Mallow Town Development Plan 2010-2016

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PART 1
INTRODUCTION

1.0 INTRODUCTION

1.1 FUNCTION & PURPOSE OF THE DEVELOPMENT PLAN

This Development Plan is intended to promote and encourage proper planning and guide physical land use development within Mallow Town Council area over the next six years in a sustainable coordinated manner.

A guide for physical development

This Plan is the main public statement of local planning policies and development objectives for Mallow and takes into consideration current and emerging issues. From it, you will be able to find out:

- Where the preferred locations for development are in the town;
- Where certain types of development are encouraged within the town; and
- The standards and requirements for new development proposals.

The process for making the Plan, including the statutory objectives contained in the Plan, is set out within the Planning and Development Act, 2000 (as amended). This Plan will replace the Mallow Town Development Plan 2004 and has regard to the specific development objectives for the Town contained in the Mallow Special Local Area Plan 2007.

What Is in the Plan?

The Plan consists of a written statement, maps and other supporting graphics and images. The written statement contains analysis of statistics, projections and development policy and objectives. General development and design guidance is provided where appropriate.

The plan is set out in five key sections:

- Part 1: Introduction.
- Part 2: Strategic Context - summarises some of the "big picture" issues facing Mallow in the future from the national, regional and local perspectives and outlines an overall strategy for the town.
- Part 3: Policies and Objectives - sets out broad policies and more detailed objectives and proposals for achieving a high quality living, working, investment and physical environment for Mallow.
- Part 4: Development Control - includes Development Management Guidelines which establishes criteria for the assessment of individual planning applications. It also explains the roles of local and central government and the private sector in delivering aspects of the plan.
- Part 5: Implementation – assesses a number of key objectives in the Plan and how they will be implemented.

These parts are supplemented by a number of appendices that set out additional material of a technical or detailed nature, including mapping at a larger scale of 1:1,000. Where conflict arises between the written statement and the maps, the written statement shall take precedence.

A separate document called a 'Strategic Environmental Assessment' of the Plan has been undertaken by independent consultants and should be read in conjunction with this Plan. It is a separate report on the environmental effects of implementing policies and objectives contained in this Plan.

1.2 LEGAL REQUIREMENT

Section 9 of the Planning and Development Act, 2000 (the Act) places a statutory obligation on Mallow Town Council, to prepare a development plan for Mallow every six years.

Planning policies and objectives contained in this Plan articulate the vision for the future of the town and are influenced by national, regional and county policy and guidance as well as the aspirations and views of the community of Mallow as articulated through public consultation exercise held in May 2008.

How long will the Plan last?

The policies and objectives set out in this Plan shall remain in effect for a six year period but can be subject to amendment or review during this time where Mallow Town Council consider relevant in the interest of proper planning and sustainable development. It is a requirement under section 15 of the Act for the Manager of Mallow Town Council to give a report to the Members on the progress achieved in securing the objectives of the Plan not more than two years after making this Plan.

1.3 PLAN AREA

The extent of the Development Plan boundary is determined by the Town Council administrative boundary identified in Fig 1.1. The statutory functions of the Plan apply to all of the lands located within the development plan boundary.

Although not part of the Mallow Town Development Plan area, in the interest of consistency, holistic and integrated planning, regard is had to the Mallow 'environs' - those lands located outside of, but adjoining the Town Council Boundary (plan boundary) and in the functional control of Cork County Council. The development objectives for the environs is contained in the Mallow 'Special Local Area Plan – 2007 (SLAP)' which has been taken into consideration in the preparation of this Plan.

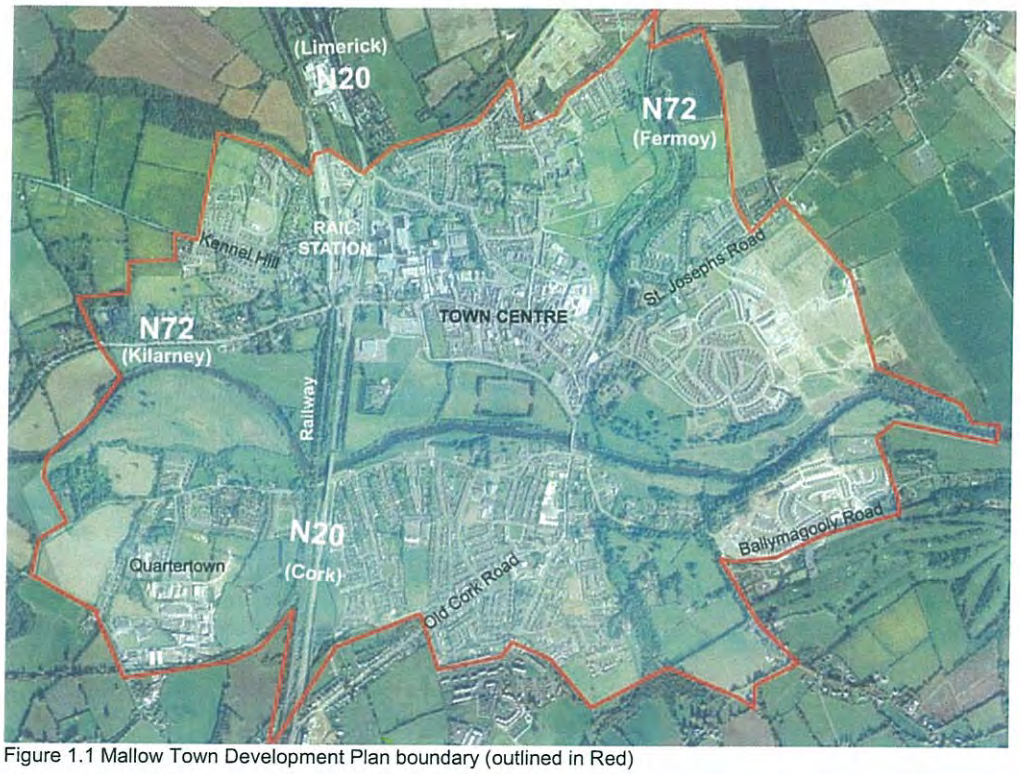

Figure 1.1 Mallow Town Development Plan boundary (outlined in Red)

1.4 PLAN TIMEFRAME

A Strategic Perspective

Although Development Plans are prepared to cover a six year timeframe, it is important that this Plan is set within a longer-term strategic perspective up to the year 2020 consistent with other relevant plans and strategies including *inter-alia*; Mallow Special Local Area Plan (SLAP) 2007, the North and West Cork Strategic Plan 2002 – 2020 and Demographic and Economic Development Strategy for the Mallow Area to 2020.

This Plan therefore attempts to set out as concisely as possible, the planning policy direction for Mallow town over the next 6 year period in the context of the 2020 horizon.

1.5 PURPOSE OF THE PLAN

The purpose of the Development Plan is to take a long-term view of the future development of Mallow in order to manage change in the physical environment and provide for new development that contributes to, and enhances, the existing qualities of the town thereby ensuring that development is planned in a comprehensive and coordinated manner.

Mallow is defined as a 'Hub' town at a strategic level and performs an important role as a key economic driver at a county and local level positioned. This is reflected of its location mid-way on the Atlantic Gateway Corridor between the gateways of Cork and Limerick and at a strategic junction in the rail and national road network.

The continued planned and coordinated development is a key determinant of socio-economic prosperity and an indicator of the town's vibrancy and significance in maintaining and attracting necessary investment to fulfill its long term role as a strategic urban centre. Therefore it is important to ensure that there are clear, concise and up to date detailed development objectives, responsive to current trends, provided for the Town Council area (the social, community and commercial 'engine' of the area) in order to contribute to the long term development strategy.

The main purpose of this Plan is to:

- *Identify key development issues informed by statutory requirements and community and stakeholder participation;*
- *Develop policy objectives for the proper planning and sustainable development of the town that are consistent as far as possible with the Cork County Development Plan 2009–2015, the Mallow Special Area Local Area Plan, National and Regional Plans, Strategies and Guidelines;*
- *Provide a detailed and consistent framework for the use of land and the control and regulation of development that will guide planning decisions;*
- *Provide a basis for coordinating public and private investment throughout the area; and*
- *Inform local communities on how their interests will be affected.*

The main objective of this Plan is to:

- *Clearly define the role and function of the Mallow Town Council area within it's strategic context;*
- *Outline the importance of the town centre as the administrative, commercial, social, and community 'engine';*
- *Identify unique features and opportunities of Mallow to enhance its strategic role that could contribute to future physical, social and/or cultural development of the wider area;*
- *Facilitate and encourage public and private investment in the town, by providing supportive development policies and encouraging rather than restricting development;*
- *Direct new development to those areas best served to accommodate development and that will enhance the character of the town;*
- *To encourage and control development positively.*

1.6 RELEVANT PLANS AND STRATEGIES THAT INFLUENCE THIS PLAN

There are several plans and publications at national, regional and local level, which inform and will influence the overall strategy of this Plan including;

- The National Development Plan (NDP) 2007-2013
- The National Spatial Strategy (NSS) 2002- 2020
- National Spatial Strategy Hubs – Development Issues and Challenges
- The South West Regional Planning Guidelines (RPG) 2004
- Cork County Development Plan 2009
- Cork Area Strategic Plan – An Update (CASP May 2008)
- North and West Cork Strategic Plan 2002 – 2020
- Mallow Special Area Local Area Plan (SLAP) 2007
- Joint Cork Retail Strategy March 2008- Preliminary Consultation Draft
- Cork Planning Authorities Joint Housing Strategy 2009.

The policies and objectives contained within these plans and strategies have been reviewed and analysed. A detailed assessment of all documents along with an assessment of their relevance to Mallow is included as an appendix to the Plan. Generally, these plans are relatively consistent and translate national spatial strategic down to the local county and area plan level.

At a strategic perspective, Mallow has been designated as a 'Hub' settlement in the NSS at a pivotal location between Cork and Limerick and on strategic road and rail network – the purpose of which is to accommodate growth and serve a wider hinterland.

Further detailed assessment (undertaken in the National Spatial Strategy Hubs – Development Issues and Challenges) suggests that crucial strategic, physical, community and educational infrastructure, and recreational and tourism facilities are needed in Mallow in order to enhance circulation and accessibility around and through the town and provide medium and long term landuse strategy for the successful development of a 'Hub' town;

The Regional Planning Guidelines (RPG) underlines the strategic importance, economic and employment opportunities presented by Mallow which can contribute to achieving critical mass necessary to achieve NSS objectives. In addition to a number of specific policies, the RPG suggests a population growth of Mallow to 20,000 by 2020 achievable by a good mix of 'Gateway' based employment, rail infrastructure improvement to 'Gateways' and augmentation in research and development related to the established food sector with direct third level support and involvement.

These strategic and regional objectives for Mallow translate down to the County level where the Cork County Development Plan (CDP) has identified Mallow within the *'CASP' Ring Strategic Planning Area* and is identified as the key economic driver of this strategic planning area because of its' strategic geographic location and road and rail accessibility.

The CDP includes policy objectives to maximise the economic potential of Mallow as a 'Hub' town within the 'Atlantic Gateway Corridor', and includes an objective to prioritise the sustainable development of the main towns in the County to achieve their target populations and enhance their capacity to attract new investment in employment, services and public transport for the benefit of their own populations and that of their rural hinterlands.

The 'CASP' which is a 20 year vision and strategy for the development of the Cork City-Region up to 2020, envisages that the period 2007-2013 would see the densification and growth of existing growth locations including Mallow. It considers that Mallow is the most suitable Ring Town location for Business and Technology, and Distribution uses and can accommodate office development as part of mixed uses or business parks and smaller scale industry. However, the CASP acknowledges that there are obstacles to the significant delivery of development in newly identified neighbourhoods in Mallow, namely the provision of the appropriate road infrastructure and connection to the rail network is needed and coupled with water and wastewater infrastructure are fundamental to the delivery of growth aspirations for Mallow as set out in policy at all levels.

The Mallow Special Local Area Plan (SLAP) 2007 identifies a new economic strategy for the town, a unified approach to future population growth and a development framework for the town and its' immediate environs up to 2020. The economic development strategy contained in the SLAP is based on the characteristics of Mallow including; strategic location, road and rail accessibility to gateway and larger employment centers; agricultural and the existing food production sector; potential for high quality technology and business park development; emerging tourism infrastructure; and ample supply of new housing and range of service and facilities. The SLAP suggests that if Mallow is to respond to its 'Hub' designation, then future growth should out perform a continuation of past trends and thus adopted a strategy to ensure that a shortage of available land did not restrict the town's growth potential to a population of 20,000+.

1.7 PUBLIC CONSULTATION

Following notification of intent to prepare a new Plan in April 2008, Mallow Town Council undertook pre-draft plan consultation with, and/or invited submissions from various statutory bodies, local stakeholders and organisations and, the local community. An issues paper was made available and a public workshop forum on the preparation of the new Plan was held in Mallow Library on May 27th 2008. The findings of the consultation were taken into consideration in preparing the Draft Mallow Town Development which went on public display in February 2009. Amendments were made to the Draft Mallow Town Development Plan following public display periods and are now contained in this Mallow Town Development Plan 2010-2016.

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PART 2
ANALYSIS

2.0 CONTEXT & ANALYSIS

Section 1.0 of this Plan has clarified that the regional planning guidelines and special local area plan objectives for Mallow have assumed longer development horizons than the standard development plan of six years. A development horizon of up to 2020 has been established for Mallow by virtue of its strategic 'Hub' settlement designation. Therefore, it is imperative that the six year timeframe of this development Plan also fits comfortably within these strategic horizons and development objectives.

Understanding the factors that have influenced development in Mallow to date provides a very clear direction in setting out a planning and development framework for the next six years. These factors include:

- Appreciation of the historical context and function of Mallow;
- Mallow's strategic role;
- The physical issues currently being experienced within Mallow,
- Mallow's socio-economic performance and the key strengths, issues and opportunities that arise; and
- Identification of unique physical setting and important historical and/or cultural, assets.

This section of the plan will therefore undertake an assessment of all these factors which are considered critical to producing a comprehensive and robust planning strategy for the town.

2.1 HISTORICAL CONTEXT & FUNCTION

2.1.1 Development of the Town

Mallow (*Maghalla*) is located in north Cork approximately 30km north of Cork City and 60 km south of Limerick City. The Strategic importance of the ford across the river Blackwater at Mallow was recognised by the Anglo-Normans who are reputed to have built a castle here in the late 12th Century. Initially developed as a defensive settlement on the River Blackwater, and later as a plantation settlement, the town developed rapidly between the late 16th and 19th century and became famous in the 18th-19th century as a spa resort – one of the chief holiday resorts in Ireland. The town continued to prosper as a market town on the basis of its fertile agricultural hinterland, its strategic central location and connectivity with the arrival of the railway network. No visible surface trace now survives of the town walls which are said to have formally enclosed Mallow. The principle surviving of the Medievil settlement lies in the simple linear street patter adjacent to Mallow Bridge and Mallow Castle. Further information on the historic development of Mallow is available in the *The Urban Archeological Survey of County Cork* and the *Archeological Inventory of County Cork*.

2.1.2 Mallow Today

Mallow today is the largest town in the north of the County. The town continues to perform a strategic economic, employment and social role (supported by its strategic spatial 'Hub' designation) providing a range of services and facilities to a large urban base and rural hinterland experiencing structural change and provides employment opportunities from Fermoy to Killarney, and north toward Limerick.

The primary agricultural employment base in the area has continued its shift towards the service and high technology sector reflective of wider economic trends. The town has undergone continued development since the last development plan with new

commercial projects reinforcing the commercial role of the town centre, continued investment within the Quartertown industrial area and residential schemes being completed, including Castlelands and College Wood providing for, and encouraging an expanding population.

The strategic position of Mallow on existing transport infrastructure is still considered important. The N20 National Primary Road corridor and the intersection with the N72 National Primary Route which connects the east and west of the country provides good road infrastructure whilst the rail line accommodates strategic passenger, freight and commuter rail service with Cork City and the rest of the national rail network.

Much of the inherent historic features of the town are still around today but in some instances, play a less conspicuous or significant role including for example, Mallow Caste, the River Blackwater and other historical and cultural features.

2.2 PHYSICAL ISSUES

2.2.1 Settlement Growth

The physical development of Mallow to date has and will continue to be influenced by the natural river corridor that traverses the town and the horizontal and vertical alignment of the main Cork – Limerick N20 National primary road that dissects the town to the west of the town centre. The town historically developed on the northern side of the River Blackwater prior to the settlement expansion on the southern side aided by the construction of Mallow Bridge.

More recent developments have seen a greater concentration of primarily new residential development extending eastward on both the northern and southern sides of the river along Spa Road and St. Joseph's Road (on the northern side) and Ballymagooly Road (on the southern side). The pattern of this development has occurred generally in accordance with the development objectives established under the previous Town Development Plan and the development objectives for the Mallow environs by Cork County Council. A more modest amount of development has occurred on the western side of the N20 National Primary Route with smaller residential areas being developed in the Kennel Hill area in the north-west, and industrial activity occurring in Quartertown.

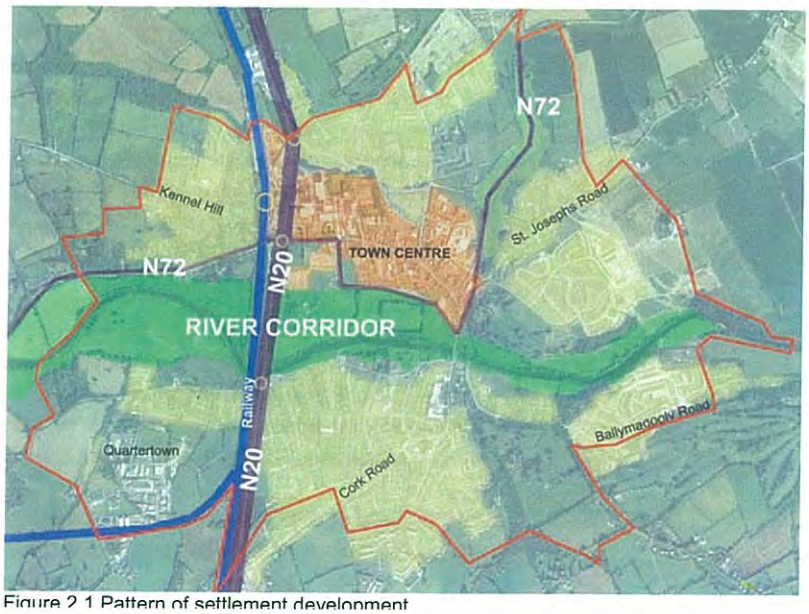

Figure 2.1 Pattern of settlement development

The river corridor and its historic flooding behavior has resulted in a physical separation between the northern town centre side of Mallow and the southern larger residential base along the Old Cork Road where local vehicular and pedestrian connectivity to/from the town centre is restricted to the bridge crossing at the southern side of Bridge Street. The extent of development areas and the river and road corridors are demonstrated in Figure 2.1 above.

2.2.2 Town Centre

The historic development and concentration of the town centre along Thomas Davis Street has remained largely unchanged comprising primarily of three story terrace buildings of varying architectural style and finish. There is no definitive focal point defining the town 'centre'. However, there are some notable features that contribute collectively to the sense of place of the 'town centre' including for example; The Clock Tower, St. Mary's Church on Davis Street, the Spa House, the elongated streetscape extending from West end to Bridge Street, the commercial and social vibrancy that generally exists within this area, and the backdrop/foreground provided by the river.

The physical pattern of the town cnetre has also been influenced by natural features including the extent of the flood plain of the River Blackwater which has directly affected existing and potential landuses along the river corridor including the Town Park. This has previously restricted consideration of uses along some parts of the river corridor. Other natural characteristics features influencing the development of Mallow include the Spa Glen landscape amenity area along the N72 (Fermoy Road) and the location of Mallow Castle at the eastern edge of the town centre.

Traffic movement, and to a degree pedestrian circulation in the town centre, is constrained by the narrow configuration of the town centre streetscape and road junctions, the operational use of the town centre for through traffic, local services and facilities, and on street car parking along Davis Street.

More recently, the town has experienced new retail developments including the redevelopment of Market Square as a mixed use retail and residential development at the northern end of William O'Brien Street and 4Home positioned on Park Road. These developments, more so the Market Square development, are perhaps a reflection of the restricted and limited development opportunities that exist within the historic town centre area to provide for modern forms of mixed use retail and commercial development and related accessibility and parking.

Business Uses in Town Centre

Figure 2.2 presents a detailed analysis of the current ground floor uses occurring in the central area of the town centre (Davis Street/Main Street, Bridge Street and adjacent streets areas) that were recorded during a survey in May 2008. The survey reflects the visual experience of a diversified and visually vibrant town centre providing a range of commercial, retail business and civic/community uses elongated primarily along Davis Street. The individual plots or buildings remain largely in the original narrow form resulting in a multiplicity and dense concentration of shop frontages in the town centre.

The survey demonstrates that the greater concentration of retail outlets occur towards the eastern extremity of Davis Street and a more varied use occurs on the western extremity of Davis Street toward West End with a clear increase in ground floor office use.

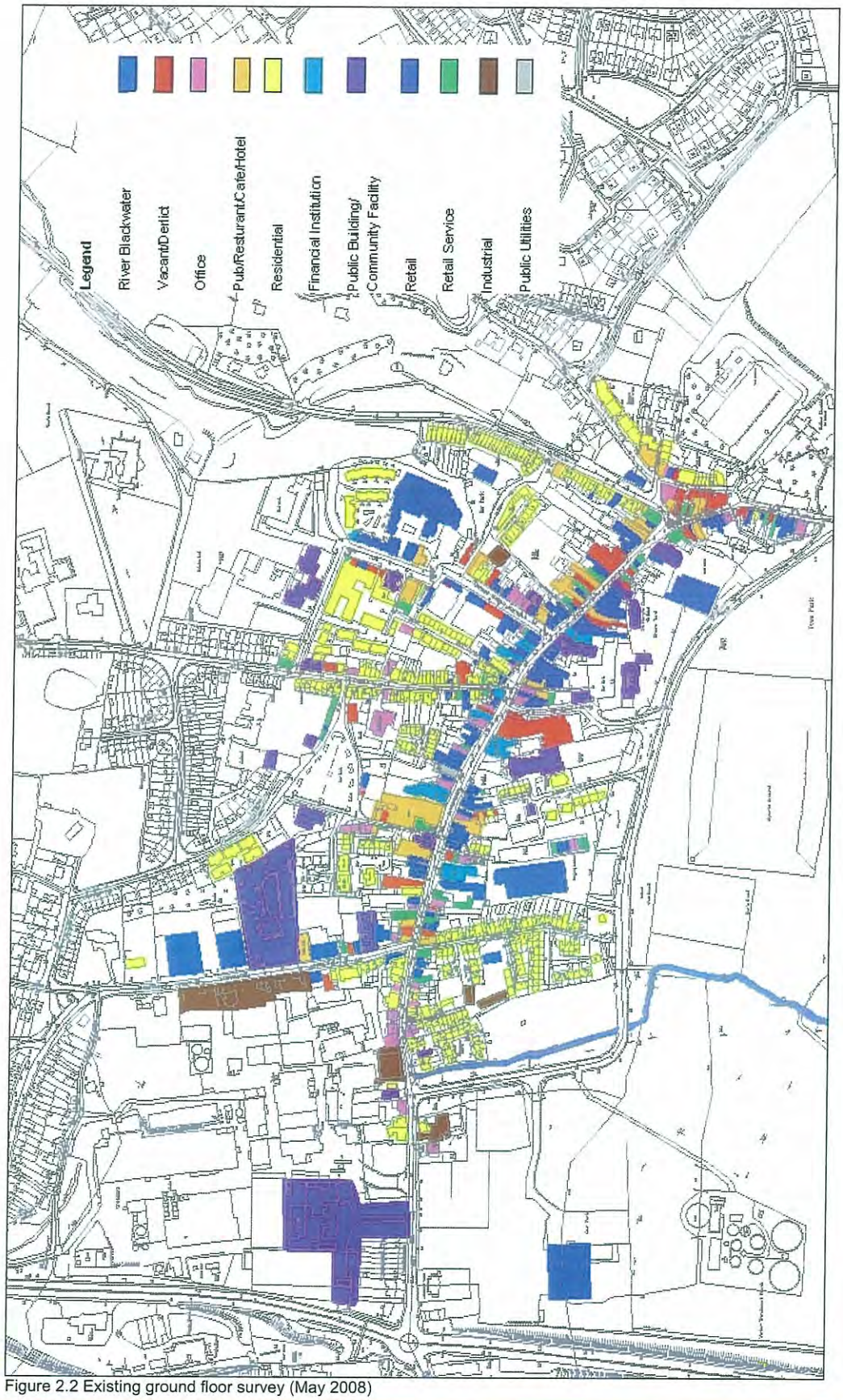

Figure 2.2 Existing ground floor survey (May 2008)

Vacancy is dispersed throughout the central commercial area with a notable concentration occurring between the Clock Tower and Bridge Street and a number of adjoining properties on the eastern extremity of Davis Street. Within 400m of 'The Monument' (located at the intersection of Davis Street and William O'Brien Street), eight bookmakers were recorded, six of which with prime frontage onto Davis Street.

