flooding Control – root systems of hedgerows regulate water movement and help prevent flooding.
- Disease control – hedgerows help prevent the spread of airborne disease.
- Water Quality – hedgerows trap silt and soil particles, which clog up fish spawning grounds if they enter watercourses.
- Cultural/Historical – hedgerows are part of Ireland’s cultural, historical and archaeological heritage. Townland boundary hedgerows are particularly important as they can often date from medieval times.
- Wildlife – as the area of native woodlands in Ireland is small, hedgerows have become very important wildlife habitats. They provide food, shelter, and corridors of movement, nest and hibernation sites for many of our native flora and fauna.
- Screening – hedgerows when incorporated into urban developments provide screening and can greatly enhance the scenic quality of the area.

Woodlands

Due to Macroom’s historic association with large country estates, there remain today a considerable number of woodlands, mature parkland trees and stands of trees in the area. These trees represent an important environmental amenity for the area, and are particularly scenic given their elevated location overlooking the town of Macroom and the River Sullane. The Sullane is also lined with trees on either side.

The woods at Codrum are amongst the most significant swathes of mature trees to be found north of the Sullane. This woodland dates from the 18th century, originally forming part of the Codrum House estate. The Mount Massey estate, located east of Codrum, originally contained a dense woodland area. However, little of this woodland remains today, with the footprint of the

remaining trees being quite dispersed. The townlands of Firville and Coolyhane, also located to the north of the Sullane, feature clusters of mature trees.

To the south of the Sullane, a significant area of woodland occurs in the Mount Hedges estate. This estate abuts the demesne of Macroom Castle, which features the finest example of mature parkland trees in the area. Species here include oak, horse chestnut, beech and sycamore. Some of the trees in the demesne have been planted in the last 25 years by the Macroom & District Environmental Group. The demesne is also very rich in animal and bird species, featuring stoat, rabbits, foxes, swans and native songbirds.

The benefits of woodlands are numerous and this plan encourages the use of current funding such as the NeighbourWood Scheme, which is part of the new Forestry Programme 2007-2013. This scheme is open to Local Authorities, private landowners and others who intend to enhance existing woodland, to develop new woodland or to install woodland facilities into new or existing woodland for public access and enjoyment.

Areas of woodland which may be suitable for the NeighbourWood scheme include those at Codrum and the Mount Massey estate. Given the fact that the majority of new housing developments in Macroom have occurred in the vicinity of these woodlands, it would seem an opportune time to develop them as informal walking routes for public access.

Wetlands and environmentally sensitive areas

Wetlands perform a range of ecological functions and are critical for the conservation of biological diversity. They are also important from a socio-economic perspective as they can act as habitats for fishery and forestry. Wetlands occur to the extreme south of the plan area, as well as in Sleeven East and Gurteenroe / Masseytown area. There are also a number of rocky outcrops in the Macroom area, which feature a variety of gorse species. The most expansive area of rocky outcrop occurs in Sleeven East.

Much of the wetlands and rocky outcrops occur in areas of steep topography. In order to protect the sensitive environmental character of these lands, they have been designated a zoning of Environmental Amenity Reservation (Please see Land Use Zoning Map). This ensures that the ecological function of these lands will be preserved and that their scenic character can be maintained.

2.7.3 European and National Environmental Designations

The Gearagh near Macroom on the River Lee is a site of international importance where the most extensive alluvial woodland in Western Europe is found. Its environmental designations include:

- Natural Heritage Area (pNHA) - 000108
- Special Area of Conservation (SAC) - 000108
- Special Protection Area (SPA) - 004109
- Statutory Nature Reserve
- Ramsar Site
- Biogenetic Reserve
- Wildfowl Sanctuary

This unusual area formed where the River Lee breaks into a complex network of channels weaving through a series of wooded islands. The alluvial woodland which remains today is of unique scientific interest. It is thought to have been wooded since the end of the last Ice Age, which ended around 10,000 years ago and frequent flooding has served to enhance its character.

Originally, this area of alluvial woodland extended as far as the Lee Bridge. Unfortunately, in 1954/55, in the eastern part of the Gearagh, extensive tree-felling and flooding were carried out to facilitate the operation of a hydro-electric scheme. Around sixty per-cent of the former woodland was lost. Today, the reservoir covers the area from Lee Bridge to Annahala Bridge and westwards of Illaunmore Island. Tree regeneration is occurring around the reservoir, which may restore some of the lost woodland. It will be an objective of this plan to protect the environmental quality and diversity of the Gearagh.

2.7.4 Views

The elevated nature of the surrounding lands means that there is an abundance of scenic views in Macroom. The River Sullane and the Gearagh, as well as the many areas of woodland, act as important components in the many views to be seen in Macroom and the surrounding landscape. A number of important views have been identified on the Objectives Map. It will be an objective of this plan to ensure that they are protected.

- View 1: From the townland of Gurteenroe, southwards towards the western end of Macroom town, and further south to Macroom Castle demesne.
- View 2: From the townland of Lackaduff, northwards towards Macroom Castle demesne and further north to Masseytown and Gurteenroe.
- View 3: From the townland of Sleveen West, southwards towards the Gearagh.
- View 4: From the townland of Sleveen West, northwards into the eastern end of Macroom town, and further north to the townlands of Firville and Bealick.

2.7.5 Strategic Environmental Assessment

Appropriate Assessment of the potential for this Development Plan to impact negatively on Natura 2000 European sites, as required under Article 6(3) of the EU Habitats Directive, has been carried out by ecologists from RPS group in consultation with staff from the National Parks and Wildlife Service.

As part of the preparation of this Plan, a Strategic Environmental Assessment (SEA) was carried out by RPS Consultants. SEA is the process by which environmental considerations are required to be fully integrated into the preparation and adoption of Development Plans and other programmes. The objective of the SEA process is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into plans and programmes with a view to promoting sustainable development. The SEA for this plan takes into account all issues of sustainability including the built and archaeological heritage, natural environment and environmental designations, open space and public amenity, community facilities, and infrastructure.

2.7.6 Natural Environment Policies

It is the policy of Macroom Town Council to:

- NEP1** Protect and enhance the unique environmental setting of Macroom, particularly its relationship with the River Sullane.
- NEP2** Ensure that the River Sullane and its tributaries, including their riparian corridors and associated habitats and species, are protected, enhanced and kept free from pollution. Protect the area along the channel of the Sullane, its bankside and flood plains from development.
- NEP3** Protect and enhance the quality of watercourses throughout the plan area, through the promotion of Sustainable Urban Drainage Systems (SUDS). The Town Council will assess and upgrade storm water overflows with a view to compliance with current legislation. Existing foul and surface water drainage systems will be separated as the opportunities arise.
- NEP4** Encourage developers to incorporate features of the natural environment, such as rivers, streams, existing flora and fauna, significant tree groups and hedgerows, geology within open space layouts and/or in the planning of future developments.
- NEP5** Ensure minimum impact to local flora and fauna by new or existing developments in the area.
- NEP6** Encourage the protection of significant trees, tree groups, woodlands and hedgerows in Macroom as identified on the Environmental Parameters Map.
- NEP7** Develop suitable programmes under the NeighbourWood Scheme to increase public access to woodland areas, to enhance existing woodland areas and to install woodland facilities, e.g. benches, picnic areas, playgrounds.
- NEP8** Require any future planning applications for development in the vicinity of *The Gearagh* SPA or *The Gearagh* cSAC, including any planning application for development within the catchments of the River Lee upstream of The Gearagh or the Toon River to be subject to Appropriate Assessment of any potential to impact negatively on *The Gearagh* cSAC / SPA, as required under Article 6 of the EU Habitats Directive.
- NEP9** Ensure protection for native flora and fauna against non-native species
- NEP10** Ensure protection for areas of Geological interest.
- NEP11** Ensure that when development does take place that best practice should be implemented to prevent soil erosion and prevent escape of suspended solids into nearby watercourses.
- NEP12** Ensure that any new developments have regard to the policies and objectives of the Soils Directive.
- NEP13** Ensure that future bridge design in the area will avoid in-stream works where possible and involve consultation with the South Western Regional Fisheries Board.
- NEP14** Support the undertaking of a survey for freshwater species prior to the construction of any bridges in the area.
- NEP15** Ensure new developments in the area give cognisance to the A89, A90 and A91 Scenic Routes in the Draft Cork County Development Plan 2007.

2.7.7 Natural Environment Objectives

It is an objective of Macroom Town Council to:

- NE1** Ensure the protection of the views as identified on the Objectives Map.
- NE2** Protect the environmental quality and diversity of the Gearagh and its landscape setting. Development within the vicinity of this site of international importance will be restricted, in particular housing and ancillary facilities such as septic tanks, and any other developments with the potential to impact visually or physically on the Gearagh. Any planning application for development within the catchments of the River Lee upstream of The Gearagh or the Toon River will be subject to Appropriate Assessment of any potential to impact negatively on *The Gearagh* cSAC / SPA, as required under Article 6 of the EU Habitats Directive (no map reference).
- NE3** Secure Tree Preservation Orders for the following:
- Mature woodland north of the ruins of Codrum House.
 - Mature woodland east of the ruins of Mount Hedges (see Objectives Map).

Tree Preservation Orders (TPOs)

TPOs are made only if it appears to the Planning Authority that it is expedient and in the interest of amenity in the environment to protect a tree, trees, group of trees or woodlands, which may be under threat. If the Planning Authority proposes to make a TPO, a notice will be published in one or more newspapers circulated in the area. Submissions/observations may be made to the Planning Authority regarding a proposal within a period of not less than 6 weeks (as will be stated in newspaper notice/s). A decision on TPOs will be made by the Council after careful consideration of the proposal and all submissions/observations.

- NE4** Protect existing wetlands from fill (see objectives map).
- NE5** Ensure that the lands given a zoning of Environmental Amenity Reservation are kept free from development. This is protect their ecological functions and to preserve their scenic character (see objectives map).

2.8 Open Space and Public Amenity

2.8.1 Analysis

On initial analysis, Macroom appears to be well served in terms of open space. Given the intact condition of Macroom Castle Demesne, the green riverside corridor and the undeveloped nature of much of the surrounding lands, it could be argued that the amount of open space in the town is well above average. However, the steep topography of the lands surrounding Macroom town mean that they are not suitable for active open space uses. While these lands add to the scenic character of the town, their steepness also means that they are not particularly suitable for passive open space uses such as walking, picnicking etc (see Open Space Strategy Map).

2.8.2 Castle Demesne

The most suitable lands in Macroom for open space uses are those in the Castle Demesne and along the River Sullane corridor. Within the demesne lands, there is the Town Park, a Pitch and Putt course, the G.A.A. grounds and a number of other playing fields. The majority of the Castle Demesne is used as a golf course by the Macroom Golf Club. While this is an excellent way to maintain the lands, and ensure their upkeep, it presents problems in terms of public access to the Castle Demesne. At present, the general public has good access to the demesne lands north of the river. However, in the demesne lands south of the river and west of the G.A.A. fields, public access is only permitted along the path running through the Golf Course.

2.8.3 Access to Open Space

This Plan encourages the development of greater public access to the Castle Demesne. At present, the Sullane Bridge is the only way in which access can be gained to both sides of the Castle Demesne. As this is a very busy vehicular bridge, it does not serve to enhance pedestrian permeability of the open space network in the Castle Demesne, nor is it particularly pedestrian friendly. This Plan promotes the creation of enhanced connections within the demesne lands, in particular between the north and south. A pedestrian bridge linking the Town Park with the G.A.A. lands would serve to create greater connectivity within the demesne, making the eastern portion more permeable.

There is less expanse of open space south of Sullane Bridge. Masseytown Park is a well maintained public park, however, it would benefit from a more visible entry point. East of this park, is a green corridor running either side of the River Sullane. Again, the entry point to this riverside area is not very conspicuous. Entry to the green corridor south of the river is through a set of large gates located near the Church of Ireland. This form of gated entry to a public area is not ideal. Hence, this Plan encourages the erection of information signs at access points to these green corridors. Similar signs have been erected at the entrance to the Castle Demesne in recent years and have worked well.

It is therefore apparent that Macroom contains a good number of high quality open space areas. It is also apparent that much time and energy has been invested in the appearance and condition of these areas. Park benches, litter bins, river viewing platforms, designated walking routes and other such features have all been incorporated into open space areas in recent years. However, this Plan encourages the development of greater public access to these areas, and greater awareness of these open spaces for visitors to the town.

2.8.4 Open Space within Residential Areas

Existing residential areas within Macroom appear to be well served in terms of open space. Many of the newer housing developments, such as the Hermitage and the Glenties, contain generous amounts of both private and public open space. The older residential areas in the town are also well served by open space, with many of them incorporating public parks such as St. Colman's Park to the east of the town, and O' Connor Park and the Fair Green to the west of the town.

This plan promotes the development of a number of additional open spaces, which are located in proximity to proposed new residential areas. In terms of additional areas of passive open space, approximately 16 hectares are proposed in the townland of Codrum, to the north west of Macroom, 11 hectares in Gurteenroe and approximately 22 hectares are proposed at Sleveen East. Provisions have also been made for areas of active open space, with a focus on the lands within the Castle Demesne.

2.8.5 Walking Trails

There are eight designated walkways in the Macroom area at present. These walkways are outlined and illustrated in the Macroom Walking Guide – A Tidy Towns Publication. The walkways vary from low level rustic walks along grassy tracks and riverside pathways, to longer roadway walks (see Open Space Strategy Map).

This Plan promotes the development of a number of additional informal walking trails. These will allow for linkages between areas of open space and will take advantage of the scenic quality of the outer-lying rural areas in Macroom. They have been highlighted on the Open Space Strategy Map as 'green links'. It is also proposed to connect these green links with the existing walking trails. This will serve to enhance the permeability of the entire area, making it more pedestrian friendly.

2.8.6 Playgrounds

There is one public playground within the plan area. This is located within the Castle Demesne lands, with the entrance to it located at the southern end of the Sleveen Road. However, there are no playgrounds to the north of the plan area. Given the amount of new housing that has occurred in Gurteenroe and Masseytown in recent years, these areas would seem to be appropriate locations for playgrounds. This Plan therefore proposes to identify lands that could be used to facilitate the development of public playgrounds at locations adjacent to new residential areas (See Objectives Map).

2.8.7 Open Space & Public Amenity Policies

It is the policy of Macroom Town Council to:

- OSP1** Provide protection for existing recreational facilities and ensure that all new developments make adequate provision for recreational and amenity facilities in accordance with the requirements of Cork County Councils Recreational and Amenity Policy.
- OSP2** Ensure that the recommended quantitative standards for public open space in residential areas are adhered to. Please refer to Development Management Section 3.0.
- OSP3** Ensure that the provision of open space in developments is provided in a meaningful, integrated and coherent manner, and generally discourage piecemeal and incidental open spaces.
- OSP4** Ensure the development of parks/strategic areas of open space at appropriate locations to serve the existing and future planned populations of the plan area.
- OSP5** Support and encourage the opening up of the relevant parcels of lands to public access. The success of open space proposals within this Plan depends on agreement being reached between landowners in the area and developers.
- OSP6** Protect and promote the existing walking trails in Macroom.
- OSP7** Promote greater public access to, and public awareness of, existing areas of open space, in particular the green corridor along the River Sullane.

2.8.8 Open Space & Public Amenity Objectives

It is an objective of Macroom Town Council to:

- OS 1** Develop a system of green links at the following locations:

OS 1.1 Codrum – From the parcel of land south of the ruins of Codrum House, eastwards along the outer edge of the Millbrook housing estate, then westwards to the pocket of mature trees, then extending southwards.

OS 1.2 Masseytown / Kilnagurteen – From the parcel of land located to the south of Mount Massey ruins, eastwards to run either side of the stream and as far south as the River Sullane.

OS 1.3 Sleveen East – From the pocket of mature trees located to the west of the New Bridge, extending southwards as far as Harnett's Cross, then taking in the strip of coniferous trees located to the west (see Objectives Map).

The Council will work with landowners and others in the potential development of green links in these areas.

- OS 2** Develop a children's playground at the following location:

OS2.1 Proposed Open Space at Sleveen East, south of proposed block of medium residential zoning (see Objectives Map).

- OS 3** Erect public information signs at entrance points to the River Sullane walkway (see Objectives Map).
- OS 4** Facilitate improvement works to the entrances of both Masseytown Park and the Town Park (see Objectives Map).
- OS 5** Facilitate the construction of a pedestrian bridge across the River Sullane linking the Town Park to the east (see Objectives Map).

2.9 Community Infrastructure

Community infrastructure in Macroom currently services the needs of an urban population of 3,407 (CSO 2006), while also servicing a catchment population within the rural hinterlands.

For a town of its size, there are a wide range of facilities, including Gardai station, courthouse, fire station, church, graveyard, childcare facilities, schools, a playground, health centre, and hospital service. The Town Council is responsible for the administrative functioning of the Town, and is located in the Town Hall at the Market Square.

The Town's community, educational and administrative facilities are complemented by high quality recreational facilities including the Town Park, sports pitches, golf course, angling and river walks.

The Town has experienced significant housing and population growth over the past 10 years, particularly towards the western edge. Facilities need to be aligned to meet the needs of the changing social and demographic structure of the town. This requires an assessment of childcare and educational services, recreational facilities for young people, as well as ensuring that the needs and supports required for an expanding older population are met.

There is a need for ongoing consultation with community and voluntary groups in the Town to support participation in the planning process and in the development of infrastructure and facilities for the Town.

2.9.1 Education

Primary and Post Primary Schools

There are currently 2 primary and 3 post primary schools located in Macroom Town, catering for a total of 447 students at primary level and 838 at post primary level.

Table 6: Primary and post primary school enrolments in Macroom Town

Primary Schools Macroom	Enrolments
St. Colman's Boys National School	140
St. Josephs Primary School	307
Total Primary School Enrolments	447
Post Primary Schools	Enrolments
Bishop MacEgan Vocational College	200
De LaSalle Secondary School	300
St. Mary's Secondary School	338
Total Post Primary School Enrolments	838

A number of key issues were identified for the schools located in Macroom Town, namely:

- Accessibility to schools can be difficult and drive times unpredictable due to both the high level of commuter traffic congestion in the Town and the fact that new housing development has tended to be located towards the western edge.
- Student safety is also an issue, particularly at entrance and exit points at schools and where schools are located on or close to busy sections of the road network.
- Difficulties have also been identified finding safe drop-off points for students and parking points for collection.
- An identifiable shortage of before and after school care means that working parents may be experiencing difficulties with respect to childcare arrangements outside school hours within the Town.

A number of the schools have plans to relocate and/or expand facilities over the Plan period, namely:

- St. Colman's National School will be relocating from its current location on Cork Street to a site to the south. This should provide opportunities to improve accessibility and student safety in the vicinity of the school.
- De LaSalle Boys Secondary School has Department of Education approval to increase pupil numbers by one third (100 additional enrolments) to meet demand for places. The School is also considering relocating to a site to the south of the Town that will provide additional opportunity for increased recreational space and improvements to student safety.
- There is a strong demand from all schools in the Town for the expansion/improvement of recreational/sporting facilities.

Overall sufficient capacity exists in schools to cater for current and potential future student demand in the Town over the Plan period. There also appears to be competition for enrolments with a number of schools in the rural hinterlands (outside the Town Council boundary) accepting students from the Town.

Adult and Higher Education

Within the Town, YouthReach provides FETAC level training for 30 early school leavers. Bishop MacEgan College provides a range of night classes and life long learning opportunities for adults. There is also the Adult Learning Centre located on New Street and the Teagasc Training Centre located at Codrum.

The Regional Technical College and University are situated in Cork City (40km from Macroom), as is the National Training and Recruitment Agency Complex (FAS).

2.9.2 Childcare Facilities

Macroom would be considered to be an area with a high demand for childcare, as a consequence of a significant number of households with working parents and a high level of commuting to employment.

There are currently circa six dedicated childcare facilities in Macroom, including the recently opened Masseytown Family Resource Centre (which is Macroom's first community childcare facility). In addition to private facilities, it would also be understood that family and social networks play a critical role in meeting the Town's childminding requirements.

According to the Cork County Childcare Committee¹¹, private facilities in the Town tend to focus on preschool care and are generally close to or at capacity. Parents are also choosing facilities

outside Macroom that are en route to employment centres (e.g. Ballincollig/ Coachford) and/or provide before and after-school care in conjunction with schools.

Within Macroom, shortages have been identified in before and after-school care and crèches. There would also be a requirement for playschools and appropriate outdoor play areas for children in the Town and as part of new developments.

Overall the number of private childcare facilities in the Town has not kept pace with the level of new development that has taken place. Future residential development and (any significant employment generator) will need to meet the requirements for childcare facilities as set out in the 'Childcare Facility Guidelines for Planning Authorities (Department of the Environment and Local Government, 2001). It is policy that provision should be made for well-located, purpose built childcare facilities in developments of 75 dwellings or more, in tandem with proposals for residential development. The Council will require smaller developments to pay a development contribution to enable appropriate provision off-site, where such facilities are deemed necessary.

2.9.3 Healthcare Facilities

Macroom Health centre is located within the Town and provides a range of medical, dental and health services to the local population. It is also the location of the Macroom Hospital and residential psychiatric facilities.

2.9.4 Facilities for the Elderly

There are currently two private nursing home facilities in the Town and a community hospital located at the Health Centre. There is sheltered accommodation within the town and a number of local authority housing developments that would cater for the accommodation needs of older people.

Currently the daily needs of the elderly are catered for at a satellite day care centre and there is a shortage of accessible transport provision for older people living in the town. Overall the facilities on offer for the elderly are good however there is a need for a fulltime daycare centre in the town which could be possible located on the lands of Macroom Community Hospital

2.9.5 Recreational Facilities

In general terms the area is well serviced with recreational amenities; however some gaps have been identified in service provision.

There is a need for a modern sporting and community facility that includes a public swimming pool, as currently there is no public pool in the Town. A requirement has also been identified for a youth café for young people that will provide a meeting point for 'non-sporting' related activities.

An audit is required of existing facilities such as the Town Park and Castle Demesne to ascertain the current level of usage and potential expansion of recreational facilities at these locations, through a planned and coordinated approach.

2.9.6 Arts and Culture

The Briery Gap is located at the Market Square and is the location of the Town Library, Theatre and Cinema.

The Church of Ireland church also at the Market Square presents an opportunity for redevelopment and is currently in the ownership of the Town Council. There are Plans to redevelop the former Church and for the site to play a key role in cultural life in Macroom.

2.9.7 Community Infrastructure

As stated previously there is a full-time Gardai station located within the town and an adjacent Courthouse, which operates on a weekly basis.

There is one church operating within Macroom and that is the Roman Catholic Church. At present there is the need to identify future lands for possible cemetery expansion.

The current location of the fire station within the town centre allows for little expansion and is currently experiencing access and egress difficulties.

2.9.8 Community Policies

It is the policy of the Town Council to:

- CP1** Investigate the feasibility of a centrally located state-of-the-art dual-use sports facility that could be used by all schools and community groups in the town.
- CP2** Work with schools to identify, promote and facilitate 'safe routes to schools' for students. Particular attention should be given to the school entrance/exit point, drop-off facilities and improving accessibility.
- CP3** Support accessibility of students to further training and life-long learning opportunities at an appropriate level within the town, as well as at locations outside the Town (third level institutions etc.), that facilitates them remaining based in the Town.
- CP4** Support applications for childcare facilities that are in appropriate locations in accordance with policy and the Guidelines on Childcare Facilities, 2001.
- CP5** Support the provision of an appropriate range of childcare services (i.e. childminding, sessional services, full day and after school care) ensuring the level of provision in Macroom Town reflects the Town's childcare requirements.
- CP6** Support the development of services for older people in the Town, in line with requirements and the needs of an expanding population.
- CP7** Support the active involvement and participation of community groups, clubs and organisations in identifying requirements for facilities in the Town.

2.9.9 Community Objectives

It is an objective of the Town Council to:

- C1** Require provision for appropriate childcare facilities to be provided at new commercial and industrial developments, where the Town Council deems such facilities necessary (no map reference).
- C2** Identify a suitable location for a 'youth café' in the Town (no map Reference).
- C3** Develop clear public signage that identifies the location of recreational spaces in the town. The entrances to recreational spaces that are publicly accessible need to be made more prominent and welcoming to both the local catchment population and to visitors. Conversely recreational spaces that are not publicly accessible require appropriate signage (no map reference).
- C4** Improved accessibility is required to the Town Park; the existing entrance is obscured and presents a potential safety issue for vehicles and pedestrians (see Objectives Map).
- C5** Facilitate the development of the cultural amenity for the Town in the vicinity of the Town Square, by promoting existing facilities (such as Briery Gap) and developing key sites for cultural programmes and activities (e.g. Church of Ireland Church at the Town Square) (see Objectives Map).
- C6** An audit of facilities at the Town Park and Castle Demense is required. A planned approach to the consolidation and expansion of amenities at these locations is required

with the support of a multi-stakeholder committee that includes the Town Council (no map reference).

- C7** Utilise powers under the Development Contributions Scheme to fund investment in community facilities, which will improve existing facilities and fund new community facilities (no map reference).
- C8** Ensure the provision of a full time Day Care Centre for elderly people possibly to be located in the Macroom community hospital grounds (see objectives map).

2.10 Tourism, Arts and Culture

2.10.1 Analysis

Macroom is considered to be an attractive Town that benefits from a rich heritage and a wide choice of natural and outdoor amenities. Situated approximately 38km from Cork City and 48km from Killarney, the Town has the potential to attract 'day trippers' and provide an established base for exploring the surrounding region, including the Gouganne Bearra, Inchegeela Lakes and The Gearagh. Macroom's proximity to lakes and rivers makes it an ideal base for canoe/dinghy and sailing enthusiasts.

Table 13 considers the key amenities that exist in the Town, namely; The Market Square, Castle Demesne, Town Park, River Sullane, Bealick Mill and Mount Massey House. Currently the majority of these amenities provide facilities that are essential to the Town's recreational and cultural functioning. In time the pedestrian linkages identified in this plan could link up with identified long distance routes such as the Blackwater Way. The Town however has to date not capitalised on its potential for tourism. Existing amenities serve the local population, but have yet to be explored for their desirability as potential 'tourist attractions'.

The Market Square Area

The Market Square is the focal point for heritage and culture in Macroom. The area benefits from buildings of fine architectural quality and key historical and cultural facilities. Currently it is the location of the tourist office (open for summer months only). Macroom's restaurants, shopping and tourist accommodation is predominantly located on and in the vicinity of the Square. An opportunity exists to redevelop the Church of Ireland Church on Castle Street as a key cultural amenity and meeting point for tourists.

The Castle Demesne

This is an amenity of key historical importance. The 55 hectares of open space is accessible from the Market Square and is a quality amenity area at the heart of the Town Centre. Opportunities exist to improve pedestrian access between the Castle Demesne and the Town Park, provide stronger pedestrian linkage to the Market Square and develop tourist information and signage particularly in relation to the Macroom Golf Course and the Parkland Walks.

The Town Park

The Town Park is the location of the Macroom Pitch and Putt Course and tranquil riverside walks. Located at the heart of the town centre, the Park affords excellent views of Macroom Bridge and the Castle Ruins across the River Sullane. An opportunity exists to improve pedestrian accessibility to the Park and develop linkages with the Town Centre, Castle Demesne and New Street. The amenity would also benefit from improved tourist signage and tourist information regarding facilities.

The River Sullane

The River is a key feature of the Town. Historically however development has tended to face the Main Street and New Street and turn its back on the River. The development of the 'River Quarter' aims to address this, by opening up lands behind New Street and developing a mixed-use quarter that overlooks the Town Park and the River Sullane (refer to Section 2.3: Town Centre Regeneration).

The Town does have a reputation for quality angling and an opportunity exists to promote this. The amenity would also benefit from improved tourist signage and tourist information regarding facilities, particularly at key access points to the Riverside Walk.

Bealick Mill

This restored Mill that has been developed as a quality tourist attraction. There is potential to develop strategic linkages with the other attractions in the Town and for the Mill to be a key 'day tripper' activity.

Mount Massey House

Mount Massey House is a former stately home that is currently in ruins¹¹. It still however remains as an imposing building on the landscape. It is not publicly accessible; however an opportunity exists to develop the tourist potential of lands and for the house to be a key attraction and focal point for visitors.

¹¹ Refer to Section 2.4 for detailed information.

2.10.2 Opportunities

Table 7: Amenities that provide opportunities to attract tourism to the Town

Amenities	Existing Facilities	Potential Tourism Opportunities
Market Square Area	Historical Character	Redevelopment of the Church of Ireland Church, Castle Street.
	Tourist Office	Tourist office open all year round and relocated to former Church of Ireland Church.
	Town Hall	
	Castle Ruins	Environmental improvements as part of Town Centre Regeneration (see Section 2.3: Town Centre Regeneration).
	Entrance to the Castle Demesne	
	Briery Gap Cultural Centre (theatre/cinema)	
	Library	Improved signage.
Tuesday Market Traders	Link with Macroom Walking Guide.	
Castle Demesne	55 hectares of amenity space	Excellent amenity at the heart of the Town Centre.
	Children's Playground (Sleaveen Road)	
	Macroom Golf Course	Construction of pedestrian access across the River Sullane to link with the Town Park.
	GAA Pitches	Tourist signage and information particularly for Macroom Golf Course and the Parkland walks.
	VEC Macroom Sports Complex	
Parkland/Riverside walks		
Town Park	Riverside Walks	Improve permeability and pedestrian access that links the Park to the Town, Castle Demesne and New Street.
		Improve tourist signage and information.
River Sullane	Angling	Potential for development of water sports.
	Riverwalks	Promotion and development of angling. Improve tourist signage and information.
Bealick Mill	Restored Mill and tourist attraction	This is a restored Mill that has been developed as a quality tourist attraction.
		There is potential to develop strategic linkages with the other attractions in the Town and for the Mill to be a key 'day tripper' destination.
Mount Massey House	Historical Importance	An opportunity exists to develop the tourist potential of lands around Mount Massey House and for the house to be a key attraction and focal point for visitors.