Townscape Character

There are a notable amount of individual and groups of buildings/structures that contribute to the character of Mallow and which are contained in the Record of Protected Structures (RPS) and Architectural Conservation Areas for preservation, enhancement and conservation. These structures have and will continue to influence the development pattern particularly of the town centre.

Townscape Audit

Physical, natural and visual features can individually or collectively contribute to the unique character, setting and visitor experience of Mallow. These features may not always be positive and can include features that diminish or result in a negative effect on the character and public realm. In order to identify these features, a townscape audit was undertaken within the central area purely in order to identify notable features that contribute to the character, appearance and experience of the town centre.

The most notable physical feature of the central area is the elongated and curved building form presenting of a visually striking and compact streetscape extending along the main thoroughfare of the town from the West End along Davis Street to the Clock Tower. This area comprises predominantly three storey buildings of varying architectural character including Georgian, Tudor, 19th Century and modern architecture. Secondary streets and alleyways radiate north and south from Davis Street and provide a greater variety in scale form, appearance and use. Davis Street, the main thoroughfare through the town, is heavy congested by strategic and local traffic. Parallel parking and loading bays are provided along both sides of the street. Though vibrant in appearance, Davis Street appears visually cluttered as a result of the quantity of traffic, on street parking, the lack of pedestrian crossings or clear pedestrian permeability giving rise to vehicle/pedestrian conflict.

The urban form contains a number of visually interesting positive physical features including the position and relationship of St. Mary's Church set back from Davis Street, 'The Monument' at the intersection between Davis Street and William O'Brien Street, the vistas eastward that terminate on the Clock Tower, the open landscape setting of the Spa House and the terminating view of Market Square at the north of William O'Brien Street. Whilst Mallow Castle and the Town Park are located on the edge of the town centre, they contribute little to the actual visual amenity/character of the town centre by virtue of the physical and visual separation. In terms of external finishes, the town centre lacks cohesion with its variety of different shop fronts, signage, colour schemes and ground floor uses.

The following are considered the most notable physical, historical, social and/or community features arising from the townscape audit that contribute to the character of Mallow. (These are represented in figure 2.3).

- The Hibernian Hotel- replica Tudor fronted building contributing to the Davis Street Streetscape and functioning as an interactive social/business hub;
- St Mary's Catholic Church- significant prominent set back position from Davis Street and creating a focal point in the streetscape. A protected Structure;

- 'The Monument' – positioned in the centre of the road at the junction of Davis Street and William O'Brien Street is a statue is of JJ Fitzgerald a scholar and patriot;
- The Market Square- the redevelopment of the former Market for a mixed use commercial and residential development occupies a prominent visual position at the northern extremity of William O'Brien Street retaining the original south elevation façade of the Market;
- Mallow Town Library- the new library has resulted in the creation of an extremely functional community and social node providing enhanced connectivity and linkage between Davis Street, back land car park and Park Road;
- The Clock House- the most recognisable physical feature of Mallow occupies the terminating eastern view along Davis Street. A protected Structure.
- Spa House - Built in 1828 over the spring well, the Spa House (and the adjacent 'Dog's Head') is representative of Mallows legacy as a Spa town. A protected Structure;
- Mallow Castle and grounds- containing two castles, the older which is in ruins and the newer which is in good condition and private ownership. The attendant lands house rare white fallow deer. A protected Structure.
- St James Church of Ireland- positioned to the south (behind) Davis Street contributes to the Park Road streetscape;
- Mallow Town Park- substantial sized, tree lined green open recreational space located on Park Road adjacent to the River Blackwater.
- The bridge – spanning the Blackwater, the bridge connects the central and northern areas of the town with Ballydaheen and surrounding southern area of the town;
- The River Blackwater – the winding river traverses through core of the town and its historic flooding and ecological characteristics have resulted in a riverine corridor contributing to the natural amenity and visual character.

The physical environment and appearance of the townscape is being challenged by increasing traffic congestion arising from through traffic traversing the town centre and demand for on street car parking particularly along Davis Street. Consequently, the aesthetic appearance of the town centre as a destination and pedestrian permeability along Davis Street is being compromised. This townscape appraisal shall inform policies and objectives in order to retain and enhance the character of Mallow.

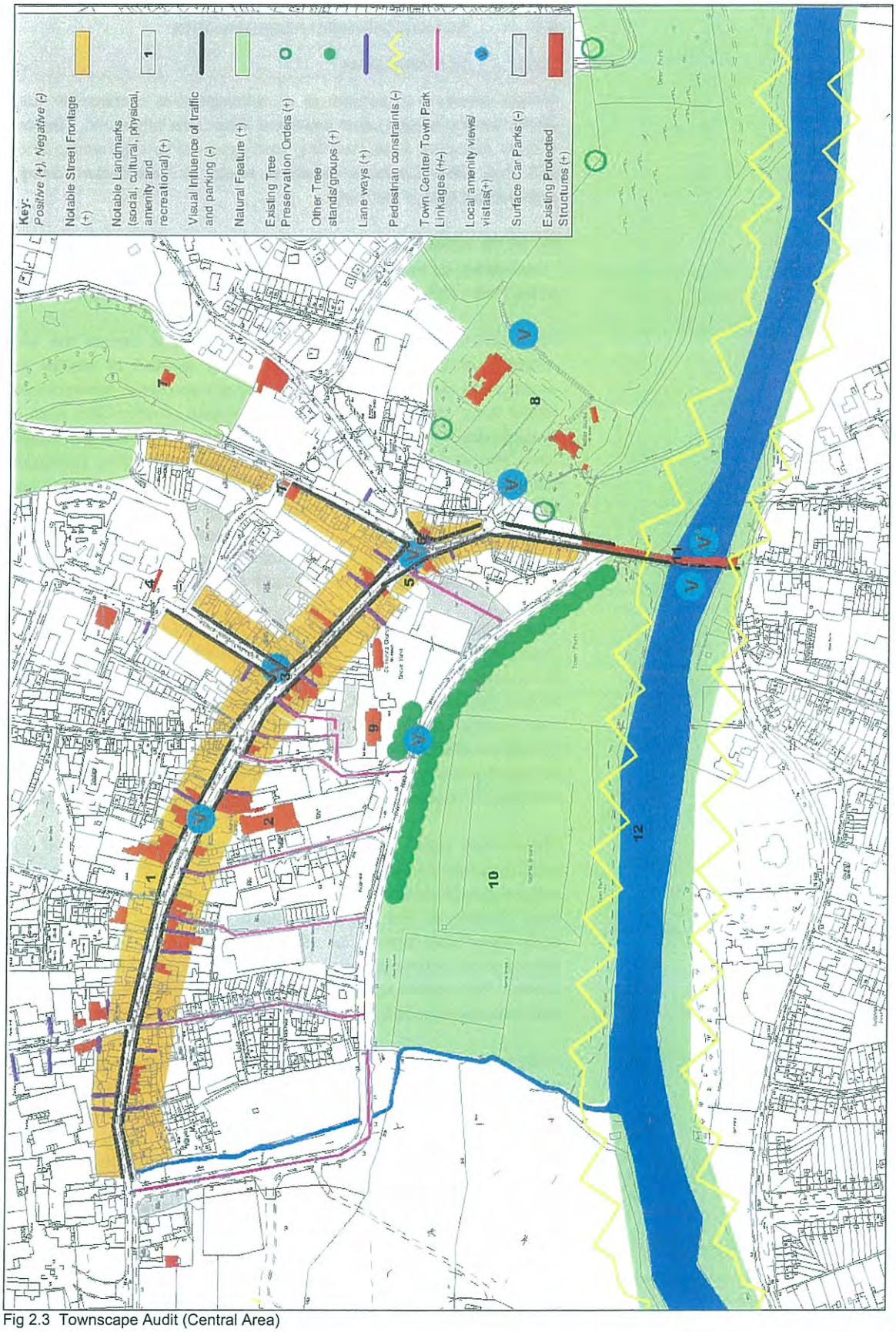

Fig 2.3 Townscape Audit (Central Area)

2.3 SOCIO-ECONOMIC PERFORMANCE

2.3.1 Economic Base

Mallow continues to perform as an administrative, commercial, educational and civic centre serving a large urban base and wider rural hinterland. The town currently has a diverse economic base including food processing, engineering and services with the IDA and Town Council's industrial estate at Quartertown being the predominant employment area in the town.

Whilst the traditional agricultural base continues to decline in the surrounding hinterland - exemplified by the recent closure of the sugar beet processing facility circa 4km west of the town - Mallow is showing signs of economic resilience and diversification.

The current workforce is more diversely spread across the employment sectors reflective of the attractive and accessible location of Mallow to and from other employment centres. The 2006 Census of Population[1] confirms that there was a total labour force[2] of 5,090 persons within the town of which 98% were recorded in gainful employment. Four predominant occupations were relatively balanced each proving circa 14% of overall employment in the following sectors; professional and technical, clerical & governance, sales and commerce, manufacturing and services and in that order. In contrast, traditional employment of farming, fishing and forestry amounts to 1.1% of the workforce with 57 people recorded under that profession. The remaining 2% of the population looking for their first regular job whilst low, is still slightly higher than county and state averages at 1.2% and 1.3% respectfully.

Though the town centre remains the primary focus for retail, new commercial and business activities have been identified for outer lying areas such as Gooldshill located outside the southern boundary of this Plan area and adjacent to the Old Cork Road / N20 in the environs. This is occurring on foot of development objectives identified for the environs contained in the 'SLAP' area. Other development objectives identified in the Mallow environs encourages the redevelopment of the 75 hectare former sugar beet processing factory for mixed urban uses (including economic and employment activities) and the 250 hectare site on the north eastern fringe of the Plan boundary.

Mallow has been fortunate in that there has not been a significant trend of retail/commercial development diversification away from the town centre to date. The redevelopment of the Market Square and the permitted redevelopment of a large site on Park Road/West End for the provision of a mixed use town centre development comprising retail, commercial, office, residential uses, can collectively contribute to the enhancement of the economic profile and provision of services and facilities in the town centre. This pattern and focus on the town centre as the hub for economic, business and commercial activity should thus be safeguarded into the future.

Analysis of the economic profile suggests that there is opportunity for consideration of further diversification across all predominant employment sectors and greater consideration to diversification of tourism related economic development opportunities.

In addition to general economic commercial development, recommendations made by Fáilte Ireland (during the consultation process of this Plan) seek to encourage the provision of sustainable tourism (development) opportunities in Mallow and its environs.

[1] *www.cso.ie*
[2] *Persons aged 15 years and over*

2.3.2 Social Base

Mallow is fortunate to have six primary schools, three secondary schools and a range of community and private childcare facilities all located and highly accessible within the urban area of the town. The existing educational institutions provide a range of single sex and co-education facilities and collectively accommodate over 2000 pupils. Third level educational facilities and/or links to other third level institutions are currently lacking.

Mallow General Hospital located circa 1km to the north of the town, is an important healthcare resource to the community providing secondary care services with 24/7 consultant delivered Medical, Surgical and ENT care to the town and the larger hinterland. This facility will be complemented with the implementation of the primary healthcare centre being developed on the Old Cork Road.

The recent development of Mallow Library off Main Street/Davis Street has contributed significantly to the civic role of the town centre. This highly accessible facility is a social and community hub providing a diversity of services to all sections of the community including internet access, cultural activities and meeting and exhibition space.

2.3.3 Population

The 2006 Census recorded a population of 7,864 persons for Mallow Town, a 10.9% (or 673 person) increase over the previous inter census period of 2002. A breakdown of these demographics shows that from the two electoral divisions (DEDs) that comprise Mallow Town Council area, a 22.6% increase in population occurred during this period in 'Mallow North Urban' DED whilst a 4.2% decrease in population was experienced in the 'Mallow South Urban' DED.

The environs of Mallow caters for an additional population base which forms part of the 'Mallow Rural' DED. The Mallow Rural DED recorded a population of 2,377 persons and which experienced a population increase of 28.8% increase between the 2002-2006 census periods. The combined population for the town and the environs[1] is 10,241 persons which is a 12.73% increase in the same area since 2002. The Plan area (Mallow Town Council area) currently contributes to 76% of the collective population.

The national, regional and county development strategies analysed in Section 1.0 recommend a population model for the Mallow 'Hub' of 20,000 persons by year 2020. This target is inclusive of the Town Council and environs area. In order to accommodate this population target, it is likely and anticipated that the majority of the circa 7,800 new population will be accommodated within the environs area.

2.4 LAND AVAILABILITY / OPPORTUNITIES

The Mallow Town Council urban area has been substantially developed to date and new urban generated development including residential, industrial and commercial enterprises have extended beyond the town boundary and into the 'environs'.

However this does not mean that there are no more development opportunities within the town boundary. From examination of the previous Mallow Town Development Plan 2004, it is evident that large areas, which had been specifically identified for development during the course of that Plan, still remain undeveloped. The geographical location of these undeveloped areas and their concentric distance from the town centre are visually represented in Figure 2.4. These areas include 23.78 hectares of residential

[1] *Includes the entire 'Mallow Rural' DED*

zoned land. This appraisal does include the area along the River which had been zoned 'Agriculture'. An urban audit of developed and undeveloped land is detailed in Table 2.1

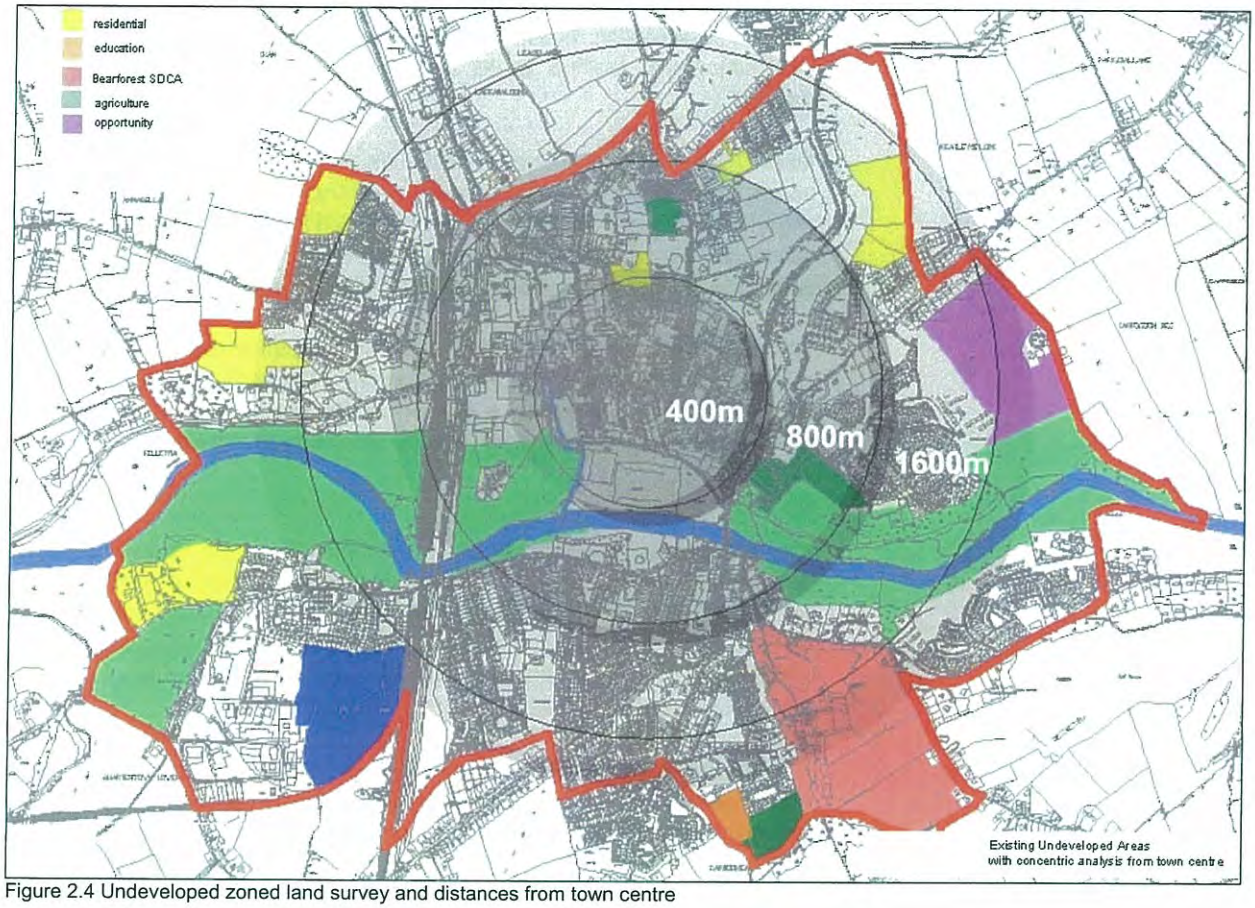

Figure 2.4 Undeveloped zoned land survey and distances from town centre

Table 2.1 Urban Audit

Urban Audit (hectares)

Land Use Characteristics	Developed	Undeveloped
Residential Zoning	220.05	26.03
Town Centre Zoning	3.59	0
Commercial Zoning	4.8	0
Industry / Enterprise Zoning	37.74	13.14
Educational/Institutional/Civic Zoning	27.76	1.92
Open Space/Sports/Recreational/Amenity	15.3	8.72
Agriculture	96.45	96.45
MU/OPP1 *Approx	6.75	8.3
Bear Forest Special Development Control Area	0	32.35

*MU/OPP1 Masterplan area located at Castlelands which was substantially developed in the last plan period

2.5 OPPORTUNITIES and CONSTRAINTS

Arising from the foregoing assessment it is evident that Mallow has many strengths, weaknesses, opportunities and threats. The emerging strategy for the town needs to ensure that the identified strengths and opportunities need to be encouraged, protected and developed, whilst the weaknesses and threats need to be addressed as an integral part of the overall strategy and detailed policies and objectives of the Plan.

'SWOT' Analysis

Strengths

- Strong historic Market Town role Vibrant compact town centre
- Legible urban character
- Road and rail connections to larger employment centres and residential settlements;
- River amenity setting
- Strong local business, community & interest groups
- Limited town boundary area
- Strong administrative role and function as divisional centre of North Cork.

Weakness

- Traffic congestion through town centre;
- Poor pedestrian permeability
- Lack of strong identify of existing physical and natural features;
- Vacancy
- Under utilisation of backlands
- Lack of clear tourism/amenity profile
- Limited town boundary area

Opportunities

- 'Hub' designation
- Enhanced rail connectivity to Cork, Kerry and Dublin
- Development opportunities within central areas
- economic & social role
- Increasing population trends and ambitious population targets
- Improved water infrastructure
- Proposed bypasses at advanced stage of design
- Mallow transportation study
- Mallow amenity study
- Strong town centre streetscape
- Ongoing flooding remedial works
- Developing cultural and heritage base
- Good range of community services
- Strong community structure

Threats

- Potential flooding of the Blackwater
- Increasing town centre vacany levels
- Erosion of features that contribute to town character
- Dispersed development from the town centre
- Unsustainable landuse patterns
- Deteriorating town centre environment from increased congestion;
- Blurring of town centre importance arising from commercial/economic development occurring in the environs

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3.0 A STRATEGIC VISION

The previous sections of this Plan have identified a number of issues relevant to the preparation of the future development framework for Mallow. These issues include:

- The national, regional and county policy context identifying Mallow for growth as an important economic and population (Hub) centre in the South West Regional and within north cork;
- The relationship and importance of the Town Council administrative area and town centre as the commercial and social nucleus to the development of the wider Mallow urban and environs area;
- The ability of the central area to accommodate new investment to enhance the current role of the town centre as a place to live, work and invest;
- Improving accessibility, circulation and pedestrian permeability through the town centre;
- Focus on the inherent physical and natural characteristics of the town to promote and encourage tourism and recreational amenity potential;
- The requirement for public and private investment to realise Mallow's potential.

3.1 THE WAY FORWARD

The Vision for the Mallow Plan is therefore based upon; retaining the compact pattern of development that has occurred to date, preserving and enhancing the town centre as the economic service provider to the urban area and wider rural hinterland, and enabling Mallow to achieve its strategic 'Hub' status utilising the inherent physical and natural characteristics of the town.

This 'vision' seeks to capitalise upon the existing and ongoing infrastructural investment (roads, water and flood remedial infrastructure), Mallow's strategic position on the national road and rail corridors and, the inherent cultural and amenity characteristics of the town.

From a practical perspective, this 'Vision' will require a development framework to facilitate the population base necessary to support the strategic role of Mallow's 'Hub' status. It should be acknowledged that the population target will be dependant upon the provision of an appropriate economic and employment base to sustain and support an increased population during this time. Whilst the population target for the 'Hub' is for a period longer than this Plan (up to 2020), the Plan will however need to make appropriate and adequate provision for growth during the next six years that will assist in achieving the longer term strategic objectives

In tandem with socio-economic objectives, this Plan will include appropriate measures to provide for an attractive, accessible, high quality, inclusive and sustainable settlement to live in terms of land uses, development patterns and protection and enhancement of built and natural features which contribute to and enhance the local environment, identity and sense of place. The Council is committed to delivering these qualities through working in partnership with local people and organisations and through promoting the objectives and policies contained in this plan.

3.2 THE VISION FOR MALLOW

In order to achieve the vision outlined in Section 3.1.1, the following four landuse strategy objectives have been established to underpin the Plan.

Objective 1 DEVELOPING THE 'HUB'

- To facilitate the strategic 'Hub' role of Mallow and as a key service and economic centre serving a large urban area and rural hinterland;
- Redefine the town centre at the core of the settlement for the provision of town centre/retail uses;
- Identify opportunities in the retail core suitable for town centre/retail uses;
- Protection of the town centre form inappropriate commercial/retail development on the fringe of the centre;
- Designate lands for compatible employment uses;
- To encourage tourism related development where appropriate and to protect existing tourist related uses.

Objective 2 AN ACCESSIBLE & LEGIBLE TOWN

- Improve strategic and local vehicular accessibility through and around the town;
- Implement the findings of the Mallow Traffic and Transport Study;
- Enhancement of pedestrian legibility and permeability throughout the town and with the town centre;
- Promote the concept of walkable communities;
- Use of cultural and natural features to enhance the town's legibility and increase connectivity.

Objective 3 A POSITIVE PHYSICAL & NATURAL ENVIRONMENT

- Protect water quality and maintain biodiversity;
- Make the most efficient and effective use of zoned and serviced land;
- Ensure sufficient variety of landuse objectives to contribute to longer term strategic settlement objectives whilst consolidating and contributing to the compact urban form;
- Implement the recommendations of the 'Heritage Led Regeneration Strategy for Mallow' being prepared separately from this Plan for the town centre;
- Enhance and preserve the River Blackwater as an amenity and recreational asset to the town;
- Identify physical and natural characteristics that can be sensitively developed for future economic, recreational, cultural and amenity purposes;
- Encourage reduction in energy consumption and emissions;
- Identify zones of flood hazard / flood risk management;
- Apply landuse designations where necessary to protect important structures and features.

Objective 4 A VIBRANT & BALANCED COMMUNITY

- Coordinate the provision of new development with provision of infrastructure;
- Promote a variety of house types and tenure;
- Encourage appropriate level of services commensurate with settlement growth;
- Work with Mallow Development Partnership and other community, business groups and voluntary associations in further developing resources and facilities in the town;
- Support the provision of new community and educational facilities in the town;
- Implement the recommendations of the 'Mallow Recreational Infrastructure Audit' currently being prepared separate from this Plan.

3.3 DEVELOPING THE STRATEGY – ACHIEVING THE 'HUB'

3.3.1 The Strategy

The development or 'settlement' strategy for the Plan is based upon making the most effective, efficient and sustainable use of existing land and infrastructure resources whilst achieving the vision for Mallow (Section 3.2) and providing the critical mass for the settlement to achieve strategic ('Hub') development objectives. The objectives of this Plan are largely reflective of those set out in the Mallow Special Local Area Plan (SLAP) 2007 for the Town Council boundary. Any variations that have occurred are reflective of current issues and/or relevant guidelines that occur at this time.

The settlement strategy for this Plan must adopt a sustainable sequential approach for future development patterns and the use of land in accordance with current best practice and development plan guidelines for preparing and implementing development plans. It is therefore desirable and recommended that the town continues to develop a concentric development model within and around the core central area and existing services in order to create a compact, consolidated and sustainable urban form that can support the continued provision of centrally based services, facilities and infrastructure.

This strategy does not challenge the development approach identified for the Mallow environs (outside the defined town council boundary) in the Mallow 'SLAP' 2007.

3.3.2 How to Achieve this Approach

Acknowledging the limited development opportunities within the Town Council boundary, this Plan will place greater emphasis upon identification and renewal of obsolete or under used land assets within the Town Council boundary whilst simultaneously seeking to protect and respect the inherent character and biodiversity of the town. This will be achieved through the following;

3.4 FUTURE LANDUSE CONSIDERATIONS

The River Blackwater and Flood Risk

The physical scale and behavior of the River Blackwater will continue to influence and shape the development of Mallow by virtue of the natural topographic and valley formation that has formed through the centre of the town. Historically, the flooding characteristics have sterilised much of the adjoining river embankments from development must notable on the northern side immediately adjacent to the town centre and town park. Some areas of the town have however been developed in what is now

recognised as areas which are vulnerable to flooding. OPW flood improvement works are currently being implemented. These will assist in future flood prevention/protection/alleviation in several areas of the town. However, the Council is cognisant that the implementation of these measures will not completely eradicate flood risk. The environmental impact assessment undertaken by the OPW relates to the implementation of the remedial works proposed under the Munster Blackwater River (Mallow) Drainage Scheme only. It is not a detailed flood risk assessment/analysis of the suitability or effects of future development land/uses within the town that can be used for the purpose of this Plan.

The development strategy for this Plan will therefore adopt a precautionary flood risk managed approach in accordance with the Draft Guidelines for Planning Authorities regarding 'The Planning System and Flood Risk Management' based upon up to date OPW information.

Strategic Transport Considerations

The N20 National Primary (Cork-Limerick) Route traverses through the western extremity of the town on a north-south axis providing a strategic and to a lesser degree, local traffic corridor which interconnects with the N72 Killarney – Fermoy route.

Though a preferred new strategic motorway route has been selected beyond the eastern extremity of the town to replace the existing N20 route, it is imperative that the development strategy in this Plan safeguards both proposed and existing primary transportation corridors by restricting inappropriate accesses or new developments directly onto these route.

Environmental Parameters

The River Blackwater Corridor presents significant local amenity features and is in part, protected under Natura 2000 designations. The development strategy for future development must have cognisance to the implications of these designations and other natural amenity features including Spa Glen in the interests of preserving this natural amenity feature and local biodiversity.

Seveso Designations

Landuse implications on the pattern and type of development within the immediate Quartertown area will also be subject to appropriate consultation required by virtue of the existing Serveso designation arising from the current LPG facility.

More detailed analysis of all the landuse considerations are contained within the individual policies and objectives sections of this Plan in Part 3.

3.5 LANDUSE OBJECTIVES

The following landuse objectives have been determined from consideration of the development strategy and the future fundamental landuse issues.

The application of landuse zoning objectives can create a concentration of single use activities which can inhibit differing but often complementary uses within the same location. Therefore the objective of this landuse framework is to promote a flexible consideration of complementary activities within certain locations.

Table 3.1 (Land Use Zoning Matrix) provides an indication of the acceptance or otherwise of a development use in a particular zoning class. Whilst Table 3.1 is a useful tool in guiding development in certain use zonings, the development categories are by no means exhaustive.

Town Centre

To protect and enhance the vitality and viability of the town centre for retail services and to provide for residential, commercial, office, cultural and other uses appropriate to the centre.

Mixed Use

To accommodate residential, commercial, office, cultural and other uses appropriate to the periphery of a retail centre. Retail uses shall only be permitted if it can be comprehensively demonstrated that there is no alternative town centre site available and that such uses would not adversely impact on the town centre and diminish the vitality and viability of the centre. A Retail Impact Statement shall be required for all substantial [1]retail proposals within this zoning and include sequential testing.

Commercial

To accommodate commercial, cultural and other uses which are land intensive and are inappropriate to a town centre location, (including for example bulk retailing, car showrooms, other showrooms, builder's providers and light industrial uses) and which has demonstrated that there are no other alternative sites available.

Industry/Enterprise

To facilitate employment generating uses but specifically excluding retail use and Class 2 office use as defined under Part 4 of Schedule 2 of the Planning & Development Regulations 2001, where the services are provided principally to visiting members of the public. Refer to footnote explanation[2].

Educational/Institutional/Civic

To ensure the provision of adequate community and education facilities including health centre/clinics; places of worship; cultural uses; schools; nursing homes; community halls; sports clubs; recreational buildings and parks / playgrounds.

Residential (including 'established' and 'new' residential areas)

To provide for primarily residential development and other activities incidental to residential use. Though housing is the primary use in this zone, recreation, education, creche/playschool, clinic/surgery uses, home based economic activity, sheltered

[1] *A large scale retail planning application is considered to be any proposal with in excess of 400sqm of net comparison retail floorspace and 300sqm of net convenience floorspace. Where both convenience and comparison retail use is proposed a retail impact assessment will be required for those developments in excess of 500sqm net floor area.*

[2] *Class 2 of Part 4 of Schedule 2 of the Planning & Development Regulations 2001 include (a) financial services; (b) professional services (other than health or medical services); and (c) any other services (including use as a betting office).*

housing and small shops may also be considered on a case by case basis subject to the preservation of surrounding residential amenities, traffic and environmental considerations.

Open Space/Sports/Recreation/Amenity

To preserve these areas for the provision of functional and passive and active recreational and amenity open space.

Special Development Area

To provide for the sensitive and coordinated development of four identified areas including; 1. Mallow Castle, 2. Bearforest Demesne 3. Bearforest Lower, and 4. Keatleys Close in accordance with controlled guidelines and specific policies identified in the Plan including policy TAC3-4 relating to Mallow Castle; policy EC2 relating to Bearforest Demesne; policy H8 relating to Bearforest Lower and policy H9 relating to Keatleys Close. The development of each of these sites shall be subject to an agreed masterplan.

Blackwater Amenity Corridor

To protect the habitat, landscape, visual and amenity qualities of the River Blackwater from urban generated development so that they can contribute to the ecological diversity of the area for future generations and be used for recreation and other compatible uses during the lifetime of the Plan.

Spa Glen Amenity Area

To protect and enhance the habitat, landscape, visual and amenity qualities of the Spa Glen Amenity Area so that they can contribute to the ecological diversity of the area for future generations and be used for recreation and other compatible uses during the lifetime of the Plan. Provision has been made for a low density residential component in an area of the Spa Glen identified on the land use zoning map which will facilitate a limited extension of existing detached housing in the area subject to an appropriate level of assessment that would confirm that the proposal would not result in significant adverse effects on any ecological integrity of the area. Residential proposals must include provision for enhanced public access to the areas of significant amenity value.

Strategic Infrastructure Corridor

To protect, provide for and enhance the appropriate expansion of existing transport infrastructure, including the provision of ancillary car parking, park n' ride facilities and container storage adjacent to the rail/transport network, whilst facilitating improved pedestrian and vehicular accessibility within the town and its environs.

Table 3.1 Land Use Zoning Matrix

Land Use Type	Town Centre	Mixed Use	Commercial	Industry/ Enterprise	Educational Institutional /Civic	Residential	OpenSpace /Sport Recreation Amenity	Blackwater Amenity Corridor	Spa Glen Amenity Area	Strategic Infrastructure Corridor
Advertising Panel	o	o	o	√	x	x	x	x	x	o
Agricultural Machinery	x	x	o	o	x	x	x	x	x	x
Bank	√	√	o	x	x	x	x	x	x	x
Boarding Kennels	x	x	x	o	x	x	x	x	x	x
Car Repair/Sales	o	o	√	√	x	x	x	x	x	x
Caravan/Camping Park	x	x	o	x	x	√	x	x	x	x
Cash & Carry	x	o	√	o	x	x	x	x	x	x
Cemetry	x	x	x	x	√	x	o	x	x	x
Childcare Facility	√	√	√	√	√	√	x	x	x	x
Church/School	√	√	√	o	√	o	x	x	x	x
Cinema	√	√	√	x	x	x	x	x	x	x
Civic Amenity	x	x	o	√	o	x	x	x	x	o
Community Hall	√	√	√	x	o	o	o	x	x	x
Composting Facility	x	x	x	√	x	x	x	x	x	o
Dancehall/Disco	√	√	√	x	x	x	x	x	x	x
Dwelling	o	o	o	x	x	√	x	x	O*	x
Garden Centre	o	x	√	x	x	o	x	x	x	x
Guest House	√	√	√	x	x	o	x	x	x	x
Health Centre/Clinic	√	√	√	x	x	o	x	x	x	x
Heavy Vehicle Park	x	x	√	o	x	x	x	x	x	o
Hotel	√	√	√	x	x	o	x	x	x	x
Industry - General	o	o	o	√	x	x	x	x	x	x
Industry - Light	√	√	√	√	x	x	x	x	x	x
Leisure/Recreation/ Open space	o	o	o	o	√	√	√	√	√	o
Nursing Home	o	o	o	x	√	√	x	x	x	x
Office (open to public)	o	√	o	x	x	o	x	x	x	x
Office (headquarters not open to public)	o	√	o	√	x	x	x	x	x	x
'Off-license'	√	o	o	x	x	x	x	x	x	x
Petrol Station	x	x	√	x	x	x	x	x	x	x
Playground	√	√	√	x	√	√	√	o	o	x
Public House	√	√	√	x	x	x	x	x	x	x
Restaurant	√	√	√	o	x	x	x	x	x	x
Retail	√	o	o	x	x	x	x	x	x	x
Retail Warehousing	√	√	√	x	x	x	x	x	x	x
Supermarket <200sqm	√	√	√	x	x	x	x	x	x	x
Supermarket >200sqm	√	0	x	x	x	x	x	x	x	x
Wholesale/ Warehousing	x	x	√	√	x	x	x	x	x	o

√ Generally Permitted - subject to compliance with other criteria detailed in the Plan

X Not Permitted

o Open for Consideration – Dependant on site characteristics, neighbouring uses and compliance with other criteria detailed in the Plan

o* This relates to an area of land specifically identified in the Spa Glen Amenity Area which has been specifically identified for a low density extension of detached residential units

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PART 3
POLICIES & OBJECTIVES

4.0 TRAFFIC AND MOVEMENT

4.1 AIM

It is the aim of Mallow Town Council to provide for effective circulation and movement of strategic and local traffic through and around the town; to reduce traffic congestion in the town centre in order to create a vibrant town centre and improve the environmental quality and character of the town; and, to facilitate greater connectivity through the town and with other centres.

4.2 FUNCTION

4.2.1 Strategic traffic

Mallow is located on the N20 National Primary and strategic transport route corridor linking the two 'Gateway' centres of Cork and Limerick. The N72 (Killarney-Fermoy) route also intersects with the N20 and traverses through the town centre thus increasing vehicular activity and interaction with local and commercial generated town centre traffic.

Mallow rail station provides national (and commuter) connectivity with Cork, Dublin, Limerick, and Killarney. Whilst there is no formal bus station in the town, daily and express bus connections are available to Cork, Limerick, Dublin, Shannon Airport and Galway from Park Road. The availability of these varied transportation modes provides great connectivity between Mallow and other large centres and reaffirms the town as the 'cross roads on Munster'. However, there is no obvious co-ordination of public transport operations, car parking, cycle provision or pedestrian connectivity to/from the town centre.

The N20 route is a highly trafficked road that dissects through the western side of Mallow. The strategic function of this road together with a notable section of the road having been constructed as a bridge over the River Blackwater and the adjacent railway line has limited the potential for new access opportunities directly off this road into adjacent lands including for example Quartertown.

As part of the national road improvement program, the N20 is being upgraded to motorway standard and proposals were previously considered for the provision of a northern relief route that would remove existing N72 traffic from the town centre. The new M20 will deviate from the current N20 route through Mallow to an outer bypass position located beyond the eastern extremity of the Plan boundary before re-continuing onto Cork south of Mallow.

4.2.3 Local traffic

Local accessibility to, from and around the town centre by both car and foot is being increasingly inhibited by a number of factors - most notably the sheer volumes of traffic using Thomas Davis Street (estimated at 500 vehicles per hour) and traffic priorities which have evolved from the historic development and use of the town.

Other contributory factors include; the one-way traffic system on Thomas Davis Street, the relatively narrow streets and road junctions, the dominance of road space given over to vehicles and parking, conflicts between moving and on-street parking vehicles traffic, and limited dedicated pedestrian crossing points on Thomas Davis Street. In

addition to traffic and pedestrian safety issues, these issues collectively detract from the public realm and result in visual clutter.

There are a variety of reasons why traffic goes through the town centre. An indicative appraisal undertaken by the Council on town centre parking habits has confirmed that there is no rationale for through traffic, school traffic or town centre employee generated traffic using the town centre as they contribute no economic or functional value. On the other hand, permissible traffic could include that generated by town centre residents, limiting shopping traffic, and, emergency, delivery, maintenance, public transport (including taxis) and evening (social) traffic.

Future town centre development (including potential greater residential use) means that the town centre must be capable of accommodating increased traffic flows. In response to these current and emerging traffic issues, the Council has commissioned a traffic and transportation study for Mallow which will include recommendations for town centre circulation, and parking, pedestrian and cyclist strategy. It is anticipated that the recommendations from this study will be available for the finaisation of this Plan.

The extent of commercial and locally generated traffic and parking on the main street is undesirable considering the availability and proximity of car parking behind Thomas Davis Street. There are ten of-street public car parks located behind and within immediate proximity to Thomas Davis Street. Figure 4.1 identifies the location of existing public car parks and a 200m walking distance from each of these car parks which gives substantial coverage to most of the town centre area.

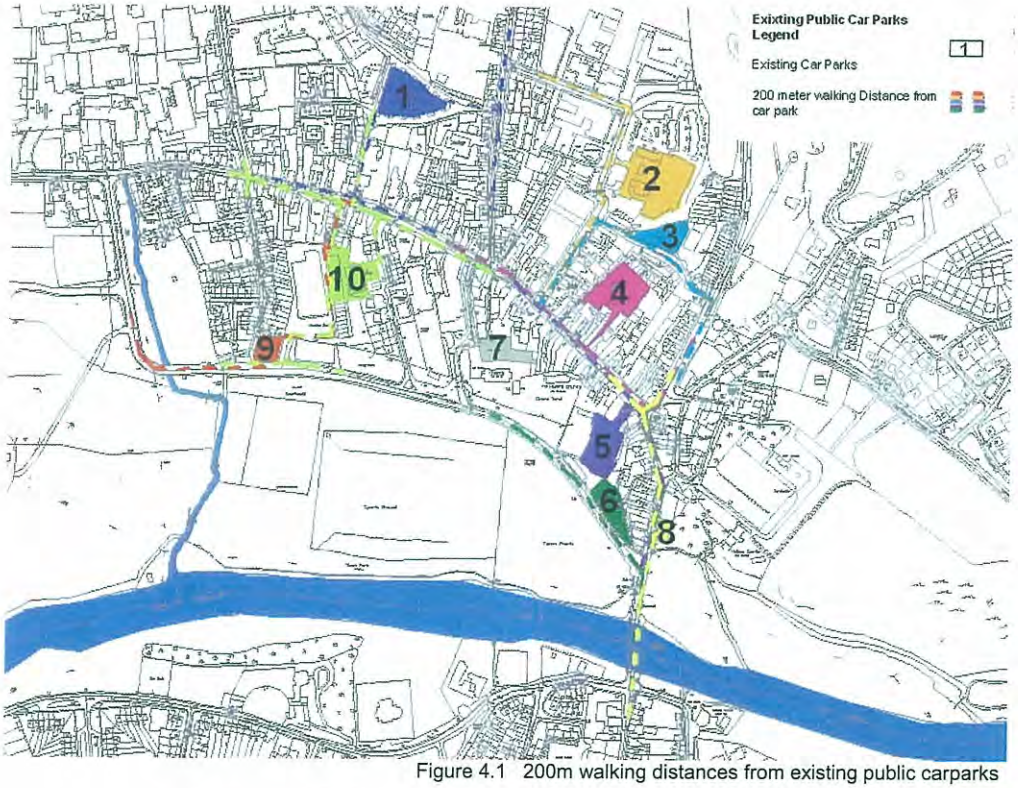

Figure 4.1 200m walking distances from existing public carparks

There is currently an informal 'inner ring route' working around the town centre and thus there may options for Mallow town centre to consider some form of pedestrianisation or traffic control subject to further detailed assessment.

Pedestrianisation of main retail areas can have substantial benefits in providing enhanced pedestrian permeability and can improve the physical appearance of the town centre as an attractive place to shop, live and do business. Enhanced pedestrian movement and permeability in central areas can be undertaken in many variations including, the removal of through traffic completely and transferring the road space for pedestrian use, the widening of pavements achievable by a revised parking regime either removing on street car parking completed or limiting to certain sides/locations, or, limiting the times in which traffic can enter central retail areas.

Connectivity with the centre

Though the town is reasonably well served by public footpath infrastructure along all the main local routes, there are some outer lying areas where footpaths are non existent or restricted footpaths along one side of the road including Mallow Bridge, parts of Bridge Lane, Park Road, Beecher Street and St. Joseph's Road.

In order to provide an improved pedestrian connection across Mallow Bridge between Bridge Street (and the town centre) and Ballydaheen, the Council is currently considering options for the provision of a board walk pedestrian footpath attached to the side of Mallow Bridge. This will provide a dedicated footpath and greatly improve pedestrian safety at this location.

The provision of existing public transport options including local and national bus operators and a rail station is considered of significant importance in offering different public transport options between Mallow and other centres. There is no clear relationship and interconnectivity between these public transport options and this is further exacerbated by the N20 route which limits the pedestrian permeability between the rail station, the existing bus stop on Park Road and other formal car parking areas located around the town centre.

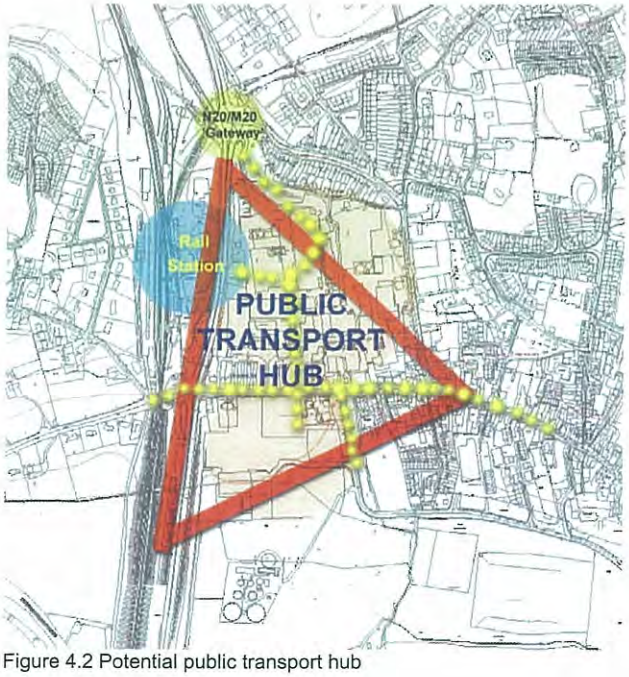

Figure 4.2 Potential public transport hub

In the interests of enhancing connectivity between public transport operations, it would be desirable to pursue a coordinated strategy and seek to encourage the co-location of public transport (and parking) options within a suitable area/location of the town as per Figure 4.2.

The town centre enhancement and expansion objectives identified in this Plan (section 5) along the West End are considered a significant opportunity to realise such an approach. Opportunities thus present themselves to consider the co-location of a formal bus stop and additional public car parking within a redevelopment site in the West End which would be directly adjacent to the rail station and within walking distance to the town centre.

4.3 OBJECTIVES

This section sets out a series of detailed traffic and movement objectives based upon the understanding of the detailed issues and which shall contribute to the effective implementation of Strategic Objective No. 2 of this Plan which seeks an 'accessible and legible town'.

It is an objective of the Council to:

OBJECTIVES

Objective T1	Improve accessibility to/from and around the town and central area through an integrated transportation and landuse planning approach;
Objective T2	Optimise existing road infrastructure through traffic management proposals;
Objective T3	Encourage a sustainable mix of landuse activities within the central area and local centres in order to reduce dependency on private car, reduce journey times and congestion;
Objective T4	Seek to facilitate co-location of public transport operations and car parking at an appropriate location within the town convenient to the future connection point with the proposed M20 route.
Objective T5	Reserve the integrity of the existing N20 corridor and pursue the provision of a Northern Relief Route (as part of the design of the M20 'Link' Road) in conjunction with Cork County Council and other relevant agencies in order to enhance the connectivity of Mallow and improve local traffic.
Objective T6	Improve and enhance pedestrian and cycling connectivity throughout the town between the town centre, public transport and community nodes.
Objective T7	Encourage the provision of a local public transport system within the town and ancillary infrastructure where appropriate.
Objective T8	Facilitate an extension of the Park Road to link with the N20 and ultimately onto Navigation Road westwards subject to appropriate assessment.
Objective T9	Consider the feasibility for the provision of an inner relief road around the town.

4.4 POLICIES

POLICIES

The following policies are provided to guide and control future development and to assist in contributing to the traffic and movement objectives.

Policy T1 Explanation:
The Council will support the provision of transportation links considered essential to the development of an efficient and sustainable network in Mallow and will safeguard the N20 corridor in the interest of the long term sustainable development of the town.

The Council seeks to preserve the integrity of the N20 route from inappropriate development that may compromise the safety of vehicles using the road or result in visual clutter along road edge.

Policy T1 Strategic Transport Corridor

T1-1 The N20 National Primary Route and the rail line shall be preserved as the 'strategic transportation corridor'. Development proposals that adversely interferes or conflicts with the operational use of the strategic transportation corridor shall not be permitted.

T1-2 Advertisement/signage shall only be permitted along the strategic transportation corridor where it can be demonstrated that it would not adversely affect the safe operational use of the corridor or detract from the visual amenity of the corridor as the 'gateway' to the town.