2.10.3 Constraints

The development of the tourist potential of the Town is constrained by a number of factors:

A Tourism/Marketing Strategy

There is no dedicated tourism and marketing strategy for the Town. A co-ordinated approach is required that involves key stakeholders in the Town. The Strategy should focus on developing the 'tourist attractiveness' of the amenities of the Town, while also incorporating important initiatives that have been already developed, such as the Macroom Walking Guide and the Eco-Labeling.

The Town will also benefit shortly from Heritage Signage¹², which will play an important role in highlighting the tourism value of the Town. The opportunity also exists to develop strategic linkages with attractions in the hinterlands of the Town (e.g. The Gearragh) and the nearby Gaeltacht area.

Congestion

The high volume of through traffic currently compromises the amenity and environmental quality of the Town. The tourism potential of the Town should stand to benefit from the policies and objectives relating to the Regeneration of the Town Centre (refer to Section 2.3), which aim to address pedestrian safety, consolidate parking, improve the quality of the public realm and develop initiatives that can positively address the impact of the congestion experienced by the Town.

Range of Accommodation

A shortage of beds has been identified as an issue for the Town and there is a need to develop a range of tourist accommodation to meet tourists' requirements. There is a need for the provision of a hostel and self catering units in the town.

¹² Bord Fáilte Initiative

2.10.4 Tourism Policies

It is the policy of the Town Council to:

- TP1** Ensure that the future development of tourism is carried out in a sustainable and sensitive manner.
- TP2** Promote key amenities (Town Square, Castle Demesne, Town Park, River Sullane, Bealick Mill and Mount Massey House) as focal tourist attractions and examine opportunities to improve physical connections and develop strategic linkages.
- TP3** Support the development of a range of tourist accommodation in the Town, at suitable locations.
- TP4** Improve signposting of the River/Parkland Walks and focal amenities of the Town in an attractive and well-designed manner.
- TP5** Promote the development of eco-tourism.
- TP6** Promote the development of interpretive signs and information boards at important cultural, heritage and conservation interest.
- TP7** Work with key stakeholders to promote the development of angling and the potential to develop water sports.
- TP8** Support the investigation of opportunities to development the tourist potential of Mount Massey House.

2.10.5 Tourism Objectives

It is the objective of the Town Council to:

- TO1** Redevelop the Church of Ireland Church at Castle Street as a key cultural amenity for the Town and investigate its feasibility as the new location for the Macroom Tourist Office (see Objectives Map).
- TO2** Construct a pedestrian access across the River Sullane to link with the Town Park (see Objectives Map).
- TO3** Explore the opportunity to develop an interpretation/study centre or facilities for the Gearagh, based in Macroom (no map reference).
- TO4** Work with key stakeholders to promote and develop the 'tourist attractiveness' of the Town, through the development of a marketing and tourist strategy for the Town (no map reference).
- TO5** Explore the development of a 'tourist trail' that that links with the Macroom Walking Guide (A Tidy Towns Publication) and is focused on activities suitable for 'day trippers' to the Town (no map reference).

2.11 Employment, Enterprise and Economic Development

2.11.1 Aims

It is the aim of the Council to support the economic development of the plan area and in particular to:

- Promote and facilitate the decentralisation of offices from Cork City to Macroom.
- Promote improved Broadband connectivity to the town.
- Promote the development of quality industrial estates to accommodate small to medium sized enterprises.
- Encourage the creation of linkages with University College Cork and Cork Institute of Technology especially in terms of research and development.
- Promote the development of enterprise parks to facilitate the development of indigenous industry and services.
- Expand the eco-industrial concept that the town has successfully initiated.

2.11.2 National, Regional and Local Policies

With regard to the economic development of Macroom Town, National, Regional and Local policies include:

- Improved road infrastructure including the completion of the Macroom bypass, the upgrading of the N22 Cork-Killarney-Tralelee route and the upgrading of the R587/R582 linking Dunmanway to Macroom and Millstreet.
- Improved transportation including a frequent high quality bus to Cork, park and ride facility and a local transport plan for the town and hinterland.
- Improved infrastructural services including a new water storage facility and a major upgrade for the existing treatment plant.

While the North and West Cork Strategic Plan 2002-2020 identifies the provision of a Strategic Development Zone (SDZ) for Macroom, it is felt that its designation as a District Employment Centre in the Draft County Development Plan (December 2007) is more appropriate for a town of its size. It is important that Macroom retains sufficient critical mass in order to attract new investment and employment, and develop services and facilities. Sufficient lands have been zoned for both residential and employment use in this Plan to enable the town to develop as a District Employment Centre.

2.11.3 Economic Profile of Macroom Town

Macroom Town contains a variety of industries and enterprises which are mainly concentrated in the town itself with a few industrial clusters occurring in Masseytown and the old industrial park at Hartnetts Cross in the Greater Macroom Area. The demise of the old General Instrument Plant at Hartnetts Cross led to many job losses however many new jobs have been created in construction related industries and the service sector.

An analysis of businesses in the town appears to indicate a heavy reliance on the construction trade and the service sector. The retail sector also provides good employment especially the larger stores which have just recently opened. The development of an Environmental Business Park on the old Eircom site in the town has been very successful and indeed may be the way forward for the town.

Table 8: Manufacturing/Services in Macroom

Employer	Employees
Cygnum Ltd	90
Macroom Mills	23
Macroom Haulage	65
Macroom Community Hospital	50
Med-Co Ltd	10
Mid Cork Pallets & Packaging Ltd	91
Prince August Moulds Ltd	10-12
Ship Co. Ltd	3
Rockwell Construction	95
Nutricia	70
Alida Systems	26
Aquatico Ltd	5 (on a three day a week)
Coillte	20-25
Lynches Bakery	7-8
Alliance System Buildings	5
Lee Valley Hotel	25 (full and part time)
Castle Hotel	50-60 (full and part time)
Riverside Park Hotel	35 (full and part time)

2.11.4 Employment and Educational Profile

The number of people at work in Macroom is just above the national average level (58.2% versus 57.2%) however the recorded unemployment rate is significantly lower than the national average level (4.1% versus 5.3%). The student population is also lower than the national average (7.8% versus 10.4%).

The employment profile of the area indicates the importance of construction, manufacturing, retail and the service industry in the town. There appears to be an over reliance on the construction sector which employs some 17.7% of the working population as opposed to the national average of 8.8%. Some 17.2% of the towns working population are employed in manufacturing which is significantly higher than the national average of 11.8%. Many of the manufacturing jobs are located in the Metropolitan Cork area rather than the town itself. The wholesale and retail trade is also an important source of employment in the town employing some 13.1% of the working population while the hotels & restaurants are attributable for 6.9% of employment.

Professional services such as banking, financial services and real estate etc are well represented in the town employing some 15.3% of the working population in Macroom however this figure is significantly lower than the national average of 21%. Public administration employment in the town is currently low with just 3.9% of the population employed. It is anticipated that the situation will change however with the coming on stream of Department of Agricultural jobs as part of the governments decentralisation programme.

Educational attainment is quite high in the area with 42.6% of the population having secondary education as opposed to the national figure of 29% while 39.1% of the population have a third level qualification versus a 37.6% national figure.

2.11.5 Construction Industry

The construction industry currently plays a key role in the economy of the town with two of the major employers in the town directly involved within this industry (see table 14). Rockwell

construction employs some 95 employees and Cygnum Ltd some 90 employees. There are also many smaller construction and related firms in the town with an estimated fifty seven business directly or indirectly involved in the industry. The importance of the construction industry in the town is borne out by the numbers employed in the industry. As stated previously there appears to be an over reliance on the construction industry especially with the economy slowing and there is a need for employment diversification.

2.11.6 Manufacturing / Service Industries

Manufacturing in the Greater Macroom Area has significantly declined in the town since the closure of the old General Instrument Plant. Currently there are only a handful of manufacturing plants in the town with varying employee numbers. Mid Cork Pallets & Packaging Ltd employs some 91 persons, Nutricia employs 70 employees, Alida systems employs some 26 persons and Macroom Mills some 23 employees (see Table 14).

Other important employers include Med-Co, Prince August Moulds Ltd, Lynches Bakery and Alliance building systems. There are also a number of packaging, pallet making and kitchen cabinet and unit manufacturers in the town. According to the last census a high proportion of the population were engaged in manufacturing however it is felt that many of these residents actually work in the Metropolitan Cork area.

Macroom suffers from having no significant industrial estate. The IDA is actively promoting the old GI site situated at Hartnetts Cross however there appears to be little interest at present. Industries such as high value manufacturing have specific requirements and Macroom should maybe look at the West Cork Business & Technology Park as a template on how to encourage foreign direct investment. Sites for small scale manufacturing firms and incubator units need to be considered. The site at Hartnetts Cross would be ideal for both.

The service industry is a major player in the town employing a substantial number of employees. The hotel and restaurant trade is very important and probably reflects the substantial passing tourist trade in the town. The three hotels in the town employ some 120 persons (see Table 8) while there are a high number of restaurants to be found throughout the town. The completion of the Macroom by pass will ensure that the town becomes increasingly attractive as a tourist town and increasing employment opportunities that accompany tourism.

Professional services and Public Administration are well represented. There are a number of professional services on offer in the town. A number of persons are employed in the two primary schools and three secondary schools in Macroom while Coillte who currently employ some 20-25 people have plans to expand their R&D section in the near future. While the numbers employed in Public Administration remain low this is expected to change in the near future with the planned decentralisation offices

2.11.7 Retail

Retail choice in Macroom has developed significantly over the past couple of years and with it the numbers employed. The redevelopment of the Nevilles bakery site in Macroom has seen the establishment of a Dunnes Stores, Lidl and 4 Home Superstores.

Table 9: Macroom Retail

Employer	Employees
4 Home Superstore	18
Lidl	11
Dunnes Stores	153 (full and part time)

Supervalu	56 (full and part time)
Macroom Motors	46
Kellehers Car Sales	15
Mazda Dealership	14

The above table indicates that a substantial number of persons are employed in these stores with Dunnes Stores employing some 153 persons alone. Older retail units also employ significant numbers with Supervalu employing 56 full and part time staff and Macroom Motors and Kelleher Car Sales employing 61 persons.

The Macroom Independent Traders association has undertaken a survey of their members in the town which would include areas such as Castle Street, Main Street and Market Square (excluding New Street & Railway Street). They have approximately 50 businesses and 40 members in their association. It is thought that they employ some 350-400 persons.

While the existing and new retail on offer in Macroom is varied there is still considerable comparison/convenience leakage occurring to Cork City, Ballincollig and even Killarney/Tralee. The establishment of the new stores has been positive for the town in terms of regeneration and attracting custom to the town. It has however come at a cost with the upper half of the town being neglected. There is still room for the establishment of further retail choice in Macroom and with it an expansion in the employment base.

2.11.8 Macroom Environmental Industrial Park

One of the major successes in Macroom has been marketing of the town as a Green Town backed up by various projects such as the e-schools programme (green flag programme), the eco-label project (see Appendix G), the eco-saver programme (energy efficiency) and the waste match programme (on-line waste exchange diverting waste from landfill).

More importantly the creation of an Environmental Industrial Park on the old Eircom site has set the precedent for business and job creation in the town. The concept of the park which is set in 4.5 acres is the creation of a sustainable industrial park. The development of environmentally sensitive products is concentrated on. The Park contains an enterprise centre which provides incubator space and associated back up services such as cheap broadband rates, competitive rental charges, a centralised reception & office services, advanced telecommunications, hotdesks, a state of the art meeting room and ample parking.

Table 10: Macroom E Park

Tenant	Employee Numbers
Radon Ireland Group (includes Eco Construction)	25
Somex Ltd	8 (6 full time & 2 part time)
Findaconferencevenue.com	3 (1 full time and 2 part time)
Solaris Energy Systems Ltd	3
CC Photography	1
The Dental Equipment Centre	5

There are currently six tenant companies associated with the e business centre with employee numbers ranging from 1-25. Some of these businesses such as Radon Ireland have completed their own premises in the industrial park and will be moving from the enterprise centre. The industrial park had eight sites in total with only two sites currently vacant. Kellehers First Aid & Hygiene and Twomeys Butchers are currently operating out of the industrial park while Coillte are proposing to locate their R&D in the park. The success of the park has resulted in only two

remaining sites so alternative land needs to be identified for any future businesses or expansion plans that current tenants may have.

2.11.9 Future Employment Levels

Table 11: Future Employment (CASP)

Location	2000 Jobs	2006 Actual Jobs	2020 Jobs	Projected additional jobs 2006-2020
Ring Towns & Rural Areas	37,040	32,204	43,186	8,982
Macroom Town			2,337	
Macroom Hinterland			2,518	

** Based on Draft Revised CASP Projections, 2008*

According to the latest CASP projections some 2,337 persons will be employed in Macroom Town by 2020. The level of employment will however be largely determined by economic and market forces. It is expected that the mix of economic activity will change with higher skilled and higher income activity becoming less employment intensive.

2.11.10 Conclusion

There are a number of groups representing the economic development interests of the town such as the South Cork Enterprise Board, Industrial Development Unit of Cork County Council, Lee Valley Enterprise Board and indeed the IDA. The underlying feeling is that the town is not proactive in encouraging business and that there is an over reliance on the Town Council and Cork County Council. The lack of an enterprise culture inhibits the economic development of the town with little demand for grant aid or soft support (training courses) in the town.

The town further suffers from its inability to compete against Ballincollig in the east with its Business Park and distribution centre and Udaras Na Gaeltachta in the west with their grants and incentives for businesses.

In terms of future economic development the successful eco-labeling project should be actively promoted. A good structural programme including training supports should be introduced to encourage the development of an enterprise culture that exists in other towns of similar size. There are issues of industrial land availability in the town which can be overcome in this plan. The town's proximity to Cork Airport and Ringnaskiddy may see it develop as a centre for manufacturing and distribution.

2.11.11 Employment, Enterprise and Economic Development Policies

It is the policy of the Town Council to:

- EP1** Facilitate and encourage development in Macroom Town in conjunction with the "Ring Town" status accorded to it under CASP thereby enabling it to act as an economic driver of northwest Cork.
- EP2** Ensure that there are sufficient lands zoned for business and industry in the area.
- EP3** Promote and expand the successful eco-labeling concept that the town has developed.
- EP4** Encourage small to medium scale office developments in the Commercial Zones in Coolyhane.
- EP5** Support investment in infrastructure thereby making the area more attractive for investment.
- EP6** Work together with Cork County Council and IDA Ireland in promoting the industrial lands at Hartnetts Cross and Coolcower in order to attract investment.
- EP7** Promote synergy between University College Cork, Cork Institute of Technology and industry/enterprise in the area. Both colleges contain a large research and development facility with potential for further expansion.
- EP8** Support an upgraded public water supply to the town.
- EP9** Ensure that adequate waste water capacity is provided for present and future industry in the town.
- EP10** Encourage appropriate screening of all future site developments in the area where appropriate.

2.11.12 Employment, Enterprise and Economic Development Objectives

It is the Objective of the Town Council to:

- E1** Promote the development of a Business Industry and Technology Park on lands zoned BITP at Coolyhane which would facilitate the following range of uses; incubation units, small and medium sized industries and possibly a distribution centre (see Objectives Map).
- E2** Promote the redevelopment of the Hartnetts Cross Industrial Park to accommodate medium sized manufacturing plants (no map reference).
- E3** Support the introduction of a structural programme for business development in the town thereby encouraging enterprise and economic growth for the town (no map reference).
- E4** Promote the development of small/medium industrial units at Condrum (see Objectives Map).

2.12 Infrastructure, Engineering and Utilities

2.12.1 Analysis – Water Supply

Currently the River Sullane is the source of Macrooms water supply. The existing plant located at the Castle Demesne was provided as an interim scheme in 1996. The plant was designed to cater for a future demand of 3,180 cu. m a day comprising of domestic (52%), industrial (38%), agricultural (6%) and group schemes (6%). The plant operates as a mechanical package plant and therefore is costly to maintain and a replacement plant will be required in the future.

The town's water supply was last upgraded in 1995 and a reservoir was also built thereby trebling the storage capacity for treated water. There appears to be sufficient capacity at present in the system as daily water consumption in the town is circa 1300 cu.m per day however with the projected population growth in the town the current scheme will not be sufficient to meet the needs of the town in the medium-long term due to the capacity and life expectancy of the treatment centre. There are also problems servicing lands above the 120 contour line and it is therefore recommended that all future development be restricted above this line.

In terms of future water supply for the town there is a need to look at a local long term solution or look at the option of being part of a regional water scheme. The potential of local water springs or wells as a source of water should be investigated. An additional reservoir may be needed to the north of the town to service the growing population north of the town.

2.12.2 Analysis – Wastewater Services

The three components of the current sewerage scheme include the Wastewater Treatment Plant (WWTP), Masseytown Pump Station and the Catchment of the Sewerage System (see Drainage Map).

Wastewater Treatment Plant

The existing wastewater plant is located towards the eastern end of the town on the banks of the River Sullane. The plant currently has capacity for 5,000 PE. The plant capacity has an estimated current load of 5,400 PE which would indicate that the plant is operating above its capacity. One of the major problems presently occurring is the occasional flooding of the plant during flood conditions. The flooding results in the overtopping of the oxidation ditch, settlement tanks and inlet channels which affects the treatment process as it may take up to three weeks for biological treatment to recover after the flood event.

Masseytown Pump Station

The station is located on the western bank of the River Sullane. Overflows do occur from this plant during storm events due to inadequate storm storage. Work has been carried out recently to upsize the storm capacity of the pump station.

Catchment of Sewerage System

The catchment for Macroom can be divided into two. The western part of the town gravitates to the Masseytown Pump Station while the eastern part of the town gravitates directly to the wastewater treatment plant located to the eastern part of the town. Flows from Masseytown Pump Station are pumped forward into the eastern catchment from where they gravitate to the wastewater treatment plant.

The main part of the sewerage is presently combined however in line with best practice new developments are provided with systems which reduce the amount of storm water entering the foul sewerage system.

The current loadings on the network are 3,100 PE in the western catchment (Pump Station) and 2,300 PE in the eastern catchment giving a total of 5,400 PE.

Preliminary Report

JB Barry & Partners Consulting Engineers are preparing a preliminary report for the sewerage scheme for Macroom Town Council which will be published shortly. Recommendations are to include the upgrading of the existing wastewater plant to increase treatment capacity and the provision of additional storage capacity at Masseytown Pump Station where upsized pumps will be required should more development occur in the catchment of this pump station.

2.12.3 Analysis – Surface Water Quality, Drainage Systems and Flood Control

Presently the towns water needs are being met by water abstracted from the River Sullane which is an indication of the good quality of the raw water.

Drainage systems in the area serve all the existing residential neighbourhoods. The older sewers act as a combined collection system, while the newly developed areas in the town have separate storm sewers.

According to the Office of Public Works flooding is a risk in Macroom; occasionally the Sullane has burst its banks and flooded the Masseytown area. As stated previously the incidence of flooding has also affected the workings of wastewater treatment plant. This Development Plan seeks to protect all stream and river corridors from development; it also explores the opportunity of providing storm water attenuation ponds in the areas of open space thereby ensuring the water quality of rivers and streams are maintained.

SUDS are considered a new direction in the way we deal with the disposal of surface water. Presently the majority of surface water is conventionally piped directly to the nearest watercourse or river. Using SUDS techniques, water is either infiltrated or conveyed more slowly to watercourses via ponds, filter drains or other installations. This reflects natural catchment behaviour more closely where rainfall either infiltrates through the soil or runs off more slowly over the ground surface to the nearest ditch or watercourse. SUDS attempt to reflect the natural situation whereby pollutants are through soils or broken down by bacteria.

Stormwater retention facilities such as attenuation ponds store water which is in excess of the capacity available in downstream channels until storm flows have abated. Providing such facilities enables an economic and environmental approach to stormwater control. The provision of such ponds also provides enormous environmental benefits in terms of protecting the River Sullane by filtering pollutants that may be included in water runoff.

2.12.4 Analysis – Energy

There is sufficient capacity in the network system to cater for both residential, businesses and industry in the town. Presently the town is serviced by 10 kv lines (medium voltage) while there are plans to upgrade these lines to 20 kv in the near future. Leebridge near Macroom a 38 kv station which serves Macroom and the district will soon be decommissioned and replaced by a 110 kv station (high voltage). There are a number of substations situated around the town

which support the both residential and industry. Should demand arise from either development or industry a substation will be installed to service that need.

Sustainable Energy

Macroom was one of the first towns in Ireland to receive a European Energy Award in 2005. The award which is held every three years provides certification for towns and cities across Europe that have been making a significant contribution to improving energy efficiency and increasing the use of renewable energy. Reducing energy consumption and switching to renewable sources of fuel benefits the town by reducing atmospheric pollution, increasing security of supply, providing local employment and stimulating the local economy. Macroom also enjoys the benefit of having its energy use and policies monitored using highly effective tools that have been developed and successfully tested across Europe. By participating in the European Energy Awards, Macroom has shown its commitment to raising awareness as to where energy is sourced now and where it will come from in the future while putting policies in place that create a strong energy framework and raise awareness to secure public and private support.

The Town Council recognise the importance of providing sustainable energy in the future and have identified measures which will help improve energy efficiency and therefore reflect the EU Action Plan on Energy Efficiency which hopes to deliver a 20% reduction in energy demand by 2020. Some of these measures include:

- Ensuring the concept of sustainability is integral to all future developments.
- Ensuring all future development optimizes energy provision concepts such as solar power thereby reducing energy demand.
- Supporting emissions reduction by providing energy from indigenous sources, it is hoped in the future that biomass district heating and biomass fuelled combined heat and power will provide for local energy demands.
- Promotion of grey water collection and re-use.
- Encourage the use of lower embodied energy materials in construction i.e. materials which will have less impact on the environment.
- Promoting the reuse and recycling of materials while increasing recycling facilities.
- Reducing dependence on car transportation through the introduction of possible modal shifts while encouraging public transportation use.
- Ensuring all future dwellings comply with the projected 2010 energy efficiency targets set down in the Building Regulations. A targeted 60% reduction on current building regulations (or 20% reduction on impending 2008 standards).
- Ensuring the provision of energy efficiency public lighting.
- Continue the work already undertaken in Macroom in safeguarding designated environmental and ecological areas.

Macroom Town Council has developed an environmental and energy policy statement for town to ensure that environmental, economic and sustainable growth will be carried out in a sustainable manner (please refer to Appendix F).

2.12.5 Analysis – Telecommunications

Internet Connections

Internet connections for the town are in the form of fixed or mobile internet connection. With broadband becoming increasingly popular many of the phone companies are now offering mobile broadband throughout the country.

Macroom has a digital exchange connected to the Fibre Optic network. The network runs from a main switching centre at Churchfield, Cork via Coachford and Blarney. A second digital route

runs via Crookstown and Ballincollig and connects the exchange at Macroom to Churchfield. In terms of capacity the fibre on the Blarney/Coachford route is STM -16 (155 megabytes x 16) while the second route through Crookstown is on a coaxial route. Eircom plan to upgrade the capacity on this route.

Mobile Phone Network

O2 have extensive network coverage in Macroom with 2G and 3G coverage. 3G networks provide higher speed services in terms of broadband which is good for consumer and businesses alike. O2 currently provide a 7.2 megabyte broadband connection. The company is in the process of upgrading its antennae in the centre of the town. The company 3, also provides 2G and 3G services in the town with a broadband connection speed of 3.6 megabyte. They also have plans to provide a second mast site in the town.

Vodafone have extensive coverage in the area with 2G and 3G coverage available. Presently they have three sites covering the area with two more planned to the north and west of the town.

2.12.6 Analysis – Gas

There is currently no gas provision in the town at present. According to Bord Gais; Macroom is one of thirty-six towns currently being assessed in terms of the viability of gas provision. The Phase III report will be issued in October 2008.

2.12.7 Analysis – Other Public Utilities

Public utilities are defined as the facilities and infrastructural requirements of public, semi-public and private companies providing such as telecommunications, electricity, natural gas and water. These services are provided in an integrated manner in terms of transmission, distribution and collection. The privatisation of many public utility companies over the past couple of years has resulted in concern over the visual and other impacts of the various infrastructural elements. Concern has also been expressed over infrastructural elements such as pylons been proposed as part of the National Grid.

2.12.8 Analysis – Waste Management, Recycling and Re-use

The *Waste Management Plan for Cork County (2004-2009)* is based on the Waste Management Strategy for the Cork Region (1995-2020). The plan aims to alter the approach to waste and the level of waste produced in the County. The plan highlights the levels of waste generated and likely to be generated up to 2009 and sets out a series of objectives on how to reduce that level of waste in order to comply with European legislation. The focus of the document is the shift to prevention and minimisation while at the same time increasing recycling and waste sorting measures.

The plan envisages the provision of single central regional landfill to accept residual waste. The increased provision of a high number of civic amenity and bring sites combined with a central integrated materials recovery and composting facility are planned to achieve National recycling targets. Thermal treatment is also retained as an option.

The following proposals are included in the Waste Management Plan:

- Improved cooperation between neighbouring local authorities for the good of the environment and economies of scale

- Reduction in the reliance of landfill in favour of an integrated waste management approach utilising a range of treatment options to deliver ambitious recycling and recovery targets
- Increased participation by the private sector in the provision of waste management services
- A more effective and equitable system of waste charging which promotes waste minimisation and recovery
- Greater utilisation of legislative instruments
- Extending the scope of polluter responsibility initiatives
- Emphasis on the importance of public support, education and participation regarding waste management

Facilities

In terms of recycling facilities, there is a Civic Amenity Site located at Codrum which is owned and operated by Cork County Council. The facility is open six days a week from 09:00 to 16:30 to the general public. The site which operates under a waste licence issued by the EPA accepts a range of material such as glass bottles, beverage cans, food tins, paper & magazines, cardboard, aerosols, containers, WEEE, mobile phones & DIY waste etc. In 2007 some 1776.3 tonnes of residual waste were sent to landfill the figure for 2008 (Jan – April) so far is 899.4 tonnes. Some 2861.2 tonnes of recyclable materials were sent for reprocessing in 2007 and the figure so far for 2008 (Jan-April) is 544.6 tonnes. There are plans to expand the site to facilitate the storage of skips/bulky materials within the confines of the existing EPA issued waste licence and subject to capital funding being made available to further develop the site.

In relation to the collection of household waste, Cork County Council provide an alternate weekly collection service where residual waste and mixed dry recyclables (paper, cardboard, plastic bottles, plastic packaging, food tins and beverage cans) are collected utilising a pay by weight system. There are also two private collectors who provide a similar service in the town on a flat charge system. Countryclean collect bins every fortnight (26 collections a year) and Wiser who collects on alternate weeks (52 collections a year)

2.12.9 Analysis – Litter Control

Illegal waste activity has become a critical issue for waste management and includes activities such as illegal dumping of household waste and unlicensed landfills. Fly tipping is a problem especially around the Millstreet Road area and the quieter roads surrounding the town. Constant cleanups are organised by the Town Council. The tidy towns committee also organise occasional cleanups such as the annual "Spring Clean". The committee encourages all residents to keep their properties clean and tidy.

Since January 2005 all public and private waste collectors are required to offer a weight or volume based waste collection service to households consistent with polluter pays principle. Such pay-by-use waste collection services create an economic incentive for households to reduce, reuse and recycle their waste. All waste operators in the town now offer this service. Macroom Town Council along with the Tidy Towns Committee and the Macroom District Environmental Group are actively engaged with the public on waste management issues. Campaigns and literature have been introduced to raise public awareness on the issue of waste.

The town is cleaned on a daily basis while the residential estates are cleaned once a month. The Town Council along with the County Council organise road sweeping of the town once a month. There is also a litter warden in the town.

2.12.10 Analysis – Air Quality

It is generally known that fossil fuels have a substantial impact on air quality and contribute enormously to greenhouse gases yet fossil fuels are used on a daily basis in transport, businesses and even homes. Transport and air quality are interlinked and in order to improve air quality the mode of transports used in the plan area needs to be reconsidered. Should the amount of individual car trips be reduced and replaced by other methods of travel such as public transport, cycling and walking then air quality would improve.

The *National Climate Change Strategy 2007-2012* states that reducing greenhouse gas emissions will benefit air quality. The role of the Council, along with the Environmental Protection is to protect, enhance and control air and noise pollution and ensure provision of the highest standards. A number of EU and Irish Directives/Acts are in place to help regulate air quality including the Air Framework Directive 1996 (due for revision in 2007), Air Pollution Act 1987, Air Quality Standards Regulations 2002 and Ozone in Ambient Regulations 2004.

There is presently no air quality monitoring in Macroom Town but the EPA constantly monitor air quality in the region and the air is classified as being good. There is however a problem with the illegal burning of plastics in backyards leading to the release of potentially hazardous toxins into the air

2.12.11 Analysis – Fire Service

The town is serviced by a part time fire service (retained service) based inside the Castle Demense. Its present location just inside the Castle Gates sets a dangerous precedent as the access/exit point to the station is particularly narrow. Access is shared by the vocational school, users of the golf club and users of the Castle Demense all of which creates a hazardous situation. There is a need to locate the fire service to a more accessible area of the town with quick access to all routes. A site on the Killarney Road has been identified for this purpose (see Objectives Map).

2.12.12 Infrastructure, Engineering and Utilities Policies

It is the policy of Macroom Town Council to:

Water Supply

- WSP1** Ensure that the area has an adequate water supply for domestic, commercial and industrial use.
- WSP2** Ensure that the water is clean and safe to drink and is in compliance with the European Union Water Directive
- WSP3** Promote water conservation through a series of measures such as reducing water leakage rate and conservation awareness.
- WSP4** Identify potential new sources of potable water to service the needs of the town these may include new groundwater sources or surface water abstraction. Any potential sites for abstraction of either groundwater or surface water that are located within the catchments of the River Lee or the Toon River will be subject to Appropriate Assessment of any potential to impact negatively on *The Gearagh* cSAC / SPA, as required under Article 6 of the EU Habitats Directive.
- WSP5** Ensure the continual monitoring of the towns water supply and ensure future provision for population projections.
- WSP6** Support the preparation of a water conservation strategy for the town and surrounding area, which will ensure the protection of waters from nitrate pollution in accordance with the Nitrates Directive (91/676/EEC) as transposed into Irish Law by the European Communities (Good Agricultural Practice for Protection of Waters) Regulations 2006 (SI 378 of 2006).
- WSP7** Ensure the implementation of Water Management Plans for the South West region
- WSP8** Ensure that development in areas of extreme ground water vulnerability employ best practice in order to ensure that underlying groundwater is protected.
- WSP9** Support a groundwater protection plan for groundwater resources in the Macroom area in accordance with the Groundwater Protection Scheme for Cork County.
- WSP10** Ensure that the construction of bridges, causeways or similar in the study area will adhere to best practice guidelines i.e. NRA guidelines for road design and construction

Wastewater Services

- WWP1** Ensure the provision of drainage systems with separate foul and surface water networks in all new developments.
- WWP2** Ensure that no new development takes place until additional capacity is provided at the wastewater treatment plant.
- WWP3** Ensure that all developments currently serviced by septic tanks will be connected to the waste water treatment plant where possible
- WWP4** Ensure new developments adhere to the DoEHLG guidelines whereby "stormwater will not be combined with foul networks and all future development will provide soakways or separate storm networks".
- WWP5** Monitor the performance of the wastewater treatment plant and sewerage network to capture potential leakages to ground water and surface water. Adherence to the principles of WWTS bye laws will be ensured in order to protect water quality and to be in compliance with EPA manuals.