T1-3 The exempt development provisions in respect to advertisements/signage shall not apply along the strategic transport corridor. All new proposals for advertisements/signage shall be the subject of a planning application made to the planning authority. The Council shall encourage a co-location strategy in respect to new advertisements/signage.

Policy T2 Explanation:
The Council seeks to encourage integrated transportation and landuse planning in the town and has identified an opportunity to co-locate and encourage new town centre car parking and a formal bus stop within the designated town centre expansion quarter directly adjacent to the N20 National Primary route and the train station.

The provision of surplus car parking within the town centre expansion quarter can provide a viable and practical alternative to on-street parking on Thomas Davis Street with connectivity to other modes of public transport.

Policy T2 Integrated Public Transport

T2-1 The co-ordination of public transportation facilities and new car parking proposals shall be encouraged within the western extremity of the town that is easily accessible from the N20 and that would enhance connectivity between the rail station, and new mixed use development opportunities within the West End/ Park Road (Dairygold plant).

T2-2 Development of 'Opportunity Sites' identified in this Plan within the West End/ Park Road ('town centre expansion quarter') shall be required to demonstrate compliance with Policy T2-1 in the form of the following;

- The provision of surplus public car parking additional to normal development control requirements, at locations identified for 'car parking';
- Proposals for the re-development of the Dairygold facility shall make provision for an on-site bus interchange in conjunction with and to the satisfaction of the Council in accordance with the development objectives for that site as set out in Section 5, Policy TC2 of this Plan; and
- Provision of new/enhanced pedestrian linkages to the town centre and existing footpath network through the development.

Policy T3 Explanation:
It is the objective of the Council to seek to improve pedestrian and vehicular access and safety throughout the town. Convenient pedestrian and vehicular access that enhances the general permeability of the town will be encouraged as an integral part of all new development proposals. The Council shall encourage the use of basement and multistroey parking options in order to reduce landuse requirements and to make the most efficient and effective use of urban land.

Policy T3 Parking and Access

TC3-1 It is the policy of the Council to; reduce on-street car parking, improve traffic management and circulation along Thomas Davis Street and through the town centre, and to enhance pedestrian and cycling permeability and connectivity through the town and with the town centre and public transportation nodes.

T3-2 The Council shall encourage the use of basement and/or multi-storey car parking within new developments where appropriate.

Policy T4 Explanation:
It is the policy of the Council to see the provision of a third crossing over the River Blackwater linking the southern side of the River directly to the main commercial and town centre area.

Policy T4 Connectivity Across River Blackwater

The provision of a new combined pedestrian/cycle route across the River Blackwater connecting with the town park / Park road and the southern side of the river shall be required through private led development(s) within the town centre expansion quarter and other significant projects throughout the town & environs.

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5.0 TOWN CENTRE, URBAN RENEWAL & REGENERATION

5.1 AIM

Mallow town centre boasts all the necessary ingredients of an attractive and pleasant urban environment, including key natural features such as the River Blackwater and a historic urban fabric. It is the aim of Mallow Town Council to enhance and expand on these qualities, to diversify existing uses and to attain a more unique and attractive ambience within the town. Enhancement of the town centre is a central tenet of this Plan and the concept of vitality and viability is central to maintaining and enhancing a healthy town centre.

5.2 URBAN FORM AND FUNCTION

For the purpose of this Plan, four town centre 'quarters' have been identified and are illustrated in Figure 5.1 including:

- Old Town Quarter
- Historic Quarter
- Town Centre Expansion Quarter
- Community/Recreational Quarter

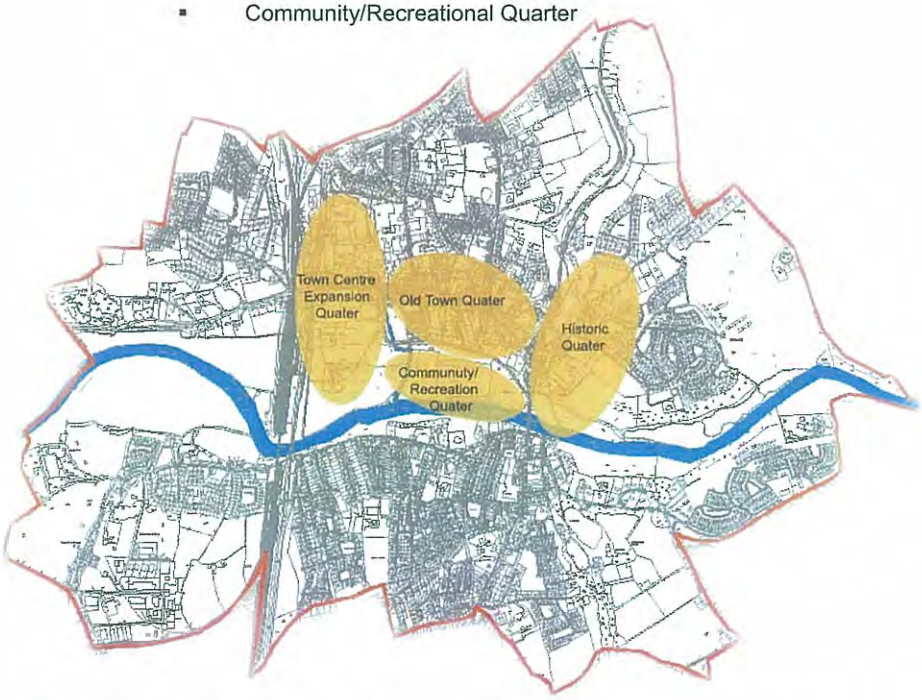

Figure 5.1 Town Centre *Quarters* within Mallow Town Centre

Each Quarter is unique in its own right and contributes individually and cohesively to the functioning of Mallow as an active and vibrant town. There are significant opportunities within each of the Quarters to facilitate future commercial, residential, recreation and community development and to specifically achieve the aims of a healthy and vibrant town centre. Figure 5.2 identifies a number of opportunity sites identified in each of the Quarters. Each of these sites are considered to have significant development potential and if developed, could contribute significantly to the renewal and regeneration of the town centre.

Opportunity Site 1
Bowling Green Car Park

Opportunity Site 2
Carmichael Land

Opportunity Site 3
Dunnes Stores Vacant Building and Adjoining Yard

Opportunity Site 4
Central Hotel Vacant Building

Opportunity Site 5
Mallow Castle

Opportunity Site 6
Dairygold West End

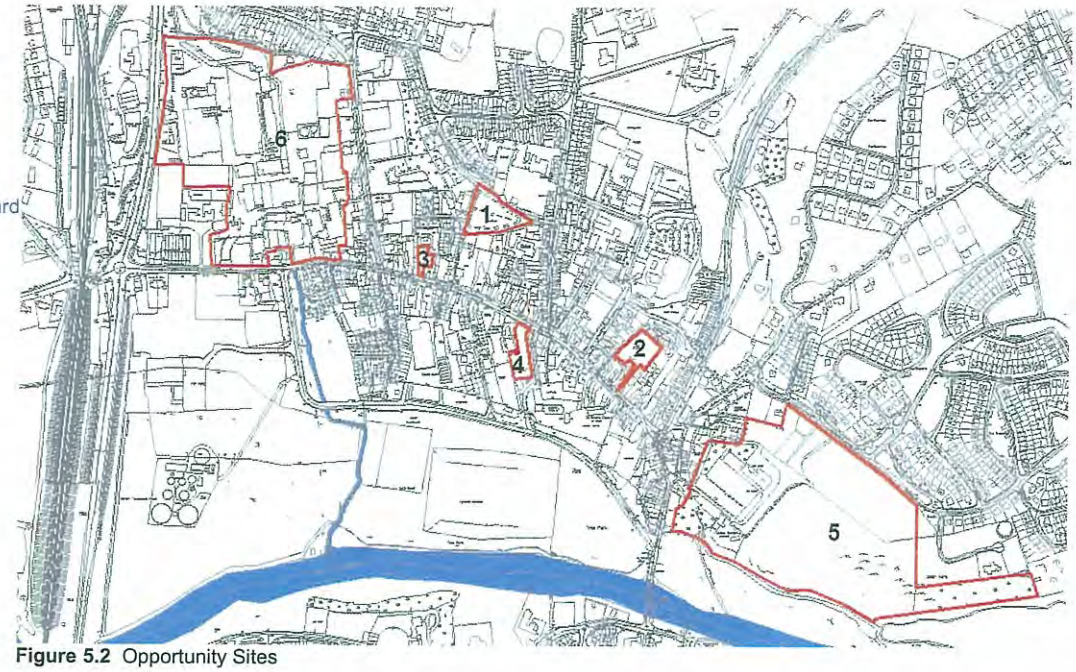

Figure 5.2 Opportunity Sites

5.2.1 Old Town Quarter

Primarily defined by the historic town core and dominated by the traditional urban grain and narrow plot sizes, this area represents the economic hub of the town and is largely geared around the provision of local services and facilities for the resident population and hinterland area and for tourists.

The prime commercial street in Mallow is Thomas Davis Street, with the connecting spurs of West End, William O'Brien Street and Bridge Street also contributing to the economic function of the town. The centre of activity in the town primarily stretches from the West End eastwards towards the junction of Davis Street and Bridge Street, whilst new commercial activity around Market Square has extended town centre activities northwards along William O'Brien Street. As well as retail activity at ground floor level, the Old Town Quarter is dominated by other commercial and community uses including financial institutions, offices, restaurants, hotels, public buildings, car parks and churches.

The Old Town Quarter is unique to Mallow and as detailed in the townscape analysis in section 2.0, its uniqueness is represented in the key heritage and built environment features, its unique views and vistas and the existing pattern of the built form. Creating a sense of place and contributing to the ambience in the town, these features need to be nurtured and enhanced. They can not be replicated and therefore should be conserved as an important attraction and tourist product for the town. The Heritage Led Regeneration Strategy for Mallow which is currently being prepared will be an important vehicle for ensuring the prioritisation of key features within the Old Town Quarter.

Notwithstanding the economic importance and function of the Old Town Quarter and its development/expansion over the years, there still remains limited development opportunities within the historic town core.

Figure 5.3 Bowling Green Car Park (1)

Opportunity Site 1 – 'Bowling Green' Car Park (to rear of Hibernian Hotel)

Measuring 0.51hectares in area this site primarily comprises a large surface car park with an ad hoc arrangement of single and two storey commercial premises around part of the site perimeter. Pedestrian access is provided directly to Davis Street via a narrow laneway, which also facilitates one-way traffic from Davis Street. Vehicular access to the site is primarily accommodated off Fairs Street via a link road with Shortcastle Street. It is important that any development proposal on this site incorporates a sufficient level of public car parking to adequately replace what is lost through development to the satisfaction of the Council. It is also necessary that adequate linkage is maintained with Davis Street.

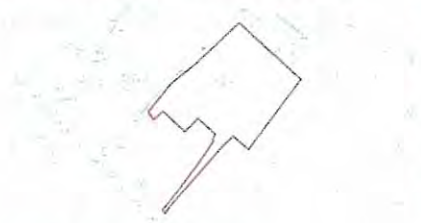

Figure 5.4 Carmicheal Lane

Opportunity Site 2 – 'Carmicheal Lane' Car Park (between Davis Street and Muddy Hill)

Carmicheal Lane and Flemings Lane link this backland site with Davis Street, however although there is good permeability with the Main Street, vehicular access is restricted due to the narrowness of the lanes. Strategically located in the heart of the Old Town Quarter and measuring 0.30 hectares in area this site is suitable for a mix of town centre uses but it is important that any development proposal incorporates a sufficient level of public car parking to adequately replace what is lost through development to the satisfaction of the Council.

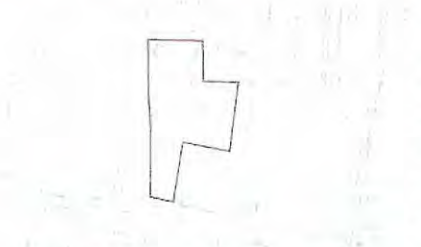

Figure 5.5 Dunnes Stores Vacant Building

Opportunity Site 3 – Dunnes Stores Vacant Building

Measuring .08 hectares in area this is a significant building and area of land which has remained vacant for some time. With street frontage onto Davis Street and located at the western extremity of the old town quarter redevelopment and reuse of this land is encouraged. There are a number of adjacent properties and back lands, that may allow the assembly of a much larger development, thereby facilitating connections to Shortcastle Street and the Bowling Green car park. ocated within the Architectural Conservation Area and neighbouring protected structures it is important that any redevelopment on this site contributes to an enhanced quality of the existing streetscape. Continued retail use is promoted at ground floor level with office/residential use overhead.

Figure 5.6 Central Hotel Site

Opportunity Site 4 – Central Hotel Site

Comprising a significant building within the heart of Mallow town centre it is important that this building is reused/redeveloped such that it contributes to the vitality and viability of the town centre. Any redevelopment proposal must have regard to the protected structure status of the property.

5.2.2 Historic Quarter

Comprising Mallow Castle, the Clock House, Spa House and much of Spa Glen this area is steeped in history and just as it achieved tourism significance in the past, the area has significant future development potential if promoted as an integrated tourism product.

Originally built in 1185 by King John on the banks of the River Blackwater, Mallow castle was owned by the Earls of Desmond. Now a national monument and standing in ruins, Mallow Castle has been replaced by a new baronial building built in 1585 which is in private ownership. A herd of white fallow deer grace the grounds of the castle, all of which are descended from two bucks presented to a previous owner by Queen Elizabeth I.

The discovery in 1724 of the curative powers of its Spa made Mallow one of the chief holiday resorts in Ireland for the years 1730 – 1810. The town became famous as a spa

resort and became known as 'The Irish Bath'. Today there is little in Spa Glen to remind us of the vibrancy of the tourism trade in the 17th and 18th century.

The southern extremity of the Historic Quarter is dominated by vacancy and dereliction and the situation is exacerbated by heavy traffic and congestion. With the construction of the M20 traffic through the town should be relieved and there will be a real opportunity to further develop and promote the Historic Quarter.

Figure 5.7 Mallow Castle

Opportunity Site 5 – Mallow Castle

Mallow town suffers from a lack of high quality tourist accommodation and such provision could be considered on this 10.36 hectare opportunity site. Strategically located in the heart of the town and with significant opportunities for commercial synergy with other facilities and products, the grounds of Mallow Castle have significant tourism development potential. The protection of Mallow Castle, its ruins, the White deer and public access to the monument are to be fundamental tenets of any development proposal. Adequate vehicular access would also be required.

5.2.3 Town Centre Expansion Quarter

Located at the gateway to the Old Town Quarter, this area of land straddles both sides of the West End and contributes to the 'first impressions' of the town. Comprising primarily industrial use to the north of West End other uses including retail warehouse use and residential use primarily dominate the land located on the southern side of the road. Planning permission has already been granted to that element of the greenfield site on the southern side of West End for an extensive mixed use development comprising significant retail provision.

Given its portal location, its extensive nature and the significant contribution that such land could make to the town of Mallow, this area of the town has been identified as the Town Centre Expansion Quarter, with significant potential for mixed use, town centre development. The southern landbank has already secured planning permission for an extensive mixed use development whilst planning permission has been secured for the demolition of existing buildings on a portion of the northern land bank. It is imperative that future development at this location is intrinsically linked with the Old Town Quarter, providing legibility and permeability and ensuring that the integrity of the Old Town Quarter is maintained.

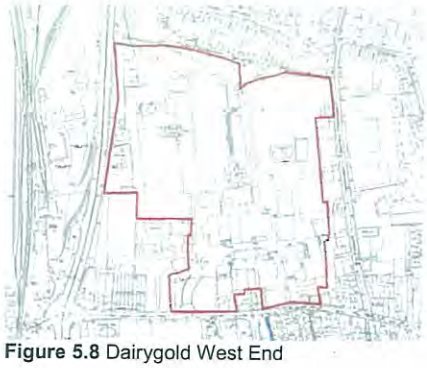

Figure 5.8 Dairygold West End

Opportunity Site 6 – Dairygold West End

Comprising 10.27 hectares this area of land is significant and has the potential to double the size of the existing town centre of Mallow. This is an opportunity for a major expansion of the town centre to provide additional retail, residential units of varying sizes to include the provision for the elderly, office, civic, cultural healthcare, leisure/entertainment and other commercial (hotel) uses. Proposals for development shall;

- include a landmark building;
- include a strong urban design framework to provide an urban environment of appropriate quality and character to reflect the town's status as a 'hub';
- include provision for effective pedestrian links between the site and the existing town centre and the railway station;
- include the desirability of an inner relief road in consultation with the Town Council;
- demonstrate compliance with Policy T2 and other general policies of this Plan;
- require a detailed masterplan prepared in consultation with and agreement of the Town Council demonstrating the ability of the site to be comprehensively developed

in full in terms of layout and proposed/future uses, including a programme for phasing.

Given the extensive nature of the land and its potential for development, the benefits of development will need to be considered in the context of existing residential communities south and north of the River Blackwater. It will therefore be imperative that a direct pedestrian linkage is provided over the River Blackwater linking the northern and southern communities before significant development occurs on this land (20% of the overall site) thereby ensuring that the development of this opportunity site benefits the town as a whole.

5.2.4 Community/Recreational Quarter

The Community/Recreational Quarter is that area of land located on the northern bank of the River Blackwater extending from the N20 to the west and beyond Mallow Bridge to the east. Park Road defines the northern boundary. This area has historically been subject to flooding from the River Blackwater and therefore is unsuited for significant urban development purposes. Currently used for both passive and active recreational purposes, it is considered that this Quarter could be further enhanced to provide for recreation, community and amenity uses, whilst also functioning as a significant visual and tourist attraction in the town.

A detailed study. The 'Mallow Recreational Infrastructure Audit' has been completed and the findings of this study will inform the future development potential and needs of this area of the town centre.

5.3 HEALTH CHECK

Although no single indicator on its own can measure the performance of a town in relation to its 'health', it is possible to gain a good appreciation by undertaking a health check assessment using a variety of indicators. This provides a consistent framework for assessing vitality and viability. In this way the strengths and weaknesses of a town centre can be analysed systematically and its performance in terms of attraction, accessibility, amenity and action programmes can be assessed. The most appropriate health check indicators are examined forthwith.

5.3.1 Diversity of Uses and Retailer Representation

Figure 2.1 detailed a town centre ground floorspace survey which indicates the range of businesses within the town including financial institutions, retail operators, offices, public houses, restaurants and public buildings. The diversity of uses evident in the town centre is typical of many rural towns in Ireland and primarily comprises lower order comparison shopping and office use with limited convenience provision. Ground floor retail use on the principal shopping streets is in decline with 23% of all ground floor premises in office use, 7% occupied by financial institutions and 25% used for restaurants/takeways and retail services purposes including haridressers, beauty clinics, bookmakers and video stores. A continuation of this trend and the loss of further retail on these streets would undermine the attractiveness of the Old Town Quarter as a shopping centre. There is a need to protect existing retail operators from competing non retail uses, thereby maintaining vitality in the town centre.

There are a number of symbol/brand name convenience operators in the town including Dunnes Stores, Tesco and Lidl. There are few symbol comparison stores in the town with a lot of comparison operators trading under indigenous local names.

5.3.2 Vacancy Level and Dereliction

A detailed ground floor vacancy survey was undertaken on town centre sites in May 2008 and the results of this survey are indicated in Figure 5.9. As can be seen from the Vacancy Level Map, there are a number of vacant sites in the town centre of varing size. A high vacancy is a matter of concern and can affect investor confidence which in turn can adversely impact on the health and vibrancy of a town centre. There is a need therefore to address vacancy levels through effective retail policy (see section 7.0 of this Plan).

The Integrated Area Plan for Mallow which was prepared in 2002 has significantly contributed to a reversal in dereliction in the town centre and has been responsible for significant site regeneration initiatives including redevelopment of part of the Mart on William O'Brien Street. Overall, dereliction is most evident on both sides of Bridge Street before crossing the bridge and it is acknowledged that traffic congestion and flooding is contributing to the continued decline in this area of the town.

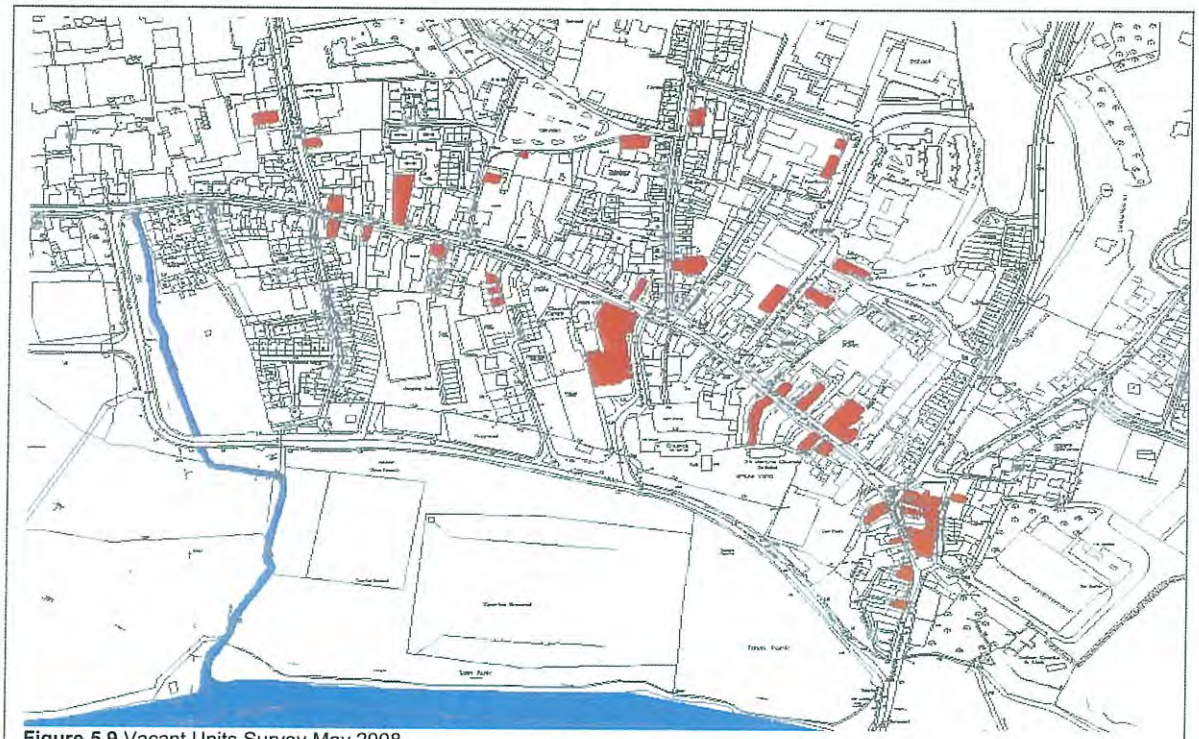

Figure 5.9 Vacant Units Survey May 2008

5.3.4 Shopping Rents

Current rents on Davis Street and William O'Brien Street stand at between €50 and €70 per sqft whilst rents on the secondary radiating streets including Bridge Street stand at €25-€30 per sqft. These rental levels are comparable or slightly higher when compared with other hub centres such as Tralee in County Kerry. Rents in Tralee range from €50 per sqft in the central Main Street area, dropping to €40 per sqft on the secondary streets.

5.3.5 Accessibility and Pedestrian Flows

Section 4.0 of this Plan acknowledges that the heavy traffic volumes in the town centre do not contribute to a pleasant shopping environment. Pedestrian vehicular conflict is most severe on Bridge Street, and pedestrian movement is most impeded in this area

and across the bridge. It is an overall objective to improve pedestrian facilities in the town centre and to promote pedestrian priority areas on these streets (refer to section 4.3). The provision of a boardwalk on the Mallow Bridge would significantly enhance pedestrian movement at this location.