Surface Water Quality, Drainage Systems and Flood Control

- SWP1** Avoid the alteration of natural drainage systems in the area and when development occurs ensure mitigation measures to minimise the risk of flooding and impacts on **water quality**.

- SWP2** Promote stormwater retention facilities for new developments and existing catchment areas especially developments that are proposed in close proximity to existing open water course or stream in the plan area.
- SWP3** Encourage sustainable water usage (SUDS) in any future developments
- SWP4** Ensure that all new developments have regard to areas that may be at risk from flooding. A Flood Impact Assessment may be required at planning application stage.

Energy

- EP1** Liaise with the energy service providers as to ensure that future energy requirements for the area are planned in a coordinated manner.
- EP2** Ensure future upgrading of lines and allowing for higher Kv lines if necessary.
- EP3** Encourage the utilization of energy efficient technology in office and apartment block developments.
- EP4** Promote sustainable design for all new development by incorporating clean and energy efficient technologies such as solar panels and natural ventilation methods.
- EP5** Support the provision for recycling of construction and demolition waste and ensure that management of all wastes associated with excavation, demolition and development activities including contaminated and hazardous material has authorisation.
- EP6** Promote sustainable sources of energy such as biomass district heating and combined heat and power
- EP7** Ensure that all dwellings comply with the energy efficiency targets for 2010 as set out in the building regulations

Telecommunications

- TLP1** Support the provision of high speed broadband access to enable industry and business to compete in the global arena.
- TLP2** Entice the location of high value ICT industries (Information, Communications and Technology) to the area, their presence could lead to the delivery of a high quality telecommunications system to the area.
- TLP3** Ensure that any future telecommunications developments in the area will be sufficiently integrated and screened in order to minimise the impact on the environment.

Gas

- GP1** Support the extension in the future of the gas network to Macroom Town.

Public Utilities

- PUP1** Ensure that all new developments are serviced with adequate public lighting and other public utilities.
- PUP2** Encourage the utility providers to work together in a coordinated approach to avoid disruption and explore joint locations of facilities and services where feasible.
- PUP3** Negotiate with the service utility providers on any new projects coming on stream especially on the location of pylons, antennae or lines.

Waste Management, Recycling and Re-use

- WMP1** Implement the Waste Management Plan for Cork County 2004-2009.
- WMP2** Promote the development of alternative waste facilities which involve the shift towards preventative and waste minimisation measures including recycling and reuse and energy recovery.

Litter Control

LCP1 Support the various environmental campaigns, education and awareness programmes and any other initiatives/measures that would have an impact on the environmental quality in the area.

Air

AP1 Implement the various National and EU air pollution legislation in conjunction with other agencies where appropriate.

AP2 Support the provision of public transportation and alternative transport thereby resulting in the improvement of air quality.

AP3 Protect the various environmental amenities of the area such as trees, hedgerows and encourage more planting in the area as a means of purification and filtering of the air.

Hazard Sites

H1 Reduce the risk and limit the consequences of major industrial accidents, where appropriate, by taking into account the advice of the Health and Safety authority when proposals for the development of a new Seveso establishment are considered.

2.12.13 Infrastructure, Engineering and Utilities Objectives

It is the Objective of Macroom Town Council to:

Wastewater Services

- I1** Support the expansion of the existing Wastewater Treatment Plant to allow increased treatment capacity. Development in the town will need to be restricted until the expansion is completed (see Objectives Map).
- I2** Support the provision of additional storage capacity at Masseytown Pump Station (see Objectives Map).

Surface Water Quality, Drainage Systems and Flood Control

- I3** Ensure that the water quality of the River Sullane is maintained to a high level as the primary source of potable water for Macroom, and insure the protection of the bathing area of the River Sullane (see Objectives Map).
- I4** Preserve and protect the natural surface water storage sites such as wetlands, these sites help to regulate stream flows, recharge groundwater and screen pollutants (see Objectives Map).

Public Utilities

- I5** Ensure adequate screening through landscaping of utility substations in order to minimise the visual effects that these developments may have on the landscape (see Objectives Map).

Waste Management, Recycling and Re-use

- I6** Support the provision of increased recycling facilities within the town centre and at codrum (see Objectives Map).

Fire

- I7** Support the relocation of the town's fire service. A site has been identified on the Killarney Road for the new firehouse (see Objectives Map).

2.13 Implementation

The success of this Development Plan rests with the degree of implementation that is achieved over the next six years. It is important for a plan to strive towards a higher standard in terms of economic gain, commercial success, environmental awareness and residential living. However, the objectives in relation to these topics need to be realistic in terms of funding capabilities and implementation structures.

The funding of the Plan falls within the scope of four sectors: the National Government, Cork County Council, Macroom Town Council and the private sector. Where appropriate, the County Council will seek financing from specified sources, both public and private sector, as well as from EU programmes and grants. Existing objectives may also be implemented by means of conditions on developers and their associated development proposals.

2.13.1 Development Contributions

Macroom Town Council, taking into consideration the capital expenditure necessary for the provision of infrastructure, will require financial contributions by way of conditions attached to planning permissions. The amount of financial charge will be in accordance with the relevant development contribution scheme. Levies for public infrastructure and facilities can relate to:

- The acquisition of land.
- The provision of open spaces, recreational and community facilities and amenities and landscaping works.
- The provision of roads, car parks, car parking places, sewers, waste water and water treatment facilities, drains and watermains.
- The provision of bus corridors and lanes, bus interchange facilities (including car parks for those facilities), infrastructure to facilitate public transport, cycle and pedestrian facilities, and traffic calming measures.
- The refurbishment, upgrading, enlargement or replacement of roads, car parks, car parking places, sewers, waste water and water treatment facilities, drains or watermains.
- Any matters ancillary to the above.

Particular developments may be exempt from contributions. These may include community, sporting and social facilities (including churches, schools and community halls), as well as extensions to buildings and renovation works to buildings or structures identified on the Record of Protected Structures.

2.13.2 Bonds

To ensure that development undertaken by private developers is satisfactorily completed the Council will impose, as a condition, of the planning permission, that a security bond or other acceptable security be lodged with them. This bond is to ensure that all roads, footpaths, open spaces, lighting and other services within a development are completed to an acceptable standard. The amount of the security bond will be based upon the estimated cost of the development works and this bond shall remain in place until all prescribed works are satisfactorily completed or until the development is taken in charge by the Council. If it is proposed that the estate or development is taken in charge by the Council, it shall be necessary to have the ownership of all areas of public open space, roadways, and services within the development legally transferred and registered to the relevant local authority.

2.13.3 Public Private Partnerships

A Public Private Partnership (PPP) involves a partnership agreement between the public and private sector for the delivery of specific projects relating to public services and infrastructure. Such an approach can ensure a commitment to funding due to interlinked public and private assistance, and aims at ensuring the most economically efficient manner of development. Education, local services, health, housing, public transport, roads, solid waste, water/waste water and other public services can benefit from the approach of a PPP.

Other partnership approaches will be pursued with other state and public organisations, such as the Irish Sports Council, Failte Ireland and the Arts Council.

Additional Funding Sources:

- RAPID Programme (Revitalising Areas by Planning, Investment and Development) – comes under the remit of the National Development Plan 2007-2013.
- NeighbourWood Scheme – funded by the National Development Plan 2007-2013 through the Department of Communications, Energy and Natural Resources.
- Department of Arts, Sports and Tourism.
- Department of Justice, Equality and Law Reform.
- Department of Community, Rural & Gaeltacht
- Department of Social and Family Affairs
- The Combat Poverty Agency
- Failte Ireland
- EU Structural Funds

Many other programmes, alongside those listed above, may be of value with regard to the implementation and finance of this Development Plan. It is intended that various agencies, including voluntary groups, professional institutions, public and private bodies, and other organisations will be encouraged to participate whenever possible, in the implementation of the policies and objectives of this Plan.

2.13.4 Implementation Policies

It is the policy of Macroom Town Council to:

- IP1** Exercise all legal powers to ensure that objectives are implemented. This includes using compulsory acquisition powers where necessary.
- IP2** Apply the current development charges or development contribution scheme, as is adopted by the Council at the appropriate time.
- IP3** Encourage meaningful participation and community involvement in the implementation of policies and objectives.
- IP4** Engage with government departments, state and semi-state companies, the County Development Board, private developers (through development management and public-private partnerships), and community and voluntary groups so as to explore opportunities for this Plan's implementation.

2.13.5 Implementation Objectives

It is an objective of Macroom Town Council to:

- I1** Prepare a schedule for the implementation of Development Objectives, which will identify each objective, an implementation strategy, primary responsibility (i.e., local authority department, private developers, etc.) and proposed timeline (no map reference).

3.0 Development Management

3.1 Reasons for Development Management

In order to ensure a high standard of design, layout and function in future developments, this Plan contains a number of development standards. It is intended that reference to these standards will provide guidance and assistance to those who seek permission for development. However, it should not be assumed that compliance with the standards contained herein will automatically or necessarily result in a granting of planning permission, since the standards are merely a statement of general principles. Decisions regarding individual applications for development rest with Macroom Town Council (herein referred to as the Council) and will be determined on a case-by-case basis in accordance with circumstances at the time an application is submitted. Developers are advised to consult with the Council prior to the preparation of detailed plans.

There may be instances where a conflict will arise between various policies and objectives, and in such cases all issues will be assessed in the interests of the proper planning and sustainable development of the area.

3.1.2 Advisory Service

It is the Council's aim to minimise problems for prospective developers. The Council intends to continue the advisory service whereby the Town Architect and Town Engineer are available for consultation by applicants. This service is available from the earliest stage of a project. It is highly recommended that this service be availed of by those intending to apply for planning permission, particularly for large-scale projects.

3.1.3 Services

Whilst the extent to which land is serviceable has been considered in zoning provisions within this Plan (See Land Use Zoning Map), and while this may indicate that a particular area is serviceable, it does not guarantee that services are available inexpensively. Prospective developers should check the availability of services (such as sewers, waste water and water treatment facilities, drains and watermains) for any particular site before proceeding.

3.1.3 Road Safety Audits

Significant development proposals should be accompanied by transport assessments and road safety audits, which need to be assessed in association with their cumulative impact with neighbouring developments on the road network.

3.2 New Residential Development

3.2.1 Density

In assessing applications for residential development, the Council will have regard to the Sustainable Residential Development in Urban Areas – Consultation Draft Guidelines for Planning Authorities (DoEHLG, February 2008) (herein referred to as the Draft Sustainable Residential Development Guidelines).

Table 12 outlines the 4 types of acceptable density standards for residentially zoned land. It is important to note that these are not prescribed residential density standards; rather they are indicative of what densities would be acceptable at various locations in the plan area. Higher densities must not be achieved at an unacceptable amenity cost to surrounding dwellings and to residents of the proposed development.

Table 12: Density Standards

Density Category	Hectares	Acres
TC Commercial and Mixed Use	30 - 40+	12 - 16+
R2 Residential Medium	25 - 30	10 - 12
R1 Residential Low Density	15 - 20	6 - 8
R0 Residential Transitional – Low Density	Up to 5 units	Up to 2 units

3.2.2 Single Houses

Single houses will be expected to harmonise with the adjoining area and be connected to public water and sewerage supply. Septic tanks and private treatment systems will only be permitted in exceptional cases.

3.2.3 Rural fringe / Rural Residential

Prospective applicants for houses in the outer-lying rural areas of Macroom are recommended to consult the Cork Rural Design Guide (Cork County Council 2003). This Guide is intended to make it easier to gain planning permission for those proposing to build, renovate or extend individual houses in rural County Cork. It explains how choices about the site and the design can make a significant difference to the success of a planning application and the completed house.

Once off rural housing refers to the development of single houses in the countryside outside of any settlement. The need for residential development to house those who are indigenous to and/or have a bona fide necessity to live in the rural area is recognised, subject to the availability of a suitable site and normal proper planning sustainable development considerations.

3.2.4 Apartments

While there is not a large amount of apartment buildings in Macroom at present, this Plan aims to ensure that any provision of such housing types in the future conforms to a high standard of design and layout. In considering applications for apartment developments, the Council will refer to Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, DoEHLG, September 2007 (herein referred to as the Design Standards for New Apartments).

The primary aim of Design Standards for New Apartments is to ensure that future apartment developments provide satisfactory accommodation for all household types, and in particular for families with children. They also aim to ensure a high standard of internal design and layout, and generous provision of storage areas and communal facilities. Therefore, in order to obtain the necessary information on all apartment development standards, consultation of the Design Standards for New Apartments is recommended.

3.2.5 Site Coverage

The purpose of site coverage control is to prevent over-development, to avoid overshadowing and to protect rights to light of adjoining properties. The maximum normal site coverage for uses in Macroom is X¹³, subject to the proper planning and sustainable development of the site.

¹³ This figure is to be supplied by Macroom Town Council.

3.2.6 Plot Ratio

Plot ratio is the relationship between site area and the total floor area of the buildings erected on it. The plot ratio is calculated by dividing the gross floor area of the building by the site area.

Plot ratio = Gross Floor Area divided by gross site area.

The purpose of plot ratio is to prevent adverse effects of both over-development and under-development on the amenity and the layout of buildings, to achieve desirable massing and height of buildings, to balance the capacity of the site and street frontages. A maximum plot ratio of X^{14} is set for Macrooom.

3.2.7 Overlooking

Every effort should be made to ensure that housing developments engender privacy and a sense of security. There should be adequate separation at the rear of buildings (traditionally about 22m between 2-storey dwellings). However, innovative dwelling types which incorporate the careful positioning of opposing windows can prevent overlooking, and hence could be located closer together. Windows serving halls and landings do not require the same degree of privacy as balconies and living rooms. Any window proposed at ground floor level shall not be less than 1m from the boundary it faces.

3.2.8 Overshadowing

Overshadowing will generally only cause problems in the case of significantly high buildings or where new buildings are located close to adjoining structures. Daylight and shadow projection diagrams should be submitted for such proposals. The recommendations of 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice', (B.R.E. 1991) or B.S. 8026 'Lighting for Buildings, Part 2 1992: Code of Practice for Day lighting' should guide the development proposal and may be required.