5.3.6 Environmental Quality

The environmental quality of the town centre varies substantially from street to street. The Mart area on William O'Brien Street has benefited from recent streetscape improvements thereby substantially improving the town centre, whilst pavement widening and improvements have occurred on Davis Street. However, most streets within the town centre are dominated by poor quality and narrow footpaths.. Whilst, the quality of existing shopfronts is generally good, vacancy and limited dereliction dominates certain streets including Bridge Street.

5.3.7 Security

The level of crime in Mallow is low and relative to other towns. Public order offences can be problematic at night time in urban areas and always need to be addressed so as to ensure a good quality of life for the town's residents and visitors alike. Encouraging people to live within the town centre, via initiatives to provide residential accommodation above shops available for living space, will assist in creating a more vibrant and secure town centre environment. Neighbourhoods that have a residential element are, by their very nature, more community focused and as such more naturally supervised.

5.3.8 Overall Assessment

The health check has demonstrated that the town centre of Mallow has improved significantly in recent years but continuous regeneration is required if Mallow is to fulfil its status as a hub town and 'economic driver' in North Cork. A review of the town centre health check indicates that the most acute problems in the town centre include an ageing building stock and high vacancy levels; poor quality retail and commercial offer arising from a lack of retailer representation; and poor connectivity and pedestrian permeability. The objectives and policies identified in the following paragraphs have been developed to address the perceived and acute problems of the town

5.4 TOWN CENTRE MANAGEMENT

It is important to maximise the various town centre uses in a safe, accessible and effective way and the management structure can set out clear objectives and achievable action for town improvement through a partnership of key stakeholders, sharing aspirations, expertise and resources to create a holistic plan to meet local needs and strengthen regional interests.

The concept of town centre management aims to bring together a partnership of key stakeholders, sharing aspirations, expertise and resources to take forward a joined up and holistic plan to meet local needs and strengthen regional resources. The town centre can be managed in a similar approach to a shopping centre. Local town centre management initiatives range from ad hoc partnerships to companies limited by guarantee. Usually a Management Board or a Steering Group clarifies the roles and responsibilities of all partners. Participation should not be confined to local government and retailers, but should include restaurateurs, leisure operators, transport providers, investors and land owners, voluntary community groups, as well as such service providers as solicitors, accountants, financial services, the police, education and health.

Mallow is fortunate to already benefit from the Mallow Development Partnership, a unique collaborative, interagency, community and business partnership whose primary

objective is to drive the socio economic development of the Mallow Hub Strategic Region. Notwithstanding the excellent work undertaken by the Partnership in promoting Mallow as a place to invest, live, recreate and visit, the town would benefit from the creation of a formal, structured Town Centre Management Group.

The local authority should play a pivotal role in instigating the process, in consultation with the user groups mentioned. Town Centre Management is necessary to develop towns that are attractive to shop, live, work and spend leisure time in. The creation of this type of management structure could be the pivotal force in implementing and achieving a number of recommendations arising from the 'Heritage Led Regeneration Strategy for Mallow' which seeks to improve the public realm of the town.

5.5 OBJECTIVES

OBJECTIVES

This section sets out a series of detailed town centre urban renewal and regeneration objectives based upon the understanding of the detailed issues and which shall contribute to the effective implementation of Strategic Objective No. 1 of this Plan which seeks to create develop Mallow as a 'hub' town.

It is an objective of the Council to:

Objective TC1	Reinforce the function of and use within each of the four Quarters identified in the town centre to provide for commercial synergy and critical mass.
Objective TC2	Promote and facilitate the development of the opportunity sites identified throughout the town centre through the preparation of Framework Plans, Masterplans and Landscape Plans where appropriate.
Objective TC3	Protect existing ground floor retail use in the Old Town Quarter and the Historical Quarter from non retail uses.
Objective TC4	Encourage greater retailer representation in the town centre and to facilitate the development of new stores on appropriate town centre sites.
Objective TC5	Promote and encourage the reuse and redevelopment of existing vacant and derelict properties and to update the Derelict Sites Register.
Objective TC6	Ensure a high standard of design in the town centre and to promote and encourage a higher degree of environmental quality in the public realm. The recommendations of the Heritage Led Regeneration Study shall be implemented in this regard.
Objective TC7	Undertake significant streetscape improvements and enhance pedestrian facilities following completion of the Mallow Traffic and Transport Study. A direct pedestrian link between the Brickfield site and Davis Street is considered vital to the health of the town centre.
Objective TC8	Implement the recommendations arising from the 'Mallow Recreation Infrastructure Audit' and to further develop land within the Community and Recreational Quarter for active and passive recreational purposes.
Objective TC9	Foster and encourage an evening economy in the town to promote tourism and counteract crime perception and safety.
Objective TC10	Instigate the process of establishing a town centre management forum.

POLICIES

5.6 POLICIES

The following policies are provided to guide and control future development and to assist in contributing to the town centre urban renewal and regeneration objectives.

Policy TC1-1 Explanation:
Part of the zoned town centre area falls within the 1:100 year flood risk area identified on the Heritage and Environmental Parameters Map 2

Policy TC1 Development on Town Centre Zoned Land

TC1-1 Development proposals within the defined flood risk area, shall only be considered where it can be comprehensively demonstrated that the development is in compliance with Policy IU4 set out in section 12 of this Plan.

TC1-2 All new development on town centre zoned land shall be sensitively finished in a suitable colour reflective of the style and design of the building and shall take cognisance of and assimilate into the existing colour scheme dominant in the area.

Policy TC1-2 Explanation:
This policy seeks to standardise the colour of buildings on the main shopping streets in Mallow.

Policy TC2 Opportunity Sites

TC2-1 The opportunity sites identified in this Plan shall be developed for their specific uses prior to consideration of other alternative edge of centre or out of centre sites unless it can be comprehensively demonstrated that the opportunity sites are either unsuitable or unavailable for development purposes during the lifetime of the Plan.

Policy TC2 Explanation:
Development of the 5 no. opportunity sites for commercial, residential, community and recreational purposes is a priority in the Plan.

TC2-2 The opportunity sites shall be developed in consultation with Mallow Town Council and in strict accordance with detailed site development briefs and masterplans, where considered appropriate by the Council and the transport objectives set out in Policy T2 of this Plan.

TC2-3 The opportunity sites shall be developed in an integrated and holistic manner. Where such sites fall into multiple ownership and it is proposed to partially develop a site, it will be necessary to demonstrate that the proposed development has regard to the future development potential of the remainder of the site such that future development is not compromised.

Policy TC3 Town Centre Expansion Quarter

TC3-1 Development of the Town Centre Expansion Quarter shall require the preparation of a detailed masterplan prepared by the landowner(s)/developer(s) and agreed by the planning authority prior to consideration of detailed development proposals.

TC3-2 Significant development shall not be permitted in this area until such a time as a pedestrian linkage is provided across the River Blackwater, linking the residential estates on the southern side of the river with the town centre and the town centre expansion quarter.

TC3-3 Retail provision shall only be considered in this area where it can be demonstrated that there will be no adverse impacts on the vitality and viability of the Old Town Quarter and the Historic Quarter.

Policy TC4 Explanation:
Diversity of retail use and variety in retailer representation is a central tenet of a healthy town centre. The Council seeks to maintain and promote a healthy town centre and to ensure that the town centre is the primary retail area in Mallow. Every effort must be made to ensure that existing retail uses are protected and enhanced.

Ground floor uses shall be strictly controlled thereby avoiding an over concentration of such uses at any one location.

Policy TC4 Protecting Retail Use

TC4-1 The Old Town Quarter and the Historic Quarter (defined as the retail core in section 6.0) shall be the preferred location for retail uses.

TC4-2 Proposals for non retail convenience or comparison floorspace at ground floor within the principal shopping streets (identified in Section 7.0 of this Plan) shall be strictly controlled. Such uses include professional and financial services, amusement arcades, video stores, fast food/takeaways, hackney cab operators and bookmakers.

TC4-4 Development involving the use of upper floors in buildings for residential use, provision of professional and financial services, restaurants and bars, food and drink or other entertainment uses shall be encouraged provided that:
(a) The proposals would not adversely affect the viability of the ground floor shopping unit;
(b) Separate and safe access to the upper floors is provided; and

(c) There would be no loss of existing residential accommodation or adverse affects on the amenities of neighboring residents generated by noise, odors or general disturbance.

Policy TC5 Explanation:
It is important that existing vacancy levels are addressed and that there is a presumption in favour of the re-use of existing buildings.

Policy TC5 Derelict and Vacant Buildings

TC5-1 The rehabilitation, restoration and re-use of existing under-utilised sites in the town centre, mixed use and commercial zoning areas shall be encouraged in preference to the development of Greenfield sites in edge of centre or out of centre locations.

TC5-2 The provisions of the Derelict Sites Act 1990 shall be utilised by the Council to encourage the refurbishment of derelict properties.

Policy TC6 Town Centre Design

TC6-1 Any new developments within the town centre shall be required to respect the heritage and architectural character of the street and:

(a) Respect the character of the streetscape in terms of design detail including proposed materials;
(b) Conform with the scale, massing, layout, height and urban grain of the streetscape as far as possible to ensure continuity of street frontage and definition of public and private space;
(c) Respect and not restrict important views/vistas or landmarks withn the townscape;
(d) Observe the historic building line, avoiding any setbacks where possible; and
(e) Be designed by a suitably qualified architect with relevant experience in streetscape and shopfront design.

TC6-2 Shopfronts shall only be permitted where they preserve and enhance the character of a building and its setting by:

(a) Repairing and retaining an historic shopfront or historic features in a shopfront;
(b) Treating the shopfront as part of the design of the whole building and its setting, ensuring that the shopfront is in proportion;
(c) Designing fascias in scale and indepth and width with the shopfront and building;
(d) Using either internal lattice, toughened glass or removable grilles if a security shutter is proposed;
(e) Using shopfront signs which in their number, size and materials conserve or enhance the appearance of a building and its setting;
(f) Utilising small traditional hanging signs and resisting bulky projecting box signs;
(g) Utilising external illumination and avoiding neon signs;
(h) The use of Irish language in shopfront signage is encouraged; and
(i) Shopfronts should be painted, varnished or stained.

TC6-3 Ground floor retail and/or commercial shop fronts within the town centre shall be kept free of permanent blanking or opaque frosting.

TC6-4 The provision of external seating and tables shall be encouraged in all development proposals subject to the availability of adequate footpath/ circulation widths, accessibility and disabiity legislation. The provision of same is subject to a separate licensing procedure with Mallow Town Council.

Policy TC7 Evening Economy

TC7-1 Developments which aim to foster the evening economy and promote the tourist product of the town centre area shall be encouraged. Proposals to enhance and develop the tourist industry shall be particularly encouraged in the Historic Quarter.

6.0 EMPLOYMENT ENTERPRISE & ECONOMIC DEVELOPMENT

6.1 AIM

It is recognised that employment can have a major impact on population trends, as people are attracted to employment growth spots and thus increase population. Enhancing, encouraging and facilitating additional employment opportunities over the plan period will be critical to the success of Mallow's vision. It will be the aim of this Plan to support the development of Mallow as a key economic and service provider to a large rural hinterland and as a centre capable of attracting and accommodating new service industry to the town. In a 'hub' town intending to act as a magnet for inward economic investment, it is important that a plentiful supply of suitable land is maintained.

6.2 ECONOMIC PROFILE

The designation of Mallow as a 'hub' town emphasis the leading role that the town is intended to take in the economic development of the region. Food processing, metal fabrication, general engineering and the services industry are the main sources of employment and economic activity in Mallow. Quartertown, located south west of the town centre is the main industry and enterprise employment area with both the Town Council and the IDA operating industrial estates at this location. Of course the town centre also offers significant employment opportunities through office and retail activities and this is a sector which has experienced significant expansion in recent times. Opportunities arising from retail development and activities are further dealt with in chapter 7.0.

The wholesale/retail industry is the primary employment sector in the town employing 16% (Census of Population 2006) of the total workforce. Building and construction was the next greatest employer in the town accounting for 15% of the workforce, followed closely by manufacturing at 14%. Some 5% of the workforce was unemployed in 2006 and this is in line with the current national average of just over 5% in 2008.

Almost two thirds (73%) of the population in the town is available to the workforce, that is they are either working looking for their first job or are currently unemployed. Some 9% of the population is retired and almost 1% looks after home and family on a full time basis. The percentage of population in the workforce is substantially higher when compared with the national average of 61% and is representative of the young population living in the town.

6.3 FUTURE ECONOMIC STRATEGY

Existing industrial zoned land within the Town Council is currently concentrated around Quartertown and Ballydaheen Industrial estate. Some 12.3 hectares of additional industrial/enterprise land was zoned in the Mallow Development Plan 2004 and this land currently remains undeveloped. It is proposed to carry this zoning forward in this Plan. Other industrial activity is located on the edge of the town centre and is concentrated around the Dairygold operation at West End. Given its town centre location, the potential for future industrial diversification, and the limited opportunity available for expansion within the existing town centre, this land has been identified to facilitate an extension of town centre activities and thus has been rezoned from industrial/enterprise to town centre use.

Recycling is an increasing industry and its sustainable merits combined with new business potential will be encouraged in Mallow due to its accessible location and transport infrastructure.

6.3.1 Quartertown Industrial Area

It is necessary to create an environment of well-planned land uses, which in turn creates a favourable climate for investment. Thus, a key element in the proposed land use structure for this Plan is the continuation of the development of an economic growth centre to the south west of the town at Quartertown. This location is considered suitable for such use as the land is primarily level and there is the potential for good access to the N72 and N20 without the need to pass through the town centre or through main residential areas. Priority for growth in industrial and employment activity during the lifetime of the plan will be within this economic growth centre.

Figure 6.1
600m Seveso Site Consultation Distance

The two main existing industrial estates in Mallow are the I.D.A. development which is only partly developed and the adjacent Town Council owned site (Quartertown Industrial Estate). The visual appearance of the Town Council site is generally poor but the County Council has prepared a design brief for the improvement of this site which will be implemented over the lifetime of the Plan. The Town Council site comprises a mixture of industrial uses and it is noted that there is a distribution depot where LPG is stored in significant quantities above ground and to which the Major Accidents Directive (96/82/EC [Seveso II]))applies. This EU Directive seeks to prevent major industrial accidents and to limit the consequences of accidents on both people and the environment. The effect of this directive means that where certain classes of development are proposed within 600m of the perimeter of this depot, the planning authority is required to consult with the health and safety authorities and to take account of the risks associated with the possibility of a major accident. The 600m catchment area is defined in Figure 6.1.

6.3.2 Technology and Science

Figure 6.2
Bearforest Science & Technology Park

Mallow benefits from a significant location advantage at an important junction between three national routes, strategically located between the two gateway cities of Cork and Limerick, and adjoining the national rail network with a daily commuting service to Cork city. If Mallow is to succeed as a hub town then it is critical that it builds on its logistical and environmental attributes and highlights the attractions of doing business in a town of convenient size with little traffic congestion and a high quality working and living environment.

The technology and science based employment sector is often attracted to sites that benefit from a high standard of environmental conditions and there is significant potential for this type of development in Mallow particularly in areas overlooking the River Blackwater or those areas that enjoy views and prospects towards the Nagle Mountains.

In addition to the 40 hectare site to the north east of Mallow identified by Cork County Council for science and technology uses, this Plan has identified a high quality environment of Bearforest (see figure 6.2) for the provision of a technology, science and educational campus in close proximity to the town centre. It is considered that such a 'clean' employment use could coexist in harmony with existing and proposed residential development to create a genuine sustainable live-work environment on a land bank measuring 33.07 hectares.

6.3.3 Employment Land Supply

Quality of life is an important issue to companies and their employees. Mallow is situated in a particularly attractive area, which offers a good quality of life with excellent scenery, heritage and attractions. The town also provides access to good health recreation, leisure and cultural facilities which are important considerations to potential new employers in the town. These 'quality of life' assets need to be promoted and marketed if Mallow is to attract new employment opportunities and such assets should form the main marketing tool when promoted by Mallow Chamber of Commerce and the Mallow Development Partnership.

Whilst the potential to zone additional industrial/enterprise use land within the Town Council boundary is limited, it is noted that there is substantial land, in excess of 230 hectares, zoned for such use within the administrative area of Cork County Council, concentrated around the Quartertown area. Thus, having regard to the undeveloped industrial/enterprise zoned land within the Town Council area and that land zoned for similar use within the administrative area of Cork County Council there is a total provision of 242.68 hectares of developable industrial/enterprise use land. By using estimates of 1 hectare of employment land per 40 employees[1] this land bank has the potential to generate approximately 7,900 jobs.

6.4 OBJECTIVES

OBJECTIVES

This section sets out a series of detailed employment enterprise and economic development objectives based upon the understanding of the detailed issues and which shall contribute to the effective implementation of Strategic Objective No. 1 of this Plan which seeks to 'develop the hub'.

It is an objective of the Council to:

Objective EC1	Visually enhance and improve the appearance of the existing industrial estate at Quartertown and to facilitate and encourage further employment growth at this location on appropriately zoned land.
Objective EC2	Facilitate the development of office/employment use with residential overhead within the neighbourhood centre zonings.
Objective EC3	Enhance the existing internet based marketing undertaken with Mallow Development Partnership, and liaise with relevant industrial and enterprise bodies such as the IDA and County Enterprise Board, amongst others to promote Mallow as a high quality and sustainable working and living environment.
Objective EC4	Promote the development of Bearforest as a centre for high quality technology, science and education campus and employment opportunities in conjunction with low density residential development to facilitate a sustainable live-work environment.
Objective EC5	Control the siting of new establishments, modification of existing establishments, and development in the vicinity of such establishments, for the purposes of reducing the risk, or limiting the consequences, of a major accident in accordance with the Major Accidents Directive (96/82/EC).

[1] An Foras Forbatha

POLICIES

6.5 POLICIES

The following policies are provided to guide and control future development and to assist in contributing to the employment enterprise and economic development objectives.

Policy EC1 New Employment Proposals

EC1-1 The preferred location for the provision of employment opportunities shall be on appropriately zoned industrial and enterprise zoned at Quartertown and on economic 'home zone' land at Bearforest.

EC1-2 Proposals for employment generating development on land other than that zoned for such development shall only be considered where:
(a) There are no suitable alternative sites available within land zoned for employment generating purposes; and
(b) The development proposal is in accordance with the other policies of this plan.

EC1-3 New or extensions to existing employment generating development proposals shall be permitted provided that:
(a) It is occurring on appropriately zoned land; and
(b) It is appropriate to the respective area in terms of size and the type of employment generating development to be provided; and
(c) It would not cause adverse transport effects to the safety and free flow of traffic on the surrounding highway network.

Policy EC2 Technology, Science and Education Provision

EC2-1 The development of 'clean' technology, science, business education and research shall be promoted in Bearforest in conjunction with residential use to create a sustainable live work environment.

EC2-2 A comprehensive conservation led development masterplan shall be prepared in respect to the entire site as part of any planning application including detailed proposals for; the preservation of the protected structure and its curtilage, the historic demesne, stonewalls, the mature stands of trees in and bounding the site and the important views and vistas to and from the site.

EC2-3 Proposals for development on this land shall be considered where:
(a) Satisfactory infrastructure is in place to service the development;
(b) Provision is made for 'clean' technology, science, education research and development on 60% of the overall developable area of the land;
(c) Provision is made for residential use on 40% of all developable land; and
(d) A detailed site plan is submitted such that development of both uses on the land occurs in a phased and coordinated manner.

Policy EC3 Small-scale Businesses

EC3-1 The development of small-scale businesses shall be promoted in the town. The operation of such a business from home shall be assessed on the scale and nature of business and the level of customers/patrons to the business where:
(a) The use of the house for business purposes is secondary to its use as a dwelling and the floor area of the business shall reflect this;
(b) The business serves a local need;
(c) Adequate parking provision can be provided in accordance with the car parking requirement schedule set out in this Plan; and
(d) There shall be no loss of residential amenity to adjoining residences in terms of general disturbance, noise and traffic generation.
(e) existing residential standards are to be maintained.

Policy EC3 Explanation:
This policy only applies to those units which were designed and built as residential units only and whose main purpose and function is to operate as a residential unit. This policy does not apply to planned e-town developments as described in section 13.3.1 above.

Policy EC4	Promotion of Quality Work Environment
EC4-1	A good quality working environment shall be promoted with access to local services and facilities, through the good spatial distribution of employment around the town within easy reach of transport services and residential provision.

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7.0 SHOPPING & RETAIL PLANNING

7.1 AIM

Shopping, retail provision and entertainment facilities are clearly catalysts for redevelopment in a town centre. It is evident that success breeds success and successful retail operators associated with retail variety and provision instills investor confidence in a town. Thus, it is the main objective of the Town Council to facilitate a competitive and healthy environment for retail industry and to enhance shopping within the town centre.

7.2 RETAIL FUNCTION AND HIERARCHY

All local authorities are obliged to follow the guidelines issued by the Department of the Environment and Local Government - Retail Planning Guidelines for Local Authorities, 2005. The implications of these guidelines as well as more detailed survey and analysis are discussed in greater detail in the 'Cork Strategic Retail Study 2008' undertaken jointly by Cork County Council and Cork City Council. This section summarises and discusses some of the findings derived from that strategy and formulates policies and objectives accordingly.

The government has stipulated in policy that established centres should be the preferred locations for retail developments. Edge-of-centre sites, followed by out-of-centre sites should only be considered where it can be demonstrated that there are no central sites, which are suitable. This is referred to as the sequential approach to the location of retail development. The preferred location for retail development is within the defined retail core (Figure 7.1).

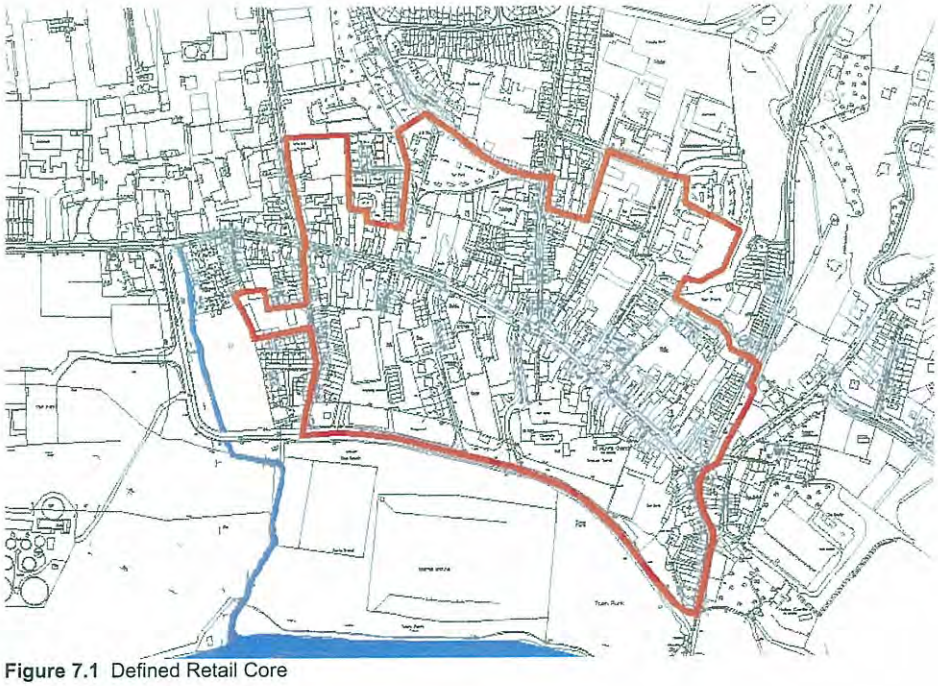

Figure 7.1 Defined Retail Core

Mallow faces the challenge of ensuring that additional retail development in the town is provided in a way that is efficient, equitable and sustainable whilst fostering a pleasant and stimulating shopping environment. In particular, Mallow needs to provide larger floor plates within the town centre to attract the premium occupiers/traders as this type of retailing is crucial to the growth of the town. Mallow must continue to provide an environment where specialist, independent retailers can flourish, thus adding to the diversity of urban life. Research shows high quality indigenous local shops for browsing are crucial in maximising a centre's overall appeal to the shopper. Thus, the smaller, specialist units have the affect of acting as a backup to the big name, premium occupiers.