3.2.9 Site Selection

By selecting a location sheltered from the wind, heat loss from a dwelling can be reduced. Shelter can be provided by nearby trees, adjacent buildings or surrounding hills. If no such shelter exists, it can be provided in time through planting trees or shrubs. In the case of larger housing developments, which will most likely be constructed on lands zoned for residential development, the site selection process may not be as relevant. In such developments, it is critical that a balance be struck between the provision of wind shelter and optimising the availability of daylight, sunlight and solar gain. By identifying the wind direction and sun's path throughout the year, dwellings can be orientated to reduce exposure to the wind and take advantage of a natural source of light and heat maximising from passive solar gain. In the case of single housing developments, the Council recommends consultation of the Cork Rural Design Guide.

3.2.10 Internal standards

The internal layout of a dwelling and window orientation can significantly affect the level of daylighting within the dwelling and the internal temperature. Where feasible, the main habitable rooms should have south and/or west facades. It is also desirable that bedrooms have a southerly or easterly aspect. Circulation and ancillary areas may be located on the north side. For all dwellings, including apartments, at least one main living room should be facing within 90° of due south. As high a proportion as practicable of the glazed areas of the dwelling should be facing within 30° of due south so as to maximise solar gain. The amount of north

¹⁴ This figure is to be supplied by Macrooom Town Council.

facing glazing should be minimised. It may also be necessary to make provision for shading against excessive solar gain. For rooms likely to experience high levels of solar gain, at least some elements of the room enclosure should have high thermal capacity, e.g., masonry or concrete components.

3.2.11 Extensions/Granny Flats and Alterations to Dwellings

Extensions/Granny Flats to existing dwellings will be assessed in terms of impact on existing adjacent residential amenity and the design approach. The character and form of the existing buildings should be respected and external finishes and window types should match existing. For more detailed information, the planning leaflets published by the Department of the Environment, Heritage and Local Government (DOEHLG), particularly *Planning Leaflet 4 – Doing Work around the House – the Planning Issues (2003)* should be consulted.

3.2.12 Naming of Residential Developments

The names of residential developments and roads shall reflect local place names, particularly townlands or local names which reflect the landscape, its features, culture and/or history, within which developments are located, including names of historical persons who have some association with the area. The Council shall approve the residential estate names chosen. The names should be fixed to walls and buildings where they can be clearly seen.

3.3 Design and Layout of New Developments

3.3.1 Urban Design

It is important to note that good urban design is rarely brought about by the Council prescribing physical solutions or by setting rigid design standards, but by approaches which emphasise design objectives or principles. In this regard, it is recommended that the Urban Design Manual – A best practice guide: companion document to the Draft Sustainable Residential Development Guidelines, DoEHLG, February 2008, (herein referred to as the Companion Urban Design Manual) be consulted at the pre-application stage. This best practice guide describes good urban design as the creation of successful places. The defining qualities of successful urban places include a sense of place, ease of movement, legibility, quality of the public realm, variety, efficiency, inclusivity and adaptability. The Companion Urban Design Manual also sets out a series of 12 criteria which can be used at pre-application meetings:

Table 19: Design Guide Criteria

Design Guide Criteria

1. Context: How does the development respond to its surroundings?
2. Connections: How well is the new neighbourhood / site connected?
3. Inclusivity: How easily can people use and access the development?
4. Variety: How does the development promote a good mix of activities?
5. Efficiency: How does the development make appropriate use of resources, including land?
6. Distinctiveness: How do the proposals create a sense of place?
7. Layout: How does the proposal create people-friendly streets and spaces?
8. Public realm: How safe, secure and enjoyable are the public areas?
9. Adaptability: How will the buildings cope with change?
10. Privacy/amenity: How do the buildings provide a decent standard of amenity?
11. Parking: How will the parking be secure and attractive?
12. Detailed design: How well thought through is the building and landscape design?

The Design Guide Criteria provide a robust framework in which proposals for the design of the development can be discussed between the developer's design team and the Council at pre-application consultations. The Council recommends that prospective development applicants consult both the Draft Sustainable Residential Development Guidelines and the Companion Urban Design Manual.

3.3.2 Building Height Control

Tall buildings are defined as buildings that are significantly higher than their surroundings and/or have a considerable impact on the skyline. It therefore follows that their location needs to be carefully managed.

While there is not a large amount of high buildings in Macroom at present, this Plan aims to ensure that if they occur in the future, they conform to a high standard of design. The following considerations will therefore be taken into account in deciding an application for high buildings and other high structures:

- Overshadowing and consequent loss of light caused to surrounding property
- Overlooking (particularly of residential property) and consequent loss of privacy to surrounding premises
- Disruption of scale of the streetscape
- Does it detract from historic buildings or spaces or important landmarks?
- Effect on existing buildings having special value (for example, a spire, dome, tower or other high building)
- Views obscured
- Purpose or civic importance of the building
- Effect on micro-climate

In addition to the normal requirements, the Council may require that applications for tall buildings contain a design statement. A design statement is a short document which enables the applicant to explain why a particular design solution is considered the most suitable for a particular site (refer to the Companion Urban Design Manual). The Council may also require an application for tall buildings to be supported by photomontages or three-dimensional computer models.

3.3.3 Building Lines

The Council will normally seek to ensure that development is not carried out in front of established building lines. Generally, it will be an aim to create a continuous building line along a street edge, particularly within the historic core of Macroom town. Development, which would infringe on an existing building line and would be prejudicial to residential amenity, or orderly development will not be allowed.

Building lines may be relaxed in the following cases:

- to incorporate key landscape features into the development layout,
- to incorporate key landmark buildings,
- for innovative designs which can positively enhance the urban form,
- for innovative housing layouts, where the traditional set back from the public footpath is flexible due to new designs, with a decreasing emphasis on the minimum required space to the front of dwellings,
- to provide important areas of public open space, i.e. squares, pocket parks.

In assessing building lines, the Council will have regard to the Companion Urban Design Manual, particularly Chapter 7 - Layout: 'How does the proposal create people friendly streets and spaces?'

3.3.4 Infill Development

The infilling of "gap" sites will contribute to the improvement of Macroom's architectural form and character. Infill development will be required to maintain established building and rooflines and proportions. Infill within existing terraces will also be required to take cognisance of roof pitch, fascia level, parapet, eaves and cornice lines, the line of window heads and string courses.

3.3.5 Riverside Development

The Council will consult with the Fisheries Board regarding all proposed riverside development. The Council will require a high standard of design and landscaping in any permitted development adjacent to rivers and stream and will generally require a set back for the purpose of a public access walkway. Development should be orientated to river views. The infill of and construction on flood plains will not be permitted.

3.3.6 Design Materials and Treatment of Buildings

With regard to the design of buildings in the historic core of Macroom town, a number of details need to be emphasised:

- Stone facing and the stripping of original render to expose stone will be discouraged.
- Street façade treatment should be of painted render or local stone.
- Windows should be timber, vertical in emphasis and of up and down sliding sash type.
- Proportions of window subdivision should also be vertical in emphasis.

3.4 Open Space and Natural Environment

3.4.1 Public Open Space

Public open space performs a wide range of functions. It enhances the liveability of residential areas, adds a sense of identity to a neighbourhood, and helps create a community spirit. The benefits of open space in terms of amenity, ecology, and education are now well established. In calculating the area of the open space, the area of roads, grass margins, roundabouts, footpaths and visibility splays shall not be taken into account.

The Cork County Council Recreation and Amenity Policy 2006 provides guidance on the future development of open space, sports and amenity policies in County Cork. The Council recommends that prospective development applicants consult this policy document in order to ensure adequate provision of open space.

Quantitative standards

The Council will not normally permit new residential development unless open space is provided within the development to a minimum standard of 2.4 hectares per 1,000 population or greater. In general, the following standards are recommended:

- In green-field sites, public open space should be provided at a minimum rate of 15% of the total site area. This allocation should be in the form of useful open spaces within residential developments and, where appropriate, large neighbourhood parks to serve the wider community.
- In other cases, public open space should generally be provided at a minimum rate of 10% of the total site area.
- In the case of institutional lands, a minimum requirement of compliance with the standards set out above or 20% of site area whichever is greater, should be specified; however, this should be assessed in the context of the quality and provision of existing or proposed open space in the wider area.

Where a proposed development is located in close proximity to an established park area or zoned open space this may be relaxed depending on the nature and quality of existing provision. This relaxation will only be considered where the development pays a financial contribution towards the improvement of the open space so as to improve its quality and carrying capacity. Open space provision for smaller residential developments and schemes catering for special needs such as accommodation for the elderly will be considered more flexibly on its merits and having regard to the requirements of likely future residents. With relatively high densities such as townhouses or apartments, good quality landscaped open space should be provided

Qualitative standards

The Draft Sustainable Residential Development Guidelines outline the importance of focusing on the quality of public open space as well as the quantitative standards. Applicants should strive to meet as many as of the following qualitative standards as possible:

- Design: It is important that public open space is provided in a comprehensive and linked way and designed as an integral part of the development, rather than as an afterthought.
- Facilities: The provision of facilities, such as seating, bins, lighting, and planting must be addressed and incidental areas should not be regarded as fulfilling the open space requirement for such a development. Hard landscaped surfaces should also be considered within residential developments, such as a tennis court or basketball court, as well as the laying out of small green pitches as part of the required open space provision.

- Accessibility: Local parks should be located to be within not more than 10 minutes walk of the majority of homes in the area. Play grounds should be carefully sited within residential areas so that they are both easily accessible and overlooked by dwellings, while not causing a nuisance to nearby residents.
- Shared use: the sharing of facilities between schools and community groups should be encouraged. The potential for maximising the use of open space facilities (such as all-weather pitches) should be explored, for example, by sharing them with nearby schools.
- Biodiversity: Public open spaces, especially larger ones, can provide for a range of natural habitats and can facilitate the preservation of flora and fauna. Where existing features include wetlands, woodlands, meadows, green corridors, these should be retained.
- Maintenance: The developer will be required to demonstrate that effective arrangements exist for the maintenance of such open spaces, to the satisfaction of the planning authority.
- Sustainable Urban Drainage Systems: are often used to reduce the impact of urban runoff on the aquatic environment.

Provision of space for children and young people

The Council will require playable space to be provided as part of any new residential development. The play spaces should be distributed throughout the development and should take into account the presence or lack of existing off-site provision. It is essential that play spaces are broken down into the relevant typologies. In the UK, the Fields in Trust association (formerly the National Playing Fields Association) have devised the following typologies:

Local Areas for Play (LAP)

- A small area of unsupervised open space specifically designated for young children for play activities close to where they live. The target user is mainly 4-6 year olds. Equipment will normally be low key with small toys and games.
- LAPs should be located within the development so that no home is located more than 100 metres by foot from the sites.

Locally Equipped Play Areas (LEAP)

- Mainly for accompanied children from 4 to 8 although consideration is given to the needs of supervised children from 4 years, and unaccompanied children older than 8. Equipment will include swings, play units, seesaws and climbing units.
- LEAPs should be located within the development so that no home is located more than 400 metres by foot from the sites

Neighbourhood Equipped Areas for Play (NEAP)

- An unsupervised site servicing a substantial residential area, equipped mainly for older children but with opportunities for play for younger children. Equipment will be similar to that of LEAPs but on a larger scale and may well include facilities for teenagers.
- NEAPs should be located within the development so that no home is located more than 1000 metres by foot from the sites.

These typologies are currently being adopted by many local authorities in the UK and in Ireland. At the very least, the Local Areas for Play (LAP) should be included in all new housing developments and the Neighbourhood Equipped Area for Play (NEAP) should be developed in each of the main neighbourhood districts.

3.4.2 Private Open Space

An adequate amount of private open space should be provided within the curtilage of each dwelling. In general the requirement will be 60 to 75 sqm minimum for 3/4/5 bed roomed houses in order to ensure that most household activities are accommodated and at the same time offers visual delight, receive some sunshine and encourage plant growth. The boundaries of rear gardens should generally be provided with a permanent durable barrier with a minimum height of 1.4 metres. Where rear gardens back onto public areas, excluding a public roadway, this height should be increased to 1.8 metres. These barriers should be appropriately landscaped and screened if necessary.

Table 14: Minimum Requirements

Minimum Private Open Space Requirements	
Type of Unit	Required Open Space
1/2 bedroom houses	48 sqm
3/4/5 bedroom houses	60-75 sqm

3.4.3 Landscaping

Planning applications for larger developments should include a landscaping plan and a planting schedule that will provide an attractive and varied environment. Such information should be detailed as part of a design statement. A design statement is a short document which enables the applicant to explain why a particular design solution is considered the most suitable for a particular site (refer to the Companion Urban Design Manual).

3.4.4 Trees and Hedgerow Preservation

Trees, hedgerows and shrubs help blend new houses and buildings into the landscape and enhance the amenity, aesthetic quality and wildlife value of a development. The Council will encourage the protection of all mature trees and hedgerows which occur on development sites and roads, and as part of the application process may require the submission of tree and hedgerow surveys to accompany applications for development.

Development will not generally be permitted where there is likely damage or destruction either to trees protected by a Tree Preservation Order or those which have a particular local amenity or nature conservation value. Development that requires the felling of mature trees of amenity value, conservation value or special interest, even though they may not be listed in the Development Plan, will be discouraged.

3.5 Heritage Issues

3.5.1 Architectural Conservation

The level of documentation required to accompany a planning application for works to:

- a) a protected structure
- b) a proposed protected structure
- c) the exterior of buildings within Architectural Conservation Areas,

will depend on the scale, extent or complexity of the works involved. However, planning applications for works to a protected structure or proposed protected structure must include (in

addition to the normal requirements to supply maps and drawings) photographs, plans and other particulars, necessary to show how the development would affect the character of the structure.

Applicants should consult the Architectural Heritage Protection-Guidelines for Planning Authorities (DoEHLG, 2004). For complex works with a potential to have a major impact on the architectural heritage, the Council may require an applicant to submit a more detailed impact statement, which should be prepared by a suitably qualified conservation architect (see Appendix B, Architectural Heritage Protection Guidelines).

As regards the historic character of Macroom town, a number of details warrant particular emphasis:

- Laneways and arches for rear access should be maintained
- The historic street line should be maintained
- Proportions should be vertical in emphasis and in harmony with adjacent buildings

Applicants should consult Macroom Town Council for information on Conservation Grants.

3.5.2 Archaeology

Where development is permitted on or in the vicinity of a listed archaeological site, or within an area of known archaeological interest, it shall be normal to require the developer to make provision for archaeological remains to be retained in situ below new development.

In cases where permitted works will impinge on known archaeology, the developer will be required to:

- Employ a licensed archaeologist at the applicant's expense to carry out trial excavations in advance of development;
- To liaise and consult with the Department of the Environment, Heritage and Local Government on all matters affecting the sites and monuments in its charge;
- Adjust building lines and construction methods to avoid damage to remains so far as practicable.

Developers may be required to contribute to and to allow a reasonable time for excavation, monitoring, recording and/or removal of any features prior to the commencement of development. Important sites shall be left physically intact wherever feasible.