The breakdown of net retail floorspace within Mallow town centre is shown in Table 7.1. It should be noted that the new Aldi discount foodstore (1,630sqm) is not included in this table as it is located on an out of centre site.

Table 7.1 Net Floorspace Provision in Mallow Town Centre (July 2007)

	Comparison	Convenience	Total
Mallow	8,360sqm	5,790sqm	14,150sqm

Source: Cork Strategic Retail Study 2008

There has been significant retail growth in Mallow since 2002 which has improved the strength of the town and enabled it to compete more effectively with the suburban centre of Blackpool. Over 6,500sqm net (comparison and convenience) floorspace has been developed at Market Square and this development in the heart of the town centre continues to provide an important focus for trading and helps consolidate Mallow's position as a retail centre. There is also significant retail development granted permission but not yet constructed including 3,000sqm of convenience and 5,205sqm of comparison floorspace on the Dairygold site at the West End. This development also comprises a significant amount of retail warehouse provision and is the largest single mixed use development in the town. In addition to the Dairygold site, the Joint Cork Retail Strategy 2008 confirms that (taking account the permitted Drommahane mixed use development), there remains circa 4,000sqm of net comparison floorspace in the town which has yet to be constructed.

7.3 CATCHMENT AND FUTURE GROWTH IN RETAIL FLOOR SPACE

County Cork Retail Hierarchy

1. Cork City centre.
2. Cork Suburbs
   - District Centres
   - Neighbourhood Centres
3. Outer Metropolitan Area
4. Ring Towns
5. County Towns

The Cork Strategic Retail Study 2008 establishes a retail hierarchy to guide future growth in retail provision. The retail hierarchy for County Cork recognises Cork City centre as the main retail centre in the strategy and places ring towns such as Mallow towards the end of the hierarchy. Essentially this means that Cork City will experience most significant retail growth in the county followed by its suburbs. The strategy for future retail provision as outlined in the Cork Strategic Retail Study 2008 presents a number of scenarios for the provision of comparison floorspace in the ring towns but the preferred scenario provides for 19,168sqm of net comparison floorspace between 2007 and 2020. At present there is considered to be an oversupply of convenience retail provision in the ring towns but there is envisaged to be a demand for 5,586sqm of convenience floorspace between 2013 and 2020.

There are six ring towns identified in the strategy including Mallow, Fermoy, Youghal, Bandon, Macroom and Kinsale. Within the retail hierarchy Mallow sits at the top of the ring towns and whereas other ring towns are identified for limited expansion, it is envisaged that Mallow should be developed as one of the largest towns in the county.

As a result of its sub-regional significance as an urban centre, some further retail expansion would be appropriate to reflect its increasing importance. However it is important that new retail development provides large floor plates to attract more premium occupiers.

7.4 LOCATION OF NEW RETAIL FLOORSPACE

The Cork Retail Strategy 2008 has identified that further retail expansion in the town would be appropriate and thus there is a need to identify a development strategy to facilitate provision of such retail space. In accordance with the Retail Planning Guidelines (2005), the sequential approach towards new retail development should be promoted.

The preferred location for new retail development should be within a town or district centre (as defined in the development plan). Where it is not possible to provide the form and scale of development required then consideration should be given to edge of centre sites. An edge of centre site is commonly defined as one which is within an easy and convenient walking distance from the primary shopping area of a town centre. The distance considered to be convenient will vary according to local circumstances but typically is 300-400 metres. Out of centre sites should only be considered where it can be demonstrated that there are no town centre or edge of centre sites that are suitable, viable and available. Retailers therefore should be prepared to make reasonable compromises and adapt their standard development formats to the retail core and the Council's preferred sites.

There are opportunities for the re-development of vacant and derelict sites in the retail core and much of the new retail development should take place on such sites rather than at edge or out of centre greenfield locations. Existing vacant premises within the retail core have the potential to accommodate significant small scale retail units. However it must be recognised that larger floor plates need to be accommodated and in this regard four potential sites within the retail core and one edge-of-centre site adjoining the retail core have been specifically identified for retail provision (see figure 7.2).

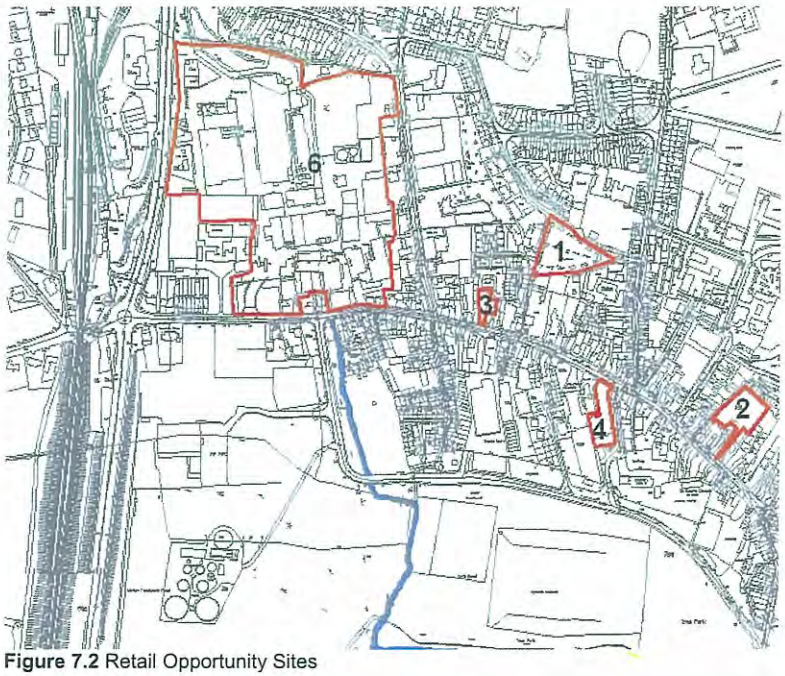

Figure 7.2 Retail Opportunity Sites

Opportunity sites 1 and 2 primarily involve the redevelopment of existing car parks and thus provision must be made for adequate public parking (including basement level) within any development proposal.

Opportunity sites 3 and 4 have street frontage onto the principle shopping street (Davis Sreet), comprise of significant buildings and therefore are well positioned to accommodate larger floor plates. It is considered that retail provision could be facilitated on opportunity site 6 only after the development / development potential of other sites within the town centre have been fully explored.

Whilst a proportion of non-retail uses (e.g. banks, building societies, restaurants and pubs) will complement a shopping centre, long stretches of 'dead' non-retail frontage and a high percentage of non-retail uses throughout the centre will destroy its synergy.

Ground floor retail use on the principal shopping streets (identified in Figure 7.3) is in decline with 23% of all ground floor premises in office use, 7% are occupied by financial institutions and 25% are used for restaurants/takeways and retail services purposes including haridressers, beauty clinics, bookmakers and video stores. A continuation of this trend and the loss of further retail on these streets would undermine the attractiveness of Mallow as a shopping centre.

It is therefore crucial to the economic competitiveness of the town that the overall retail function of the principal shopping streets is preserved and strengthened.

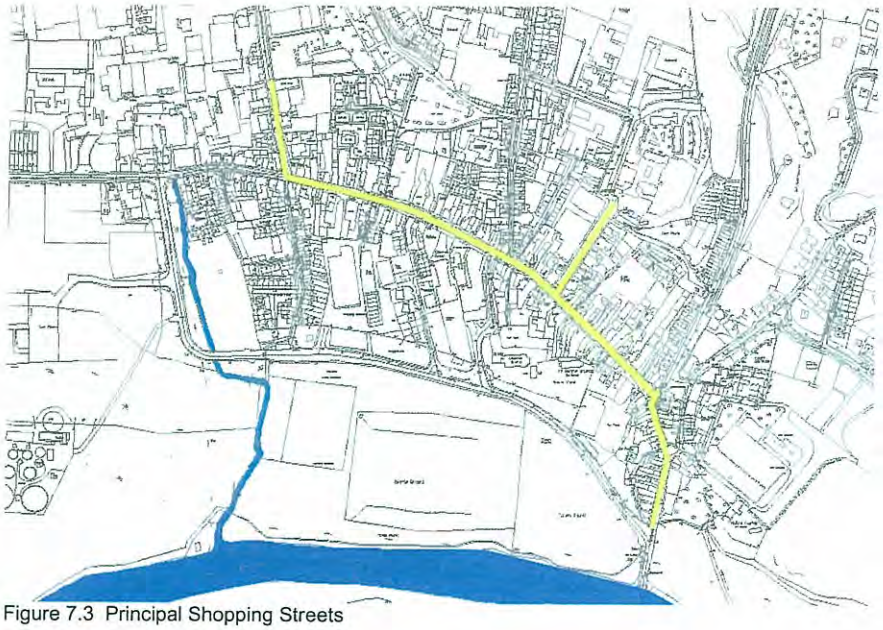

Figure 7.3 Principal Shopping Streets

7.4.1 Retail Warehousing

Retail warehousing is characterised by large single level stores specialising in the sale of 'bulky' items such as furniture and DIY items. This type of activity has not been prominent in the town to date with the exception of hardware shops primarily along Shortcastle Street & Muddy Hill. It is noted however that substantial retail warehousing has been permitted as part of the mixed use development on the Dairygold site at West End. Due to their size and parking requirements, retail warehouses do not generally fit within a town centre and as such need to be considered separately from standard retailing.

Retail warehousing depends heavily on good access to the national road network, and also benefits from being agglomerated together on single sites so as to minimise the number of trips by car. It can have a positive role to make in the retail hierarchy, and provided they are of appropriate scale and are restricted to bulky comparison goods, need not necessarily have a material adverse impact on an existing town centre. Further retail warehousing provision will be considered on those sites zoned for commercial use on the land use zoning map.

7.4.2 Local Retail Needs - A Network of Neighbourhood Centres

Neighbourhood centres provide a valued service and cater for the daily needs of nearby residents, particularly the elderly, the less mobile, families with children and those without access to a car. There are a number of neighbourhood centres outside of the town centre, which include a significant retail element serving local needs.

These include a neighbourhood centre off St. Joseph's Road within the Castlelands development and another centre on the southern side of the town on Bellevue road (known locally as 'Danos'). The location of Danos on Bellevue Road is particularly significant as it provides important shopping facilities for residents living on the southern side of the town and for those experiencing the physical and perceptual division that is created by the River Blackwater. However, in order to protect the primacy of the town centre as the primary shopping destination, the existing 1,400sqm gross retail cap on convenience shopping at this location should continue to apply.

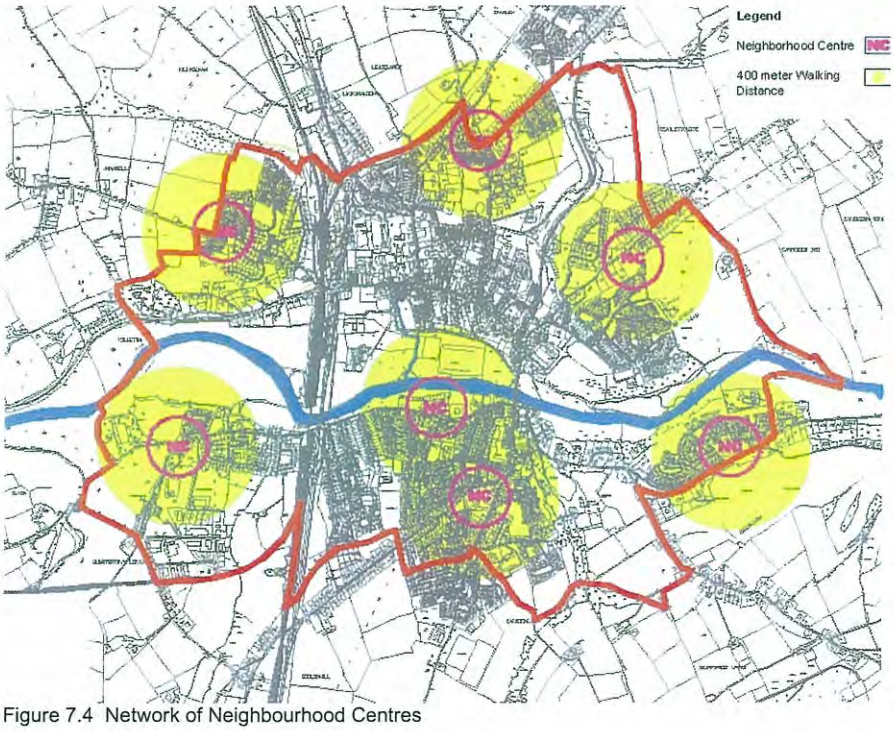

Figure 7.4 Network of Neighbourhood Centres

Figure 7.4 identifies a network of new and existing neighbourhood centres throughout the suburbs to ensure that all future and existing residential areas are adequately serviced by local facilities and services, including commercial and community centres. Typically these should be located so that all residential development is within reasonable walking distance (about 400 metres) of the facilities and have good road access. Neighbourhood centres comprise elements of the following retail provision;

convenience stores, newsagents, pharmacies, butchers, post offices, restaurants, takeaway, video/DVD rental, laundry facilities and hairdresser.

OBJECTIVES

7.5 OBJECTIVES

This section sets out a series of detailed shopping and retail planning objectives based upon the understanding of the detailed issues and which shall contribute to the effective implementation of Strategic Objective No. 1 of this Plan which seeks to create develop Mallow as a 'hub' town.

It is an objective of the Council to:

Objective SR1	Develop Mallow as one of the largest town's in the county in line with the recommendations of the Cork Strategic Retail Study 2008.
Objective SR2	Promote the practical development opportunities of the identified Opportunity Sites 1, 2 and 6 along with vacant and derelict town centre properties in the sequential approach to retail development.
Objective SR3	Accommodate retail development with larger floor plates to encourage premium occupiers.
Objective SR4	Protect the defined retail core as the primary shopping area in Mallow.
Objective SR5	Protect and maintain existing retailing within the principal shopping streets as identified in Figure 7.3.
Objective SR6	Ensure that all residential development is within reasonable walking distance of local services and facilities and to promote the development of identified neighbourhood centres.

POLICIES

7.6 POLICIES

The following policies are provided to guide and control future development and to assist in contributing to the shopping and retail planning objectives.

Policy SR1 Explanation:
A large scale retail planning application is considered to be any proposal with in excess of 400sqm of net comparison retail floorspace and 300sqm of net convenience floorspace. Where both convenience and comparison retail use is proposed a retail impact assessment will be required for those developments in excess of 500sqm net floor area.

Policy SR1 Protecting Vitality and Viability of the Retail Core and Town Centre

SR1-1 Large scale retail planning applications outside the defined retail core shall be accompanied by a Retail Impact Assessment and shall demonstrate that the development will not have a material adverse impact on the vitality and viability of Mallow town centre.

SR1-2 Retail developments shall only be considered where:

(a) It supports the long term strategy for the town centre as outlined in this Plan;
(b) It would not cause an adverse impact on the defined retail core singly or cumulatively with other existing and permitted developments sufficient to undermine the quality of the centre or its role;
(c) It would not diminish the range of activities and services that a town centre can support; and
(d) It would not cause an increase in the number of vacant properties in the defined retail core.

SR1-3 All retail developments shall ensure the provision of effective links with the development, the retail core and the wider town centre in order to encourage commercial synergy and such provision may necessitate the provision, improvement or widening of existing footpaths where necessary.

Policy SR2 Explanation:
It is important that existing retail use within the primary shopping streets is not diluted, particularly at ground floor level, by non primary retail uses including, but not exclusive to professional and financial services, amusement arcades, fast/food takeaways, bookmakers and hackney cab operators.

Policy SR2 Non Compatible Uses

SR2-1 In order to strengthen and preserve the existing shopping function and the vitality and viability of the defined retail core, the following uses shall not be permitted along the Principle Shopping Streets as identified in figure 7.3 of this Plan;
- Bookmakers/turf accountants;
- Taxi/hackney cab offices/depot;
- Amusement arcades;
- Adult entrainment retail stores/venues and;
- Fast food take-away restaurants (on the ground floor).

SR2-2 Policy SR2-1 shall apply to the change of use of any property within the Principal Shopping Streets irrespective to any normal exempt development provisions.

Policy SR3 Explanation:
Every effort must be made to ensure that retail development locates within the retail core and the wider town centre and it is only in exceptional circumstances that retail development will be permitted on edge of centre or out of centre sites, with the exception of retail warehousing. It is not the purpose or intention of this policy to be anti-competitive or to unnecessarily restrict retail operators from trading in the town, rather the emphasis is on protecting the retail core.

The priority of this Plan is to accommodate retail use primarily within the retail core and then within those areas zoned for mixed use purposes. In this regard it may be necessary to modify/adapt a proposed retail scheme/ standard retail format to a town centre location.

Policy SR3 Sequential Approach

SR3-1 The retail core as defined in Figure 7.1 shall be the preferred location for retail uses.

SR3-2 Opportunity sites 1 and 2 shall be priority sites in consideration of retail development within the town centre. Opportunity site 6 and other alternative sites outside of the retail core shall only be considered where it can be comprehensively demonstrated that sites within the retail core are:
(a) Of inadequate size;
(b) Unavailable for development and is likely to remain unavailable for the life-time of the Plan;
(c) Unaccessible and can not be accessed in the short term; and
(d) Unfeasible and unviable for the proposed use.

Policy SR4 Explanation:
Although typically described as trading in bulky goods only, retail warehouse parks have in the past accommodated large clothing stores and other non bulky retail items. Such retail types can adversely impact on a town centre and thus it is important to regulate the provision of same within each development.

Policy SR4 Retail Warehousing

SR4-1 Retail warehousing shall be considered on appropriately zoned sites where:
(a) Effective links with the development, the town centre and retail core are provided in order to encourage commercial synergy; and
(b) The traffic generated by the development either singly or cumulatively with other recent or proposed development shall not cause an unacceptable adverse highways impact.

SR4-2 No more than 3,500sqm gross floor area or 20 per cent of the total size of a retail warehouse development (if less than 15,000sqm gross in size) shall be devoted to the sale of computers, toys or sports goods.

Policy SR5 Commercial Use

SR5-1 Retail use shall not normally be encouraged in commercial areas except where they involve the sale of bulky goods.

SR5-2 Retail provision associated with petrol filling stations shall only be permitted where the retail element is secondary to the use as a petrol filling station and the net floor area is no greater than 40sqm.

Policy S6 Explanation:
Neighbourhood centres are intended to provide for local needs only and are not intended to compete with the town centre or to draw trade from a large catchment.

The extent of the retail floor area will be controlled in these centres and the uses restricted to local retail services and provisions.

Policy SR6 Neighbourhood Centre

SR6-1 Neighbourhood centres shall cater for the provision of a number of small retail/commercial units for the typical provision of a newsagent, supermarket/general grocery store, sub-post office and other small shops of a local nature.

SR6-2 Each of the defined neighbourhood centres shall (unless otherwise stated) be limited to 400sqm of net retail floorspace with office/residential use permitted overhead. Proposed retail uses within neighbourhood centres shall be restricted to convenience retail use and retail services including; professional services, health, medical any other services (including use as a betting office) where the services are provided principally to visiting members of the public. The provision of a convenience supermarket in a neighbourhood centre shall have a maximum net floor area of 200sqm.

SR6-3 The existing neighbourhood centre on Bellevue Road on the southern side of the River Blackwater shall not exceed 1,400sqm of gross convenience floorspace. Any future expansion shall be limited to retail service use only consistent with the provisions of Policy SR6-2.

SR6-4 Outside of identified neighbourhood centres the provision of local/corner shops shall be encouraged provided where it is an integral part of an overall development and the net floor area of the proposed shop is no greater than 40sqm.

Policy SR7 Advertising

SR7-1 The provision of advertising signs shall only be considered where the proposed sign

(a) Is non-plastic, has external illumination and does not comprise of neon signs;
(b) Is hand painted;
(c) Does not lead to a cluttered appearance at a junction or on a building; and
(e) Is in keeping with the character of the general area.

SR7-2 The provision of large advance signs and finger post signs for services and premises will generally be prohibited.

8.0 RESIDENTIAL & NEIGHBOURHOOD STRATEGY

8.1 AIM

It is the aim of Mallow Town Council to accommodate population growth in the town and in order to meet the strategic 'Hub' settlement objectives whist ensuring an adequate supply of housing stock to facilitate this growth.

Whilst providing and facilitating land for housing provision is one challenge, the aim of the residential and neighbourhood strategy is also to facilitate the circumstances to create of quality, livable residential environment and neighborhoods. The vision for this Plan (set out in Section 3) included objectives that would amongst other things;

- Facilitate a quality living environment.
- Ensure an accessible residential environment.
- Coordinate the provision of new development with provision of infrastructure;
- Encourage appropriate level of services commensurate with settlement growth;
- Promote a variety of house types and tenure to suit all needs;
- Support the provision of new community and educational facilities in the town.

8.2 FUNCTION

Analysis of the existing landuses (Map 1) confirms that the existing residential landuse and residential development pattern in Mallow radiates around the central area primarily along main arterial routes in/out of the town centre. There is only a small presence of established residential areas within the town centre/commercial area which is concentrated in and around Emmet Street area adjacent to Davis Street/West End and the redeveloped Market Square.

The traditional residential areas of the town, including the Beecher Street area to the north and the Mill Street/Old Cork Road area to the south, are representative of a more simplistic but denser pattern of development. The more modern recent residential areas include Woodview Drive, St. Joseph's Road (Castlelands) and Ballymagooly Road. The pattern of residential development continues and extends beyond the Town Council boundary in some areas into the environs area where land has been zoned for immediate residential uses.

8.2.1 Housing Strategy

The Cork Authorities Joint Housing Strategy 2009 (The Housing Strategy) is contained in full as Part 8 to this Plan. The Housing Strategy identifies seven Housing Market Sub Areas where Mallow forms part of the 'Ring' sub area. The aim of the Housing Strategy is *'To help enable the people of Cork, now and in the future, to have a place to live, suited to their needs, at a price that they can afford.'* The strategy sets out four principles which seek to; provide for a diverse range of housing needs; to promote balanced communities; to promote sustainable development of the urban and rural environment; and to promote a high quality living environment.

The strategy suggests that the projected household annual growth rate for the Ring Housing Market Area (inclusive of Mallow) between year 2006-2020 is 2.52%, the largest increase outside the three Metropolitan (Cork) sub areas, a predicted rise of 13,055 households. This is based upon a predicted population increase occurring in the Ring sub area of 1.18% (16,484 persons) during the same period. The Housing Strategy identifies a number of key points which are relevant to Mallow and the wider Cork County area including inter-alia;

- That new households will increase;
- The average house hold size continues to decline;
- The necessity for all areas to reserve the maximum provision of 20% social and affordable housing under the Planning and Development Act 2000 (as amend).

The Housing Strategy recommends and contains a number of polices and programmes for action which are considered relevant to refer to in this Plan. For convenience, the pertinent programmes considered relevant to Mallow have been identified as part of the Planning Policy Review set out in Appendix 1.

8.3 PRIVATE HOUSING SUPPLY

Sections 2.0 of this Plan has provided an overview of the current population profile for Mallow 'Hub' (including its environs) and confirms that the rationale for seeking to facilitate a population of 20,000 persons by year 2020 is based upon pre-determined national, regional, and county spatial development objectives for Mallow 'Hub'. This Plan will therefore pursue the same objective to achieve a target population of 20,000 persons by 2020.

The population of the Town Council (Plan) area is 7,864 persons[1] whilst the combined population for the Town Council and the environs is currently 10,241 persons[2]. There is no distinction in the strategic 'Hub' designation between Mallow town and its environs and both effectively operate as 'Mallow'. Therefore, it is reasonable for this Plan to assume that the 'Hub' population target will be collectively accommodated within both the Town Council and the Cork County environs areas.