3.6 Environmental Issues

3.6.1 Environmental Impact Statements

In compliance with EU Directives, Environmental Impact Statements (EIS) are required for projects which are likely to have significant effects on the environment. EISs are obligatory for certain major developments and may be required for a wide range of other developments. The purpose of an EIA is to ensure that the environmental effects of a development and threshold levels for which EIS are required. Referral to the EPA's Advice Notes on Current Practice in the Preparation of Environmental Impact Statements will enable the developer/applicant to establish whether there is a need for an EIS. Ultimately, the need for a full EIS shall be investigated by the Applicant/Developer's legal advisors with direct consultation with the Planning Authority.

In addition, it is a requirement of Article 6(3) of the EU Habitats Directive that any plan or project likely to have a significant effect, either individually or in combination with other plans or projects, on an EU Natura 2000 site shall be subject to Appropriate Assessment of its

potential to impact upon the site's conservation objectives. Such an Appropriate Assessment will be required for any project that has the potential to impact upon the conservation objectives of The Gearagh cSAC / SPA. If it is suspected by the Town Council that a project may require Appropriate Assessment, then staff from National Parks and Wildlife Service will be consulted in this regard.

3.6.2 Control of Major Accidents Hazards Directive (Seveso II Directive)

This EU Directive 96/82/EC seeks to prevent major industrial accidents involving dangerous substances and to limit the consequences of accidents on people and the environment. It is an objective of the Planning Authority to control, having regard to the provisions of the EU Directive, and any regulations giving effect to that Directive the following: Developments within the vicinity of existing Seveso sites; The proposed development of a new Seveso establishment; and The Modification of an existing establishment. It is an objective of the local authority to reduce the risk and limit the consequences of major industrial accidents by, where appropriate, taking into account the advice of the Health and Safety Authority when proposals for development as outlined above are considered.

3.7 Sustainability / Energy Efficiency

3.7.1 Energy Efficient Houses

In response to the need to inform professionals in the construction industry on the design and construction of energy efficient houses, Sustainable Energy Ireland (SEI) commissioned Guidelines for the Design and Construction of Passive House Dwellings in Ireland (2007). These detailed guidelines focus on new build houses and cover both conventional block construction and timber frame construction methods. In addition, SEI has produced a number of information leaflets for home builders which cover all aspects of sustainable energy.

In light of the Building Energy Rating (BER) regulations, the Council recommends consultation of the aforementioned guidelines and publications. Building Energy Ratings (BERs) are required for new dwellings that applied for planning permission after 1st January 2007 under the European Communities Energy Performance of Buildings Regulations (EPBD) 2006 (S.I. No. 666 of 2006). They will also be required for existing buildings (dwellings and other buildings) when offered for sale or letting on or after 1st January 2009. It is the responsibility of all building owners to produce a BER for inspection by prospective purchasers.

3.7.2 Fuels and Heating

Many decisions affecting the energy performance of a house should be taken early in the design process. A method of calculating annual heating energy consumption should be used to compare alternatives at the preliminary design stage. Designers may wish to consider the possibility of utilising renewable sources of energy such as solar collectors, photo-voltaic, hydropower, wind power, wood pellets, biogas, geothermal sources, or where available local source of waste heat energy etc. SEI has produced a number of publications such as:

Building an Energy Efficient Home
Detailed Guide to Heating Systems
A Guide to Renewable Energy in the Home

3.7.3 Water

The design should aim to conserve potable water, insofar as practicable. Water saving fittings, e.g., showerheads, taps, toilet cisterns and other appliances should be used, where feasible and acceptable. Consideration should be given to the collection and safe storage of rainwater and its use for purposes other than human consumption.

3.8 Car Parking and Cycling facilities

3.8.1 Car parking

All new development will normally be required by the Council to provide adequate off-street car parking facilities. Such facilities shall cater for the immediate and anticipated future demands of the development, and shall be located within the site or in close proximity to such development.

Car parking facilities shall generally be provided behind established building lines in each development and shall be screened. The required minimum dimension for parking bays is outlined in Table 15:

Table 15: Dimension of Parking Bays

Car Parking Bay	4.9m x 2.4m
Loading Bay	6.1m x 3.0m
Circulation Aisle	6.1m in width

Car parking areas shall be constructed having regard to drainage, surfacing and ancillary matters. They should be provided with proper public lighting facilities and shall be clearly demarcated. Underground car parking facilities may be an alternative solution to the provision of car parking, subject to archaeological investigations.

Table 16: Car Parking Standards.

Land Use	Unit	Parking spaces per unit	Land Use	Unit	Parking spaces per unit
Community Centres, Auditorium	1,000 sq.ft (100m ²) of gross floor area	14.00	College, Vocational School	Student Seats	0.50
Stadium	Seat	0.33	Schools	Per class room	1.00
Greyhound Tracks, local football fields	Per head attending	0.20	Dwelling House	Dwelling	2.00
Cinema	Seat	0.20	Apartment Residential	Dwelling	1.25
Church	Seat	0.33	Apartment Tourist Accommodation	Dwelling	2.00
Bank	1,000 sq.ft (100m ²) of gross floor area	5.00	Self Catering Accommodation	Dwelling	2.00
Library	1,000 sq.ft (100m ²) of gross floor area	2.00	Hotel, Motel, Motor Inn	Dwelling	1.00
Offices	1,000 sq.ft (100m ²) of gross floor area	3.00	Ballroom, Private dance clubs		3.00
Shopping Centres, Retail Stores	1,000 sq.ft (100m ²) of gross floor area	4.50	Bars, Lounges, Function Rooms		
Cash & Carry Outlets	1,000 sq.ft (100m ²) of gross floor area	2.00	Restaurants		1.50
Golf Driving & Archery Ranges		1.00	Guesthouses	Per bedroom	1.00
Golf, Pitch and Putt courses		4.00	Hospital	Per bed	1.50
Bowling Alley		3.00	Nursing Home		0.33
Manufacturing	1,000 sq.ft (100m ²) of gross floor area	2.00	Surgeries	Per consulting room	3.00
Warehousing	1,000 sq.ft (100m ²) of gross floor area	1.00			

3.8.2 Multi-storey Car Parks

All applications for multi-storey car parks must be accompanied by a report consisting of recent quantitative data, which illustrates the need for parking spaces in the area proposed. The report should contain an assessment of this data by a competent consultant on the likely impact of the car park on the plan area. Each application for a multistorey car park will be considered on its own merits. The height and design of multistorey car parks should be sensitive

to the receiving environment. It is preferable that the street edges of the multi-storey car park be wrapped in active commercial uses, such as retail, office etc. wherever feasible, particularly at ground floor level(s).

3.8.3 Cycle facilities

The Council will require cycle facilities to be provided with any new development proposals. Stands should be of an approved type (for example, Sheffield stands) and should be in a secure location, which is overlooked. The number of stands required will be one quarter the number of car parking spaces, required for the development, subject to a minimum of one stand.

3.9 Retail

3.9.1 Retail Impact Statement

Applications for retail developments which the Council considers to be large scale in relation to existing retail services, will generally require the preparation of a Retail Impact Statement. The onus is on the applicant to demonstrate that there will not be a material adverse impact on the vitality and viability of any existing urban centre. For more detailed information the Retail Planning Guidelines for Planning Authorities (Government of Ireland, January 2005) should be consulted, in particular *Annex 4: The Assessment of Retail Impact*.

3.9.2 Neighbourhood Centres

Local neighbourhood centres can provide a valuable service, catering for the daily or casual needs of nearby residents, or of those passing by. They offer a particularly important service for those who are less mobile, especially elderly and disabled people, families with small children, and those without access to a car.

The most suitable locations for neighbourhood centres in Macroom are identified on the Objectives Map. In general, these centres are recommended to be located on the boundaries of existing developed areas. The supporting population should reside within at least 400 metres walking distance of the neighbourhood centre. The neighbourhood centre should be located along or just off key distributor routes, and be readily accessible by a range of transport options including private car, public transport, walking and cycling.

In principle, the appropriate uses at neighbourhood centres are as follows: general stores, foodstores, newsagents, pharmacies, post offices, restaurants, take away, video/DVD rental, laundry facilities, hairdressers/barbers, public houses, dental/ medical surgery, place of worship, credit union, crèche or childcare facilities.

In order to preserve the local nature of the designated neighbourhood centres, a size threshold of 300-500 square metres should normally be applied to individual units and a total of 1,500 square metres to the whole centre.

3.9.3 Shopfronts

Early/ original shopfronts should be retained or replaced in facsimile if necessary. Original features should generally be retained or replaced like-with-like. Shopfronts should take account of the character of the street and local area. Where security shutters are considered to be essential because of the type of business, they must be painted or coloured to match the shopfront colour scheme.

3.10 Telecommunications Antennae

Telecommunications antennae should be located so as to minimise any negative visual intrusion on the surrounding area, especially on landscapes or streetscapes of a sensitive nature. The preferred location for telecommunication antennae is in industrial estates or areas zoned for industry or in areas already developed for utilities.

3.11 Automatic Teller Machines

The Council will strictly control the location of Automatic Teller Machines (ATMs) having regard to the following:

- The need to protect the character of the street, building or shop front into which they are to be incorporated into especially buildings on the Record of Protected Structures.
- The design and location must be such that they are safe and easily accessible.
- Canopies, signs and logos shall be discreetly incorporated into the overall design
- Satisfactory arrangements are made in relation to litter control.

3.12 Entertainment / Dining facilities

3.12.1 Fast food takeaways

In considering applications for food take-aways, the Council will have regard to the impact of the development on the amenities of the area, including noise, odour and litter. The Council may impose restrictions on opening hours of such uses as a condition of a planning permission.

3.12.2 Night Clubs / Public Houses

Along with general planning issues such as traffic, waste etc., the following issues will also be considered in the assessment of applications for new premises and extensions to premises:

- The amenity of nearby residents i.e. general disturbance, hours of operation, car parking, litter and fumes.
- New buildings must be designed to prevent noise escaping and with adequate provision for refuse disposal, storage and collection.
- An important consideration for the local authority will be the number and frequency of such facilities and events in such facilities.

3.13 Childcare Facilities

The need for childcare facilities in Macroom is anticipated to grow in the future. It is the policy of the Council to implement the Childcare Facilities – Guidelines for Planning Authorities, DOEHLG, 2001. Where a large housing development is proposed, (i.e. seventy five houses or more, catering for approximately 20 children), the Council will require the provision of a purpose built unit for childcare on the site which shall have regard to the existing level of childcare provision in the area.

Childcare must be conveniently located. The following locations are considered appropriate locations for childcare facilities:

- Neighbourhood, district and town centres

- In the vicinity of concentrations of work places, such as industrial estates, business parks and any other locations where there are significant numbers working
- In the vicinity of schools
- Adjacent to public transport corridors, park-and-ride facilities, pedestrian routes and dedicated cycle ways.

Childcare is taken to mean full day-care and sessional facilities and services for preschool children and school-going children out of school hours. Applications for childcare facilities should be accompanied with information in relation to details of the proposed opening times, proposed number and age range of children, proposed number of staff, internal floor areas devoted to crèche, excluding areas such as kitchens, toilets, sleeping and other ancillary areas, details of external play areas and car parking arrangements for both parents and staff. Developers are therefore advised to refer to the aforementioned Childcare Facilities – Guidelines for Planning Authorities.

3.14 Service Stations

A service station may include the following: petrol pumps, diesel pumps, gas dispenser (optional), storage tanks, hose pipes and other vehicle services i.e. car washing, oil, water and air. It may also include the sale of goods related to motor trade, a cash kiosk, and a canopy over the pumps and provision of minor repairs, oil and tyre changes.

Ancillary retail uses may be permitted such as small convenience type shops with a floor area generally not exceeding 100 sq metres of sales space. However, planning applications for the provision of such shops shall be applied for specifically. The layout of the station forecourt should be arranged to allow dedicated parking for those shopping at the shop.

The most suitable location for service stations and associated commercial developments is on the outskirts of the city and within urban speed limits. They will not be permitted at locations where because of their appearance, noise, fumes etc., they would be injurious to the amenities of the area, nor will they be permitted in areas where there are traffic hazards or where hazards might be likely to arise.

Any application for a new petrol filling station should provide sufficient road frontage, clear visibility, two points of access, sanitary convenience for public use, and the surface of the forecourt shall be graded, surfaced with bitumen macadam or other suitable material and drained to the satisfaction of the planning authority.

3.15 Access for the Disabled

Everyone should be able to access buildings and environments. They should be able to approach and enter unaided, with ease and without embarrassment. In creating new developments and buildings, developers should consult *Building for Everyone: Inclusion, Access and Use, National Disability Authority (2002)*. This publication shows how to design, make and manage buildings, and external environments, for the inclusion, access and use of everybody. In addition, all new public buildings must conform to the Technical Guidance Document - Part M of the Building Regulations, 2000.

The following groups need to be considered:

- Wheelchair users
- People with visual impairment
- People with a hearing impediment
- People with respiratory or coronary problems
- People with learning or mental difficulties

- People with temporary impairments or injuries
- Pregnant women, elderly people and young children
- People with prams, shopping trolleys or luggage

Appendix A: Zoning Matrix

	TC	R	RE	C	NC	CF	PU	OS	BITP	I	SIA	EAR	AG
Advertising Panel	P	N	N	O	O	N	N	N	O	O	O	N	N
Amusement Arcade	O	N	N	O	O	N	N	N	N	N	N	N	N
Bank	P	N	N	P	P	N	N	N	N	N	N	N	N
Bring Centres	P	O	O	P	O	O	N	O	P	P	P	O	O
Car Repair/Sales	O	N	N	O	O	N	N	N	O	O	O	N	N
Childcare Facilities	P	P	P	P	P	P	N	N	P	P	P	N	N
Church/School	P	O	O	P	P	P	N	N	N	N	N	N	N
Dwelling	P	P	P	N	O	O	N	N	N	N	N	N	N
Apartment	P	P	P	P	P	N	N	N	N	N	N	N	N
Group Housing, Permanent & Temporary Halting Sites & Transient Sites for Travellers	O	O	O	N	N	N	N	N	N	N	N	N	O
Guest House	P	P	P	P	O	N	N	N	N	N	N	N	O
Garden Centre	O	N	N	O	O	N	N	N	N	N	N	N	N
Hairdressing / Beauty Salon	P	O	O	P	N	O	N	N	N	N	N	N	N
Health Centre/Clinic/Hospital	O	O	N	O	O	P	N	N	N	N	N	N	N
Hotel/Conference Centre	P	P	O	P	N	O	N	N	N	N	N	N	N
Industry Light	N	N	N	O	N	O	N	N	P	P	P	N	N
Supermarket >900 sq.m	P	O	N	P	O	N	N	N	N	N	N	N	N
Supermarket >1,500 sq.m	P	O	N	P	N	N	N	N	N	N	N	N	N
Leisure/Recreation/Open Space	P	P	O	P	P	O	N	P	O	O	O	P	N
Office	P	N	N	P	P	O	N	N	P	P	O	N	N
Playground	O	P	P	O	P	P	N	P	O	O	O	P	O
Petrol Station	N	N	N	O	O	N	N	N	O	O	O	N	N
Public House	P	N	N	P	P	N	N	N	N	N	N	N	N
Recycling Centre (bottle banks etc)	P	O	O	P	P	P	N	O	O	O	O	O	O
Restaurant	P	O	O	P	P	O	N	N	N	N	N	N	N
Retail Warehousing	N	N	N	N	N	N	N	N	N	N	N	N	N
Take Away	P	N	N	P	P	N	N	N	N	N	N	N	N
Wholesale/Warehousing	N	N	N	N	N	N	N	N	N	N	N	N	N

P = Uses Permitted in Principal
O = Uses Open for Consideration
N = Uses Not Normally Permitted

Appendix B: Record of Protected Structures (RPS)

RPS 1

Murphy's Pharmacy and Gift Shop
Location: North Square



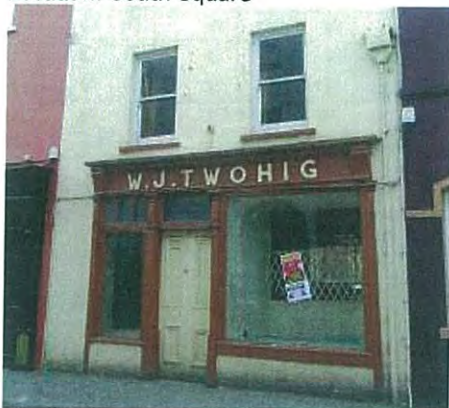
RPS 2

A. Golden's Shop & Bar
Location: South Square



RPS 3

W. J. Twohig
Location: South Square



RPS 4
AIB Bank
Location: Market Square



RPS 5
Town Hall
Location: Market Square



RPS 6
Row of 3 structures
Location: South Square



RPS 7

Macroom Bookshop
Location: South Square



RPS 8

Castleville House
Location: South Square



RPS 9

McCarthy's Antique Shop and adjacent shop
Location: Cork Street



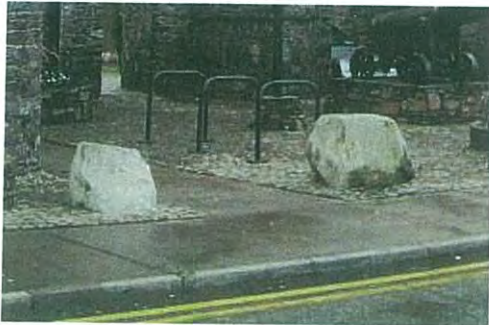
RPS 10

Gates to Macroom Castle Demesne
Location: Market Square and Castle Street



RPS 11

Limestone Bollards at Castle Gate
Location: Market Square and Castle Street



RPS 12

Ruins of Macroom Castle
Location: Macroom Castle Demesne



RPS 13

Row of 3 small stone shops
Location: Castle Street



RPS 14

Limestone kerbs and cobblestones outside Twomey's
Location: South Square



RPS 15

Limestone Monument
Location: Market Square



RPS 16

Bank of Ireland

Location: North Square / Castle Street



RPS 17

McGregor's

Location: Castle Street



RPS 18

Crowley's

Location: Castle Street



RPS 19

Peadar O'Laoire Museum
Location: Castle Street



RPS 20

Church of Ireland Church and setting
Location: Castle Street



RPS 21

Rectory
Location: Castle Street



RPS 22

Stone Bridge

Location: Castle Street



RPS 23

Courthouse

Location: Masseytown



RPS 24

Masseytown House

Location: Masseytown



RPS 25
Sunnyside House
Location: Masseytown



RPS 26
Riverview Terrace (3 structures)
Location: Masseytown



RPS 27
Garda Station
Location: Masseytown



RPS 28

Mount Massey and its Parkland setting

Location: Masseytown



RPS 29

Bealick Mill (Horgan's Mill)

Location: Coolyhane



RPS 30

Creedon's Mill

Location: Coolyhane



RPS 31

Iron Foundary & Mill Race
Location: Coolyhane



RPS 32

Ruined Mill Buildings & Mill Races
Location: Masseytown



RPS 33

Mary Anne's Pub & Handball Alley
Location: Masseytown



Pub





Handball Alley

RPS 34

Memorial Plaque

Location: Killarney Road



RPS 35

Grotto

Location: Killarney Road



RPS 36
Catholic Church
Location: Chapel Street



RPS 37
Convent of Mercy
Location: Chapel Street



RPS 38
Stone Plaque
Location: Cork Street



RPS 39

The Gezebo

Location: Macroom Castle Demesne, Lackaduff



RPS 40

Timothy Lucey and Solicitors

Location: North Square



RPS 41

Castle Garage entrance gates

Location: Castle Street



RPS 42

Shop and House

Location: New Street



RPS 43

Post Office box

Location: Masseytown



RPS 44

Sandy Hill House

Location: Gurteenroe



RPS 45
Red Pump
Location: Masseytown



RPS 46
Mount Hedges
Location: Lackaduff



LANEWAYS

RPS 47
Duggan's Lane



RPS 48
Murphy's Pub Laneway



RPS 49
Donovan's Lane



RPS 50
Temperance Lane



RPS 51
Holland's Lane



RPS 52
William's Lane 'Arch under Gearagh Bar'



RPS 53
Bridewell Lane



Appendix C: Recorded Monuments

Sites Listed in the Record of Monuments and Places:

Reference No.	Classification	Townland
CO070-049	Standing Stone	Codrum
CO070-050001	Ringfort/Rath	Codrum
CO070-050002	Souterrain	Codrum
CO070-051	Fulacht Fia	Codrum
CO070-050	Possible Entrenchment	Codrum
Reference No.	Classification	Townland
CO070-052	Fulacht Fia	Gurteenroe
CO070-053	Country House	Kilnagurteen
CO070-112	Burial Ground	Gurteenroe
CO070-125	Ritual Site - Holy/Saint's Stone	Codrum
CO071-1	Ringfort - Rath	Ballyveerane
CO071-2	Kiln - Lime	Ballyveerane
CO071-3	Ringfort	Ballyveerane
Reference No.	Classification	Townland
CO071-4	Possible Souterrain	Ballyveerane
CO071-11	Standing Stone	Coolyhane
CO071-12	Potential Enclosure	Coolyhane
CO071-13	Standing Stone	Bealick
CO071-14	Stone Row	Bealick
Reference No.	Classification	Townland
CO071-16	Mill - Corn	Bealick
CO071-17	Ironworking Site	Bealick
CO071-47	Industrial sites	Maghereen
CO071-48	Gurteenroe Sleveen East	Bridge
CO071-49	Lackaduff	Tower House
CO071-50-01	Sleveen East	Graveyard
CO071-50-02	Sleveen East	Church of Ireland Church
CO071-51	Sleveen East	Ringfort
CO071-52	Sleveen East	Holywell
CO071-51	Sleveen East	Potential House

Classifications Explained:

Standing Stone	A stone which has been deliberately set upright in the ground, usually orientated on a north-east-south-west axis, although other orientations do occur, and varying in height from 0.5m up to 6m. They functioned as prehistoric burial markers, commemorative monuments, indicators of routeways or boundaries and date from the Bronze and Iron Ages (c. 2400 BC - AD 500), with some associated with early medieval ecclesiastical and burial contexts (c. 5th-12th centuries).
Ringfort/Rath	A roughly circular or oval area surrounded by an earthen bank with an external fosse. Some examples have two (bivallate) or three (trivallate) banks and fosses, but these are less common and have been equated with higher status sites belonging to upper grades of society. They functioned as residences and/or farmsteads and broadly date from 500 to 1000 AD. See

	Ringfort - cashel for stone equivalent.
Holywell	A well or spring, which usually bears a saint's name and is often reputed to possess miraculous healing properties. These may have their origins in prehistory but are associated with devotions from the medieval period (5th-16th centuries AD) onwards.
Fulacht Fia	A horseshoe-shaped or kidney-shaped mound consisting of fire-cracked stone and charcoal-enriched soil built up around a sunken trough located near or adjacent to a water supply, such as a stream or spring, or in wet marshy areas. The first recorded use of the Irish term 'fulacht fiadh/fia' (cooking pit of the deer or of the wild) as relating to ancient cooking sites was in the 17th century. These are generally interpreted to have been associated with cooking and date primarily to the Bronze Age (c. 2400-500 BC).
Country House	Known locally as Mount Massy this was a rural residence of the landed gentry. These houses date from the late 17th century to the first half of the 19th century AD.
Burial Ground	An area of ground, set apart for the burial of the dead, not associated with a church and sometimes defined by a low earthen or stone bank. These date from the medieval period (5th - 16th centuries AD) up to the 20th century. See also Children's burial ground and Graveyard.
Ritual Site - Holy/Saint's Stone	A stone which is associated with a particular saint, and may be considered to have certain miraculous properties. These may have their origins in prehistory but are associated with devotions from the medieval period (5th-16th centuries AD) onwards.
Ringfort - Rath	A roughly circular or oval area surrounded by an earthen bank with an external fosse. Some examples have two (bivallate) or three (trivallate) banks and fosses, but these are less common and have been equated with higher status sites belonging to upper grades of society. They functioned as residences and/or farmsteads and broadly date from 500 to 1000 AD. See Ringfort - cashel for stone equivalent.
Kiln - Lime	A structure in which lime is made by calcining limestone. These date from the medieval period (5th-16th centuries AD) onwards.
Ringfort	A roughly circular or oval area surrounded by an earthen bank with an external fosse. Some examples have two (bivallate) or three (trivallate) banks and fosses, but these are less common and have been equated with higher status sites belonging to upper grades of society. They functioned as
Graveyard	The burial area around a church. These date from the medieval period (5th-16th centuries) onwards.
Church of Ireland Church	A building used for public Christian worship. These can be of any date from c. 500 AD onwards.
Possible Souterrain	An underground structure consisting of one or more chambers connected by narrow passages or creepways, usually constructed of drystone-walling with a lintelled roof over the passages and a corbelled roof over the chambers. Most souterrains appear to have been built in the early medieval period by ringfort inhabitants (c. 500 - 1000 AD) as a defensive feature and/or for storage.
Tower House	A fortified residence in the form of a tower, usually four or five storeys high, and for the most part slightly more rectangular than square in plan. They were constructed by a lord or landholder and were often partially or completely enclosed by a bawn. The majority date to the 15th and 16th centuries AD.
Potential Enclosure	An area defined by an enclosing element and occurring in a variety of shapes and sizes, possessing no diagnostic features which would allow classification within another monument category. These may date to any

	period from prehistory onwards.
Stone Row	A row of three or more stones erected in a line. Two main types have been recognised - a Cork and Kerry group, in which the row comprises up to six stones, typically about 2m in height, with their long axes usually set in line, and a mid-Ulster group, where the row comprises numerous stones, usually not exceeding 1m in height, often found in association with cairns and stone circles. They are considered to have been aligned on various solar and lunar events and date to the Bronze Age (c. 2400-500 BC).
Standing Stone	A stone which has been deliberately set upright in the ground, usually orientated on a north-east-south-west axis, although other orientations do occur, and varying in height from 0.5m up to 6m. They functioned as prehistoric burial markers, commemorative monuments, indicators of routeways or boundaries and date from the Bronze and Iron Ages (c. 2400 BC - AD 500), with some associated with early medieval ecclesiastical and burial contexts (c. 5th-12th centuries).

APPENDIX D Residential Developments Permitted

<u>Residential Developments Permitted since 2004</u>	
<u>Planning Application Number</u>	<u>Number of Units</u>
04/54026	10 Houses (built)
04/54029	78 Units (Construction not yet begun)
04/54019	52 Houses (built)
04/54044	20 Apartments (16 two bed and 4 one bed) (presently unoccupied)
05/54007	29 Apartments (under construction)
05/54006	28 Houses (some built)
05/54029	73 Houses (under construction)
05/54039	7 Houses (under construction)
05/54031	4 Houses (built)
05/54032	40 Houses and Creche (built)
06/54061	14 Houses (built)
06/54053	10 Houses (not yet begun)
06/54061	10 Houses (not yet begun)
06/54017	248 Houses (apparently 88 are built and occupied so far)
06/54023	45 Houses (under construction)
07/54031	10 Apartments (not yet begun)
Total no. of units permitted: 678 Units	
Number of units built = 212 units	
Average no. of persons per household: 2.5	

Appendix E: Environmental and Energy Policy Statement for Macroom Town Council

ENVIRONMENTAL AND ENERGY POLICY STATEMENT FOR MACROOM TOWN COUNCIL

POLICY STATEMENT

Macroom Town Council aspires to sustainable operations and development based on its three essential pillars - environmental improvement, economic wealth and social responsibility.

It is the Policy of *Macroom Town Council* to operate in a manner which implements and propagates integrated environmental sustainability for continuous improvement of environmental performance and energy utilisation while supporting economic growth of Macroom and its hinterland. Excellence in integrated environmental and sustainable development is essential to our continued success in environmental, economic and social growth and is, therefore, a shared responsibility and a common goal of *Macroom Town Council*.

GUIDING PRINCIPALS OF MACROOM TOWN COUNCIL.

1. *Macroom Town Council* shall comply with environmental, health and safety laws and regulations and with governmental standards and procedures established to protect human health, the environment and support the sustainable use of energy, including support for the implementation of renewable energy.
2. *Macroom Town Council* shall on an ongoing basis assess environmental and energy aspects of its operations and implement opportunities for continual improvement in environmental sustainability and environmental and energy management within its scope of operation.
3. *Macroom Town Council* supports the principals of sustainable development and responsible environmental management in its use of energy and materials, in the design and operation of its facilities and in the development of the Macroom district.
4. *Macroom Town Council* shall identify, resource, develop and support its employees and the community in the implementation of this Policy.
5. *Macroom Town Council* is committed to initiating, encouraging and supporting communication that will foster responsible environmental and energy management, business and community development.
6. On an ongoing basis *Macroom Town Council* shall measure its adherence to these guiding principals, correct deficiencies and implement programmes and strategies to continually improve integrated environmental sustainability and socio-economic development of the district of Macroom.
7. *Macroom Town Council* recognises that sustainable environmental and energy development is an ongoing process affected by changing environmental, social, regulatory, business and community needs. As a result *Macroom Town Council* shall continually evaluate and improve its policies and programmes to reflect these changes.

Appendix F: Lee Valley Eco Label Project

The Lee Valley Label Project is part of a transnational initiative involving a network for sustainable development. Supporters include Macroom Town Council, Cork County Council, the Lee Valley Enterprise Board, West Cork Leader, South West Regional Fisheries and the South Cork Enterprise Board.

The main aim of the project is to encourage the economic and social development of the Lee Valley in a sustainable manner without compromising the environmental integrity of the area. Some of the objectives of the Lee Valley Eco-Label Project include:

- Developing the regional identity of the Lee Valley as a unique and distinct area of superior environmental quality
- Encouraging community pride in the region's natural beauty, culture and heritage
- Promoting sustainability in terms of the environment while fostering community development
- Enabling the local community to have a better understanding of environmental issues
- Improving the various stakeholders understanding of environmental issues
- Ensuring the project operates with community and public support
- Raising awareness of the environment through educational programmes at primary and secondary school level
- Improving resource efficiency while ensuring a reduction in pollution and waste
- Optimising the economic potential of the region through sustainable development practices
- Acting as a catalyst in stimulating response from the relevant private/public/community/independent body for appropriate measure
- Developing a transferable model capable of being applied to other regions nationally or transnationally
- Developing the eco-label as a marketing tool for products and services in the region
- Promoting ecotourism industries in the area
- Strengthening the project by forming European Union Partnership alliances.