Figure 8.1 Land at Quartertown

There are 26.03 hectares of zoned but undeveloped residential land within the Town Council boundary inherited from the previous Mallow Town Development Plan 2004. However, in the absence of a site specific flood study and in light of the recently published Draft Flooding Guidelines[3], one of the undeveloped previously zoned residential sites (comprising 8.41 hectares – Figure 8.1) will not be zoned for residential use in this Plan. Thus the resultant inherited undeveloped residential land equates to 17.62 hectares.

Assuming a household size of 2.5 persons and an average residential density of 30 units/hectare, the 17.62 hectares of inherited undeveloped residential land has the potential to yield 528 units (1,321.5 persons) or 13.5% of the 2020 'Hub' target population during the course of the Plan period. Map 3 contained at the end of this Plan presents the assessment of existing residential land supply including areas where there are extant permission. This is also represented in Fig 8.2.

In parallel to this Plan, the Mallow 'SLAP' 2007 has made provision in the environs for a further residential land supply of 116 hectares which has the potential to accommodate 8,700 persons assuming the same density considerations applied to this Plan. The combined inherited residential land supply thus amounts to 133.6 hectares and could accommodate a combined total new population in excess of 10,000. Combined with the existing 10,241 population, the inherent residential land supply could facilitate a population in excess of the 20,000 'Hub' target by the year 2015.

These projections do not take account of mixed use development opportunities identified in this Plan that will facilitate residential development or, existing primarily

[1] *Census of population (CSO, 2006)*
[2] *Inclusive of Mallow Rural DED*
[3] *The Planning System and Flood Risk Management, Consultation Guidelines for Planning Authorities (Draft 2008)*

residential areas, gap/infill sites or other existing non residential uses which may be developed during the course of the Plan period. The Plan will promote and provide for variation in residential options contained in order to address any potential shortfall that may arise due to site specific constraints, locational choice or land not coming forward for development. Furthermore, a higher population could in fact be accommodated during the Plan period through the use of a higher residential densities.

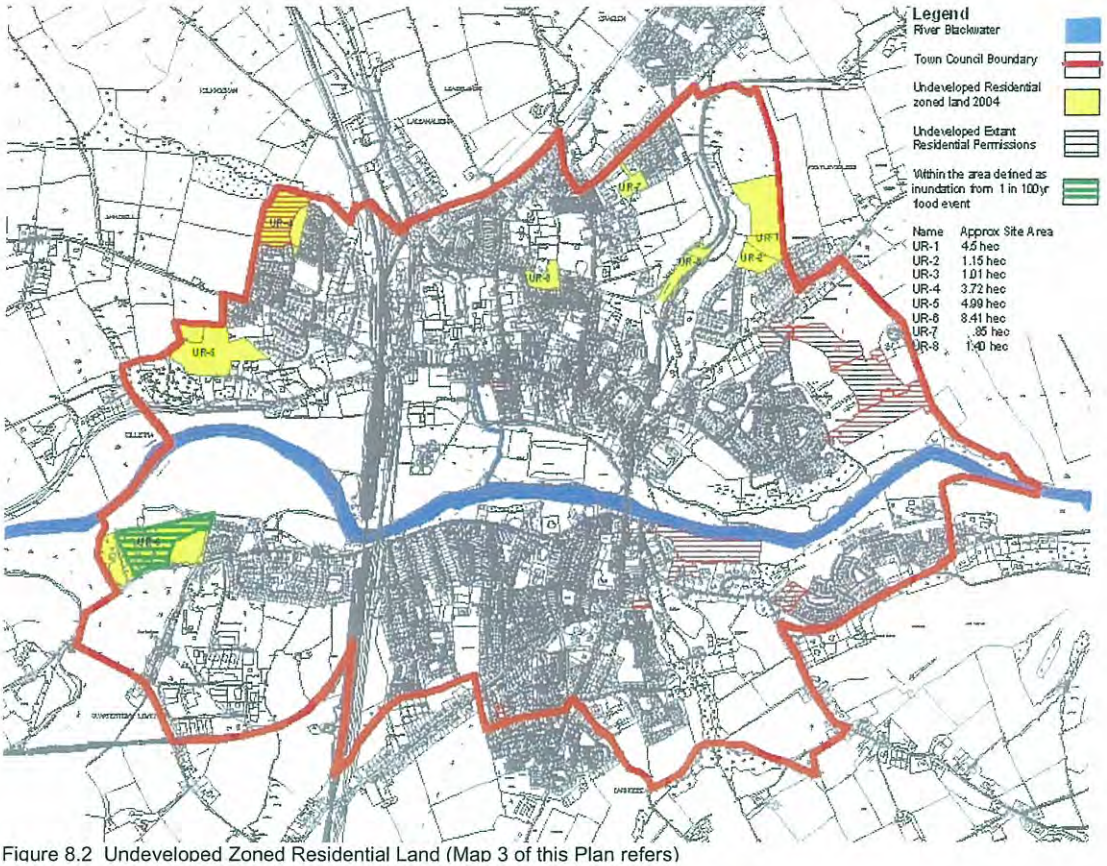

Figure 8.2 Undeveloped Zoned Residential Land (Map 3 of this Plan refers)

8.4 LOCATION OF FUTURE HOUSING SUPPLY

The location and predicted demand for future housing in Mallow will be accommodated in residential and other mixed use residential areas appropriately designated within the land use zoning map contained in this Plan. The objective is to facilitate the development of central residential sites within the Town Council (Plan) boundary to support and enhance the sustainable provision of physical, social and economic services and facilities.

All undeveloped residential lands inherited by this Plan are currently accessible and serviceable by existing infrastructure. Other than the aforementioned land referred to in Figure 8.1 above, it is not considered necessary or desirable to amend the residential zonings applied to these areas.

8.4.2 Traveller Accommodation

The distinct culture and lifestyle of the traveling community is recognised by the Council. In association with Cork County Council, the Council will endeavour to provide suitable accommodation for the indigenous traveler community through and in accordance with the Social Housing Programme.

Working with the traveling community, their representative organisations, and local communities, the Council will seek to ensure an equitable distribution of traveler facilities throughout the plan area where appropriate. The priority will be on the provision of standard housing for families who express a preference for that type of accommodation.

8.4.3 New Residential Neighbourhoods & Neighbourhood Centres

The provision of neighbourhood centres and local services and facilities is beneficial and desirable in reducing the need to travel to other areas, and can result in the creation of a real sense of local place enabling the interaction of people and the provision of local services and facilities.

With consideration to the existing and proposed pattern of residential development, this Plan has sought to identify the most appropriate landuse opportunities for the provision of neigbourhood centres throughout the plan period within a reasonable 400m walking distance with the objective of providing complete coverage and self sufficiency, where possible, to all residential areas. The Council will seek to support and encourage the development and expansion of existing neigbourhood centres in order to provide for a reasonable and acceptable local service provision. The location of the preferred locations for neighbourhood centres is detailed on the Landuse zoning map (Map 5).

A range of uses will be encouraged at neighbourhood centres, namely local convenience shops (including fruit and vegetable market, local butchers, newsagent, etc.), a pharmacy, video/DVD rental, laundry facilities, pub, take away, hairdresser, dental and medical surgery, crèche and childcare facilities. The scale, number and size of the units will be restricted to ensure that they serve local needs. In practice, catchment areas of neighbourhood centres overlap and neighbourhood centres will not be 'self-sufficient' but rather will be dependent on adjacent or neighbouring centres for additional and/or complementary facilities. It is the intention of this zoning objective to complement the town centre and to possibly facilitate late opening of services, not to draw trade/services from the town centre.

In order to act as a focal point in a residential area, high urban design quality will be sought. Buildings comprising the neighbourhood centre or in the immediate vicinity will generally be permitted to increase their heights to three storeys to reflect their prominence and civic function. A mix of uses will be encouraged in these centres, with residential and office uses preferred to upper floor levels as an incentive/return towards their development. Local parks (emulating a 'village green' for example), civic spaces and community facilities (e.g. educational, sports and recreation) are encouraged in the immediate vicinity of neighbourhood centres. For a neighbourhood centre to be successful it needs to be strongly linked to surrounding residential developments, with good access for pedestrians and cyclists. It also requires a prominent location with good road frontage and access. Opportunities for passing trade also reinforce their role.

OBJECTIVES

8.5 OBJECTIVES

Strategic objective 4 of the 'Vision for Mallow' (set out in Section 3.0 of this Plan) contains a number of measures to seek the development of a "vibrant and balanced community". These vision objectives are now considered in a detailed context and provide detailed residential strategy and neighbourhood objectives for the Plan period.

It is an objective of the Council to:

Objective H1	Ensure that adequate housing is provided for the resident population of the town in accordance with the requirements of the Cork Authorities Joint Housing Strategy 2009 and that both social and affordable housing can be accommodated on site in accordance with Part V of the Planning & Development Act 2000 (as amended).
Objective H2	Promote the concept of a 'compact town' by encouraging appropriate residential development on suitably zoned lands throughout the Plan area in conjunction with available infrastructure.
Objective H3	Seek to make the most efficient use of land by applying appropriate residential densities in accordance with the recommendations set out in the 'Guidelines on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) 2009
Objective H4	Require an appropriate housing mix in new residential areas including design and size to provide for a variety of tenure and facilitate changing household requirements.
Objective H5	Promote the development of neighbourhood centres in designated areas.
Objective H6	Encourage the development of sustainable residential homes in order to reduce energy consumption.
Objective H7	Encourage the use of upper floors within the town centre for residential uses. A flexible approach to car parking requirements shall be adopted to encourage such use.
Objective H8	Advocate the use of the *Urban Design Manual* in all new residential developments (DoEHLG, 2008).
Objective H9	Implement the recommendations of the 'Strategy for the Future Provision of Community, Social and Recreational Infrastructure in the Mallow Area' currently being prepared separate from this Plan.

POLICIES

8.6 POLICIES

The objectives identified above can only be achieved if effective policies are available to guide and control future development. In this regard policies have been identified and where necessary and relevant an explanation for the policy is provided.

Policy H1 Explanation:
The policy for housing development is to consolidate development within the inherited land zoning in the town in order to strengthen but respect the character of the compact settlement form and enhance the sustainable and economic provision of services and infrastructure.

The Council will therefore carefully consider the likely impacts of new development proposals in order to ensure that development does not adversely effect existing residential properties.

Policy H1 New Residential Development

H1-1 The provision of new residential development during the Plan period shall be accommodated on the lands appropriately zoned for residential development or mix of residential and other uses subject to the provision of necessary infrastructure to accommodate that development.

H1-2 Proposals for residential development in established built up residential areas shall be permitted where it is demonstrated that the proposal would not be detrimental to the residential amenity or character of that residential area.

H1-3 Proposals for new residential development shall comply with the development control standards contained in this Plan.

Policy H2 Social and Affordable Housing

H2 Residential proposals comprising 5 or more units shall be required to provide a maximum of 20% of land used for 'Residential' or for a mixture of Residential and other uses for the purpose of meeting social and affordable housing need arising within Mallow.

Policy H3 Explanation:
This Plan does not set out minimum or maximum density standards as it is considered that quality of design and contribution to the built environment will be the main criteria for assessment of residential densities. However, the Council will be guided by the density standards set out in the 'Guidelines on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) 2009 and the Best Practise Urban Design Manual.

Policy H3 Residential Density

H3-1 The Council shall seek to ensure the most effective and efficient use of urban land, energy consumption, and transport requirements; protect and safeguard the established built and residential character and residential amenities of surrounding areas. In this regard, a mixed density approach will be pursued which shall have regard to;

(a) Location and context of the site;
(b) Quality of design;
(c) Contribution of the development to the enhancement of the town form;
(d) Connectivity to the town centre and linkages with other residential neighbourhoods, services and amenities; and
(e) Efficient use of energy, transport and natural resources.

H3-2 The Council will advocate the recommendations set out in the 'Guidelines on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) 2009 in consideration of density requirements.

Policy H4 Explanation:
The sub-division of existing properties into smaller residential units provides a number of benefits as it increases overall housing stock levels and encourages the development of smaller and lower cost properties. Provisions in the policy ensure that conversions are only undertaken in certain circumstances, which would not be detrimental to other planning and amenity objectives.

Policy H4 Protection and Promotion of Residential Areas and Uses

H4-1 Proposals for the re-use of upper floors above commercial premises for residential accommodation shall be encouraged where the proposal;

a) Would not result in the loss of commercial or residential amenity;
b) Creates suitable access and service arrangements; and
c) Would not result excessive car parking requirements on the public road
d) Complies with minimum internal standards/apartment guidelines appropriate at that time.

H4-2 Conversion of properties into smaller residential units shall be considered on a case-by-case basis, where the development;

a) Would not be out of character with the surrounding area or existing plot size;
b) Would not give rise to adverse affects on residential amenity of the proposed or existing residents;
c) Would not interfere with the safe and free flow of traffic;
d) Would not reduce the provision of adequate private amenity space serving the existing residential property;
e) complies with minimum internal standards as per the Quality Housing for Sustainable Communities Guidelines DOEHLG 2007 Guidelines.

Policy H5 Explanation:
DOEHLG Circular HS9/01. (2001) requires that the Housing Strategy include policies, which control the mix of house types and sizes required to meet housing demand. The Councils will consider the appropriate mix of types and sizes of dwellings on a site by site basis as and when planning applications are received and will use conditions and agreements as appropriate in order to secure the preferred mix of housing types and sizes.

Policy H5 House Type and Mixture

H5-1 Proposals for new residential development on specifically identified 'residential sites' through the Plan area shall include a mix of house types, sizes and design to accommodate a variety of tenure, changing household requirements and special needs, including accommodation for the elderly

Policy H6 Explanation:
The Council will seek to encourage the highest quality built environment through new residential developments that have cognaisance to their location and surrounding character and seek to provide appropriate level of residential amenities for future occupants.

Policy H6 Design Considerations

H6-1 Proposals for all new residential Development shall comply with all of the following;
- (a) Respect the existing scale, character and/or form of the surrounding natural or built character area;
- (b) Provides satisfactory provision of off-street car parking;
- (c) Demonstrates safe, convenient and attractive vehicular, pedestrian and cycling access and permeability through the development and adjoining developments (where possible);
- (d) Provide connectivity with existing road and footpath infrastructure;
- (e) Provides adequate off-street parking;
- (f) Provides sufficient public and private amenity open space and landscaping; and
- (g) incorporate existing natural features into the development including trees, hedgerows into the overall layout.

H6-2 The requirements of the Sustainable Urban Housing: Design Standards for Apartments, 2006 and the Quality Housing for Sustainable Communities as issued by the DOEHLG 2007 shall be implemented in respect of all apartments and housing units erected in mixed use or dedicated apartment complexes. Such requirements will include:
- (a) Apartment/Housing design
- (b) Minimum apartment internal design standards
- (c) Provision of community facilities, open space and balconies
- (d) Access for people with disabilities

Policy H7 Explanation:
The Council shall seek to encourage the development of neigbourhood centres in accordance with the vision and development objectives for residential areas.

The provision of retail and services will be encouraged in neigbourhood centre where they are of a local level and would not result in adverse effects or result in trade draw or displacement from the town centre.

Policy H7 Regenerating Existing Neighbourhoods

H7-1 The regeneration of neighbourhoods in partnership with community interests shall be encouraged through advocating the reuse of derelict buildings and under utilised land promoting the use of environmentally sound building materials and by supporting local community development and enhancement schemes.

H7-2 The enhancement and protection of existing open spaces shall be facilitated.

H7-3 The development of neighbourhood centres shall be permitted within locations defined on the Land Use Zoning Map 5 and in accordance with Section 7.0, Policy SR6-2 of this Plan.

H7-4 The provision of accommodation for the elderly shall be promoted and encouraged on zoned town centre, mixed use and residential land in close proximity to and within walking distance of existing and proposed services and amenities including neighbourhood centres.

Policy H8 Bearforest Lower Special Development Area

H8-1 The holistic and comprehensive development of land identified as the Bearforest Lower Special Development Residential Area shall be considered subject to the preparation of an overall masterplan. No part developments shall be permitted on the subject land.

H8-2 Low density housing shall be permitted on that part of the land located outside of both the designated Special Area of Conservation (SAC) and that area identified as a Flood Risk Area on Map No.2 Heritage and Environmental Parameters.

H8-3 The remainder of the land shall be developed for amenity purposes subject to compliance with policy IU4 in relation to flood risk management and in conjunction with the requirements of Mallow Town Council.

Policy H9 Explanation:
This land forms part of an overall 250.5 hectare landholding which primarily lies outside of the Town Council boundary and has been identified in the Mallow Special Local Area Plan 2007 as a mixed use development area (objective no.X-03).

Some 9 hectares of the X-03 site lies within the Town Council administrative area and falls within the development boundary of this Plan. Thus, to ensure consistency in approach and the coordinated and proper planning and sustainable development of the area it is imperative that this land is developed in strict accordance with the detailed objectives of site X-03 in the Mallow Special Local Area Plan 2007.

Policy H9 Keatley's Close Special Development Area

H9-1 The holistic and comprehensive development of land identified as the Keatley's Close Special Development Area shall be considered subject to compliance with the special zoning objective no.X-03 detailed in the Mallow Special Local Area Plan 2007 relating to the Keatley's Close/Carrigoon Beg Masterplan area.

9.0 ENVIRONMENT AND BUILT HERITAGE

9.1 AIM

Mallow is set in a rich and diverse landscape strategically located in the Blackwater Valley. It is this setting which sets the town apart from many other large towns and it is the principle aim of this Plan to ensure that the setting of Mallow is protected and enhanced whilst promoting the future development of Mallow as a hub town. The historical association of Mallow rests largely upon the survival of its original townscape features and the remaining stock of traditional buildings. It will be the town's future challenge to retain and enhance the visual appeal of its townscape, while permitting the modern uses necessary to ensure its vibrancy.

9.2 THE NATURAL ENVIRONMENT

The town of Mallow possesses a rich diversity of natural heritage and its location in the Blackwater Valley establishes an attractive and distinctive impact for the town whilst helping to maintain and enhance the biodiversity of the surrounding area. The urban centre has a unique environmental context divided by the River Blackwater and controlled to the east by the Spa Glen. This provides an attractive environmental focus to the town centre.

9.2.1 Blackwater Corridor

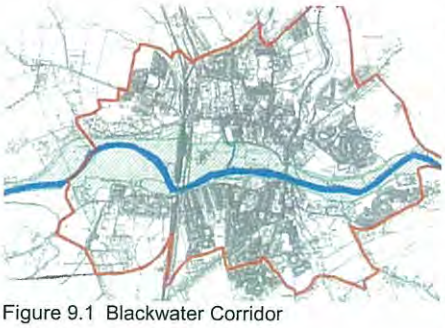

Figure 9.1 Blackwater Corridor

The River Blackwater flows through the heart of the town in an easterly direction effectively splitting the town in two. Due to the topographical characteristics along the river and its flooding behaviour, areas of the adjoining land on both the northern and southern river embankments have remained, in part, relatively undeveloped throughout the entire Plan area. It is recognised that the entire river corridor is a finite resource that needs to be formally identified and protected through policies in the Plan. It is also recognised that much of the area is subject to severe and regular flooding and the effect of this flooding potential is to eliminate or restrict development.

The opportunity is therefore afforded to create a substantial riverside park along the banks of the River Blackwater and this should be enforced where possible. It should be noted that this river corridor can extend along the totality of the river banks, beyond the Plan area, including Mallow Racecourse and the Carrigoon area to the east of the town. Indeed it is noted that a section of this river corridor has already been developed into an attractive walkway as part of the Castlelands Estate development and the tone of this development should be extended to cater for a variety of potential recreational users.

The provision of a pedestrian bridge across the River Blackwater at a central point within the town would further contribute to the usability of the river corridor and would effectively link the northern side of town with the southern side, thereby enhancing overall permeability and legibility.

9.2.2 Mallow Town Park

The substantial area known locally as the town park is located within the Blackwater Corridor and has been developed as one of the main sports and recreational areas in the town. Comprising some 11 hectares, the town park represents a tremendous amenity resource to the people of Mallow but due to the significant flooding experienced on the land as a result of the inadequate flow capacity of the River Blackwater and the Spa Stream, the land is not being used to its full potential as a recreational and amenity area.

A detailed study focusing on 'The Strategy for the Future Provision of Community, Social and Recreational Infrastructure in the Mallow Area' has been completed and the findings of this study will inform the future development potential and needs of this land. In any case it is important that the Council continues to promote its primary use as a valuable amenity resource for the town and that the flooding characteristics of the land are respected.

9.2.3 Statutory and Amenity Designations

The importance of protecting designated areas of landscape quality and the natural environment are recognised by the Council and promoted in this Plan. Not only do these areas contribute to the protection of wildlife heritage, they also maintain and enhance the character and quality of the urban environment. The banks of the River Blackwater have been identified as a prime wildlife conservation area and have been designated as a Special Area of Conservation (SAC) under the EU Habitats Directive by the National Parks and Wildlife (NPWS). Although not covered by a formal statutory designation as the River Blackwater, the Spa Glen is considered to be a significant landscape feature and ecological corridor within the town and should be designated as an amenity area to ensure its protection from insensitive and inappropriate development.

9.2.4 Tree Preservation Orders

Mallow has the benefit of some significant stands of urban woodland and mature trees and has four Tree Preservation Orders (TPO's) which were made in 1978, relating to trees in Castlelands, Castlelands and Ballyellis, Spa Glen and Spa Glens and Castlelands. A TPO enables the planning authority to preserve trees and brings them under planning control. Essentially the permission of the planning authority must be sought before any tree with a TPO is lopped, topped or felled. Map 2 Heritage and Environmental Parameters identifies a number of stands of trees that should be protected in the interests of environmental quality and consideration should be given to making a TPO in relation to these trees.

9.3 THE BUILT ENVIRONMENT

The town of Mallow initially developed as a defensive settlement protecting an important ford on the River Blackwater. The town developed rapidly in the late 16th century as a plantation town, developing from Mallow Bridge over the Blackwater in a northerly direction. In the 18th and 19th centuries the town prospered as a market town helped by its rich agricultural hinterland, its central location and its importance on the railway network.

Today the town possesses a wealth of historical buildings and archaeological remains. Such features are a finite, non-renewable resource particularly vulnerable to partial or total destruction and in certain instances contain irreplaceable information about the past. The Council recognises the value and significance of its built and archaeological heritage and therefore seeks to ensure the effective protection, conservation and enhancement of historical and archaeological sites, monuments and their settings, through preparing a Record of Protected Structures (RPS), defining an Architectural Conservation Area (ACA), identifying recorded monuments and archaeological sites and defining an Area of Archaeological Potential. The effect of having a building listed on the RPS, within an ACA or in a zone of archaeological potential, is addressed in Part 4 of this Plan, the Development Control Section. In essence works which are normally considered 'exempted development', that is not expressly requiring planning permission will now require planning permission.

9.3.1 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. A number of significant and important buildings have been identified in and around the town and are compiled on a register known as the Record of Protected Structures (RPS), outlined in Appendix 2 and identified on Map 4. The presence of these buildings and features enhances the character of Mallow and adds to its local distinctiveness. They are irreplaceable records of the past of local and national heritage and therefore require protection.

Map 4 which identifies the location of the protected structures 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. This is a matter that shall be subject to individual assessment of planning applications and/or following a request for a Declaration.

9.3.2 Architectural Conservation 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 architectural conservation areas (ACA). ACA's 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 as the setting of a protected structure is often an essential part of its character.

An ACA may consist of patterns of elements (such as materials, construction systems, architectural elements) that are repeated within the area and give it a sense of harmony; an ACA may also relate to the importance of a number of buildings or structures whose protection is based on the wider ensemble of which it may be a component. In this sense it is concerned as much with the setting of the structures and their interrelationship, though it may relate to urban forms of distinctiveness or to particular landscape settings (i.e., country houses). ACAs are also used to protect the setting and exterior appearance of individual structures or groups of structures that are of special interest, where the interiors may not merit protection. The planning authority must take into account the material effect that any new proposed development or works to the exterior of an existing structure would be likely to have on the character of an ACA.

Mallow ACA's

The Mallow Town Development Plan 2004 identified three Architectural Conservation Areas in the town including the Main Street which runs from West End through Davis Street and down to the Clock Tower. Spa Glen and Bearforest Demesne have also been designated as ACA's. It is proposed to carry these three ACA's forward into this Plan and these are identified on Map 4.

The town centre ACA has been designated having regard to the historic layout of the street and the form and scale of the buildings, features which provide the sense of enclosure and space that is most attractive and interesting. Whilst many buildings have retained or sympathetically restored shopfronts future developments must recognise the value that such items have on the overall character of the area. It is not only the lower floors of these buildings that define this character, but the upper levels also contribute to the sense of place created.

Spa Glen contains many individual protected structures but its designation as an ACA evolves from its historical past and significance as a 'spa resort' in the 18th and 19th centuries. Some of the buildings from the Spa years can still be seen today including the Spa House. However, it is the protection of the existing natural environment and mature stands of trees along with its historical associations that merits designation as an ACA.

Bearforest Demesne has been identified as an ACA to ensure the protection and integrity of its historical setting, including the curtilage of the house a protected structure, its walled gardens, mature stands of trees and its attractive stone walls. All of these features cumulatively contribute to the significance of the Demesne.

9.3.3 Historic Laneways

The Townscape Appraisal Map detailed in section 2.3 identifies physical, natural and visual features that individually or collectively contribute to the unique character, setting and visitor experience of Mallow and which included a number of laneways within the town centre. These laneways form part of the traditional streetscape of Mallow and contribute to the sense of place and character of the town. Some of the laneways are in private ownership, others are unrecognisable and some have been blocked. However, what is unquestioned is the historic significance and value of the laneways to the built environment and therefore their protection should be considered as part of this plan. In the past, buildings and redevelopment opportunities turned their back on laneways and in certain instances laneways were built upon. However, it is important that these historical thoroughfares are recognised and that they are built into any redevelopment proposal as a significant opportunity. An opportunity presents itself to afford protection to the remaining laneways by way of identification in this plan and by ensuring that the laneways are incorporated as an integral part of all development proposals.

9.3.4 Archaeological Heritage

Archeological heritage comprises of Recorded sites and features of historical and archeological importance included in the Record of Monuments and Places as established under Section 12 of the National Monuments (Amendment) Act 1994, major sites of archeological importance in State ownership or Guardianship, National Monuments which are the subject of preservation orders and all previously unknown archeology that becomes known (e.g. through ground disturbance, fieldwork or the discovery of sites underwater. The archeological heritage of Mallow is generally well preserved however archeological issues can arise due to increased activities in relation to; works to buildings which may contain medieval building fabric, building activity which may affect sub surface archeological remains; establishment of new roads, drainage and pipe/cable laying.

The archeological sites contained in The Record of Monuments and Places (RMP) for County Cork are protected under the aforementioned National Monuments Act. Historic Towns (including Mallow) have been identified by the National Monuments Section for general protection. Mallow being one of 17 towns identified in the Urban Archeological Survey of County Cork had an urban settlement prior to 1700. The town comprises a number of RMPs and features identified on the SMR (Sites and Monuments Record) The boundaries of the historic town are illustrated within the RMP and identified in this Plan. This area is referred to as the known Zone of Archeological Potential (ZAP) where intense archeology is present.

Preservation (i.e. preservation in-situ or, as a minimum, preservation by record) of all archaeological monuments included in the Record of Monuments and Places as

established under Section 12 of the National Monuments (Amendment) Act, 1994, and of sites, features and objects of archaeological interest generally, is a legal requirement. This includes all remains and sites which might yet be undiscovered. All known features[1] listed on the RMP and SMR within Mallow Town Council boundary have been identified and referenced in Appendix 2 and Map 2 Heritage and Environmental Features. In securing such preservation, the Council will have regard to the advice and recommendations of the Department of the Environment Heritage & Local Government both in respect of whether or not to grant planning permission and in respect of the conditions to which permission to which permission, if granted should be granted.

Given the historic significance of the Blackwater River in the 16th and 17th centuries, underwater archaeology may be another important aspect of Mallow's archaeological heritage as there is generally a high archaeological potential within maritime environments. Under the National Monuments Acts 1930-1994 all underwater archaeological structures, features and objects are protected. Therefore the possible impacts on riverine environments by developments adjoining the Blackwater River will be considered.

9.3.5 Townscape Management

A proportion of the historic buildings within Mallow is either suffering from neglect or else has been significantly altered in an unsympathetic manner. Window openings and fenestration patterns have changed, PVC and aluminium windows have been inserted and modern shop fronts replace traditional ones. A general lack of maintenance is evident on some town centre buildings, particularly above ground floor level. One of the most critical conservation issues is the high level of vacancy as illustrated in section 5.0. In order to address these issues there is a need for comprehensive townscape management, the key aims of which are to:

- Maintain existing uses and attracting new ones to the town centre.
- Respect the historical and traditional context that contributes to Mallow's character.
- Promote the right balance between conservation and redevelopment.
- Enhance the townscape through provision of pedestrian priority areas and other environmental improvements (such as the placement of electricity cables underground, improvements in street lighting, paving and public art).
- Protecting key buildings of the town's architectural heritage (through the Record of Protected Structures).
- Protecting and enhancing key streetscapes and elements of townscape (primarily through Architectural Conservation Areas).

9.4 OBJECTIVES

OBJECTIVES

This section sets out a series of detailed environment and built heritage objectives based upon the understanding of the detailed issues and which shall contribute to the effective implementation of Strategic Objective No. 3 of this Plan which seeks to achieve a 'positive physical natural environment.

[1] Source: National Monuments Service Database: www.archaeology.ie

It is an objective of the Council to:

NATURAL ENVIRONMENT	
Objective EH1	Protect the habitat, landscape, visual and amenity qualities of the River Blackwater and its flood plain so that they can contribute to the environmental diversity of the area for future generations and be used for recreation and other compatible uses during the lifetime of the Plan.
Objective EH2	Protect and enhance the setting of the town park and to develop it into an attractive amenity in line with the recommendations and findings of the study "The Strategy for the Future Provision of Community, Social and Recreational Infrastructure in the Mallow Area"
Objective EH3	Protect the ecological integrity of the designated areas around Mallow town including the River Blackwater, the Special Area of Conservation (SAC) and the Spa Glen Amenity Area. Outside these designated areas, the natural and semi-natural habitats, their linkages and the diversity of life therein shall be protected.
Objective EH4	Continue to protect stands of mature trees as identified on the Heritage and Environmental Parameters Map (Map 2).
Objective EH5	Support the implementation and actions of the County Biodiversity Action Plan and to support the development of a habitat map of Mallow to tie in with the County Habitat Mapping Project.
BUILT & CULTURAL HERITAGE	
Objective EH6	Promote the protection and conservation of the cultural, archaeological, built and architectural heritage of Mallow and non structural elements of the built heritage where appropriate.
Objective EH7	Conserve and enhance the character of the town centre (including the special character of Architectural Conservation Areas) by protecting historic buildings, groups of buildings, the existing street pattern, town walls (both upstanding and buried), zone of archaeological potential, plot size and scale while encouraging appropriate development in the town.
Objective EH8	Ensure that all new developments proposed within or adjacent to designated Architectural Conservation Areas (ACAs) will respect and contribute positively to the established historical and architectural character of that area.
Objective EH9	Facilitate enhancement of existing laneways identified on the Townscape Appraisal Map and develop as a tourist product as far as possible.
Objective EH10	Endeavour to protect and further develop the tourist potential of built and archaeological heritage in the town and promote the development of a heritage trail as detailed on the Tourism Arts and Culture Spatial Plan presented in section 11.
Objective EH11	Implement the findings of the 'Heritage Led Regeneration Strategy for Mallow' which seeks to improve the public realm of the town, over the life time of this plan.

Objective EH12	Promote the preservation and interpretation (in-situ, or at a minimum, by record) of all archaeological sites monuments included in the record of monuments as established under Section 12 of the National Monuments (Amendment) Act1994, including those discovered since the issuing of the Record of Monuments and Places and of sites, features and objects of archaeological interest generally.

9.5 POLICIES

POLICIES

The following policies are provided to guide and control future development and to assist in contributing to the environment and heritage objectives.

Policy EH1 Explanation:
It is necessary to provide protection to all natural heritage sites and species that have the potential to be affected by activity arising within the Plan area including those sites and habitats designated and protected at National and European level.

Policy EH1-3 Explanation:
It is necessary to provide for attractive entrance/nodal points into the town. Having regard to the landscape setting of the town it is considered that the provision of a natural, maintained landscape setting is desirable.

Policy EH1-5 Explanation:
In accordance with EU Directive 92/43/EEC (Article 6), The Council shall take appropriate steps to avoid, in the special areas of conservation, the deterioration of natural habitats and the habitats of species as well as disturbance of the species for which the areas have been designated, in so far as such disturbance could be significant in relation to the objectives to conserve such sites.

Policy EH1	Natural Environment
EH1-1	The natural environment, biodiversity and waterways of Mallow shall be protected conserved and enhanced and shall be specifically protected from invasive species.
EH1-2	Proposals for development within the designated ecological and/or amenity areas including the River Blackwater Special Area of Conservation and the Spa Glen Amenity Area shall only be permitted, where it is in accordance with the remaining objectives of this Plan and can by way of appropriate environmental assessment, demonstrate that it would not result in significant adverse effects on the receiving environment or the designation.
EH1-3	The visual amenity and character of the approach 'Gateways' into Mallow identified on the Heritage & Environmental Parameters Map (Map 2) shall be retained and preserved such that any new development proposals shall provide for a minimum 3m setback from the public road appropriately grassed and landscaped. Existing hedgerows shall be retained where possible.
EH1-4	Features of the landscape that serves as refuges for wild plants shall be maintained in all development proposals as far as possible, including hedgerows, trees, rivers, lakes, parklands, stonewalls, ponds and roadside verges.
EH1-5	Proposals not directly connected with or necessary to the management of the SAC but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives in accordance with and to the satisfaction of the Town Council and relevant bodies.

Policy EH2 Explanation:
The extensive undeveloped green corridor that is comprised of the River Blackwater and its wide embankments that flow through the central core area of the town represent the most natural asset for Mallow with potential for future recreation and amenity use. The Council will seek to actively encourage the use of the Town Park and embankment of the River Blackwater for passive and or active recreational and amenity uses.

Policy EH2	Blackwater Amenity Corridor
EH2-1	The Blackwater Corridor shall be retained as an undeveloped green corridor for recreational and amenity use. Proposals inconsistent with passive and/or active recreational use of these areas shall not be permitted.
EH2-2	The Town Park is located within the Blackwater Amenity Corridor and therefore only uses compatible with the provision of passive or active recreational use shall be permitted within the park.

Policy EH3	Protection of Trees
EH3-1	Proposals for development shall not be permitted where it is considered that it will result in the destruction or significant damage to any tree or stand of trees which makes a significant contribution to the ecology, character or appearance of the area

Policy EH4 Explanation:
A Record of Protected Structures (RPS) is included in this Plan for the purpose of protecting structures, or parts of structures which in the opinion of the planning authority, are of special architectural, historical, archeological, artistic, cultural, scientific, social or technical interest within the functional area of the Plan.

Policy EH4 Protected Structures

EH4-1 Structures entered onto the Record of Protected Structures or listed to be entered onto the Record of Protected Structures shall be protected and their reuse/conservation/restoration and appropriate use encouraged.

EH4-2 Proposals for development involving alterations or additions to a protected structure or its setting shall only be permitted where it can clearly be demonstrated that:
(a) Development will be compatible with and will not detract from the special character of the structure and/or its setting; and
(b) Development will complement and reflect the design and character of contiguous buildings and the surrounding area; and
(c) Features of architectural or historic interest and the historic form and structural integrity of the structure will be retained.

EH4-3 Proposals for development shall not be permitted that compromise the setting of protected structures or result in the material alteration of the structure(s) except where:
(a) The structure is not capable of repair; and
(b) There is no compatible or viable alternative use for the structure.

EH4-4 Development proposals on sites contiguous with a protected structure shall only be permitted where it can be clearly demonstrated that the development has no adverse impacts on the character or integrity of the protected structure, or views to and from it.

Policy EH5 Explanation:
This policy is designed to recognise the character and architectural value of the ACA. It is considered that the overall quality of the ACA is of sufficient importance to require special treatment in terms of development proposals that may affect protected and unprotected structures alike.

Policy EH5 Architectural Conservation Areas

EH5-1 Proposals involving re-use, change of use, new build and extension of buildings and structures in ACA's shall only be permitted where it can be clearly demonstrated that development will
(a) Reflect and respect the scale, massing, proportions, design and materials of existing structures and reflect the character of the area and its streetscape; and
(b) Retain important exterior architectural features that contribute to the character and appearance of the ACA; and
(c) Where it is not possible to retain the existing features, make use of natural local materials.

EH5-2 The total demolition of buildings within an ACA which is not scheduled within the Record of Protected Structures shall only be permitted where it can be clearly demonstrated that:
(a) The existing building or structure does not contribute positively to the character or appearance of the ACA; or
(b) The building or structure is beyond viable repair or reuse.

EH5-3 New shopfronts and/or modifications to other commercial buildings locating within or adjacent to an ACA shall demonstrate a unity in design, scale, proportion and materials with the building which they form part and the general streetscape.

EH5-4 Advertisements located within ACAs shall be of appropriate size, material, colour and design so as not to impact negatively upon the character or setting of the building/streetscape on which they are displayed.

Policy EH6 Explanation:
Where significant archaeological remains are found through excavation, the Council will require a plan for their recording and conservation (either in-situ or ex-situ) as a component of an application for planning permission.

Policy EH6 Protection of Archaeological Sites and Places

EH6-1 The Council shall seek to protect, conserve and enhance Archeological Monuments and their setting. Proposals for development adjoining/neighboring or on land that includes a recorded monument shall undertake an archaeological assessment confirming the potential affects to same and include where appropriate, proposals for the conservation and management of archaeological resources.

EH6-2 A minimum 20m buffer area, maintained free from development, shall be required on all development proposals where sites have archaeological features.

10.0 RECREATION PUBLIC AMENITY & COMMUNITY FACILITIES

10.1 AIM

The development and facilitation of an effective social infrastructure network within Mallow is important in the promotion of the town as an urban centre with a good overall quality of life, where social inclusion and community participation are regarded as necessary prerequisites. The Council aims to encourage increased involvement of local groups, independently and in association with the relevant statutory bodies, in the future development of the town, and to assist as far as possible in the provision of such community facilities through finance for their development (where appropriate), and/or by the use of development control to ensure provision is made for such facilities as the Council considers appropriate

10.2 RECREATION AND PUBLIC AMENITY

An independent study, the 'Mallow Recreational Infrastructure Audit' has been adopted by Mallow Town Council. The strategy, which has been subject to separate public consultation, includes an audit of existing sporting and recreational facilities and concludes that whilst recreational infrastructure is relatively abundant, recreational facilities are well below par in the Mallow area.

10.2.1 Open Space

Mallow Town Council recognises the importance of an adequate provision of attractive and conveniently located open space throughout the plan area. Open spaces can provide a variety of functions, including active recreation, passive recreation, visual amenity (important landscape views), ecology (bird and wildlife habitat; biodiversity of plant species), drainage management (particularly stormwater control) and socioeconomic needs (such as meeting places and allotments). Existing open space within Mallow is made up of these elements, which are important in the consideration of the overall open space strategy for the area.

The majority of open space in Mallow comprises that undeveloped land located around the River Blackwater and identified as the Blackwater Corridor. The town park comprising 11 hectares of land is the single biggest area of open space with significant recreational and amenity potential for the town.

The majority of existing passive open space is incidental to housing developments, with these spaces generally lacking in overall quality, particularly in relation to their layout and integration in the overall development, design, landscaping, existing facilities, and the degree of overlooking. Few links are developed between adjoining housing areas, or between open spaces within large housing developments. Greater emphasis needs to be placed on the improvement and enhancement of these areas in the future, to create attractive, safe and meaningful public amenities.

The Department of the Environment publication, "A Parks Policy for Local Authorities" published in 1987, advocates a hierarchy of open space. For each unit of 10,000 population the policy document advocates a neighbourhood park of 16.2 hectares and two local parks of approximately 2 hectares each. Therefore, having regard to the envisaged population of 20,000 for Mallow and its environs, the total provision of open space, sports, recreation and amenity space required will be in the region of 30 hectares.

10.2.2 Sports and Playing Fields

Mallow has a wide range of sporting and recreational facilities including, Mallow Racecourse, Mallow Rugby Club, Mallow Celtic and Mallow United Soccer Clubs, Mallow GAA club, the Athletic Club and Mallow Golf Club. If the population of Mallow is to increase to 20,000 over the next 15 years it is vital that there is enough land zoned to allow existing clubs to expand and new clubs to open.

Given recent trends in the relocation of sports clubs and facilities to the environs of a town remote from existing services and facilities, it is considered that the development of existing sports grounds, or other recreation facilities, for other purposes should not be permitted unless a suitable alternative open space or the enhancement/upgrading of an existing facility, can be achieved as a replacement in the same area. It is considered that many such facilities, whilst not always open to the public in the strictest sense of amenity, do act as 'breathing spaces' and amenity/recreational buffers in urban areas and should generally be protected. If it is a case that existing sports club facilities/grounds are not sufficient to meet the future requirements of that club then it is important that other suitable grounds are provided for. However, it is recommended that the relocation of a club must adopt a sequential approach in site selection thereby encouraging relocation to another site within the Town Council area.

As the majority of existing clubs and sporting bodies do not have the required finances to develop their own facilities, the Council will act in a strategic management role to facilitate the recreational development of their land in cooperation with various sporting agencies and funding sources. The Council will also facilitate a joint partnership role with school bodies so as to enable joint usage of existing sporting grounds within the area which are at the moment only open to school students within school times and are hence an under-utilised sporting resource.

10.2.3 Playgrounds

There are several playgrounds dispersed throughout the plan area. Issues in relation to liability/insurance and potential for claims, vandalism and inadequate funding have in the past hindered the provision of such playground areas, however due to the obvious social need for such facilities this situation is changing. Mallow Town Council is committed to developing playgrounds in the town to the recognised safety standards, in the interests of promoting and encouraging children's social, physical, intellectual and creative development within a suitable recreational environment.

Where possible additional smaller play areas associated with housing estates will be facilitated as a second tier of local play areas and developers will be expected to provide useful informal open spaces, such as pocket parks, within residential areas.

10.2.4 Public Walkways

The natural environment, biodiversity and waterway of Mallow should be recognised and the provision of an amenity walk on the southern and northern banks of the River Blackwater should continue to be an objective of this Plan.

There is an existing identified Sli na Slainte walking route identified around the town and the extension and improvement of this walking route shall be encouraged and supported, particularly with regard to a possible route in the Spa Glen area.

10.3 COMMUNITY FACILITIES

10.3.1 Education Facilities

Mallow provides a wide range of educational facilities from primary to post primary level, catering for approximately 2,898 students. It provides for its educational needs through six primary schools, three post primary schools and an adult education facility at Davis College.

The six primary schools in the town have a total enrolment 1,273 pupils and include Mallow Convent NS (all girls), SN Naomh Padraig (all boys), Mallow No.1 NS (Church of Ireland), SN Iosagain (Co-Educational), Sciol Ghobnatann (Co-Educational) and Gaelscoil Thomais Daibhis (Co-Educational). The Department of Education has received applications from three of the schools for major capital expenditure for additional accommodation including Mallow Convent NS, Mallow No.1 NS and Gaelscoil Thomais Daibhis. The Department of Education has advised that based on projected population growth up to 2020 three sites of 1.14 hectares each may be required at primary level.

The three post primary schools have a total enrolment of 1,625 pupils and include Patrician Academy (all boys), St. Mary's Convent Secondary School (all girls) and Davis College (Co-Educational). The Department of Education has received applications from the Patrician Academy for major capital expenditure for additional accommodation. The Department of Education has advised that based on projected population growth up to 2020 one site of 4.8 hectares is required at post-primary level for a new school of 750-800 pupils. In this regard is noted that the Department requests site reservations to be made as close as possible to community facilities such as sports facilities and services such as libraries so that these can be shared between the school and the community.

Provision has been made for the extension of existing schools within the Town Council boundary. Having regard to the limited availability of undeveloped zoned residential land within the Town Council boundary and the significant amount of zoned residential land in the environs, sites have been identified for the provision of three primary schools and a post primary school within Cork County Council's administrative area adjoining the Town Council area.

The former site of Davis College at (West End) is now the location of Mallow College of Further Education and with a current enrolment of circa 400 students is the largest provider of further education in Mallow. The college offers FETAC and City and Guilds accredited courses as well as a number of FAS Apprentice Training courses. There is also a college of design and tailoring in West End which has over 100 students.

Davis College is one of the 28 'UCC Linked Schools' and given Mallow's close proximity to a number of third level institutes including University College Cork, University of Limerick, Cork and Tralee Institute of Technology and Limerick Institute of Technology, an opportunity for further links between existing third level institutions should be explored. Proposals for third level 'off campus or outreach facilities' would be given positive consideration in Bearforest during the lifetime of this Plan subject to proper planning and sustainable development and such an opportunity could be considered.

10.3.2 Healthcare

The plan recognises the need to improve the health of all citizens by encouraging, through the planning process, developments that will complement the health and well-being of the community. Primary preventative measures such as exercise can be

encouraged through the creation of green areas, walkways, cycleways and sporting facilities and such facilities are promoted and encouraged in the Plan.

Mallow hospital is located approximately 1km north of the built up area of Mallow town (outside the Plan area within the functional area of Cork County Council) and provides a key role in providing health and medical services to the people of Mallow and North Cork. As well as General Medical and General Surgical services, Mallow General Hospital has a Laboratory, Radiology Department, Accident & Emergency Department, and a Physiotherapy Department. The hospital has seventy five inpatient beds and five day beds but consideration could be given to its expansion should population growth occur as planned.

There are three registered nursing homes in Mallow providing long stay and convalescent care for the elderly as well as day care facilities.

10.3.3 Childcare Facilities

The Ministerial Guidelines for Planning Authorities on Childcare Facilities 2001, published by the DoEHLG require that provision is made for the provision and monitoring of childcare facilities in a development plan. There are six registered childcare providers in Mallow and according to the Cork County Childcare Committee there is a particular lack of full day places for children. Thus there is a need for affordable, full time childcare places in the town.

The need is being somewhat addressed with work commencing on a new childcare facility on the grounds of Youthreach which will provide a facility capable of accommodating up to fifty children.

10.3.4 Community Services

Mallow is fortunate to have a number of voluntary and diverse community services clustered to the north east of the town centre on Fair Street. Such services and facilities including the youth centre, swimming pool, day care centre, Red Cross, Le Cheile, COPE and the Mercy Centre provide an invaluable service to the local community and the surrounding hinterland and the provision of additional services and facilities should be encouraged to locate in this general area to ensure synergy and develop a broad ranging support network. It is also important that any future development in the area is sympathetic and supportive of such uses. The Mercy Convent, which is largely vacant, is a large institutional building which significantly contributed to the development of such services in the past.

10.3.5 Cemetery Development

St. Gobnait's Cemetery, which serves the town, is located outside the Plan area within the functional area of Cork County Council. The Town Council will work with Cork County Council to facilitate its expansion where the need arises.

OBJECTIVES

10.4 OBJECTIVES

This section sets out a series of detailed recreation public amenity and community facilities objectives based upon the understanding of the detailed issues and which shall contribute to the effective implementation of Strategic Objective No. 4 of this Plan which seeks to create a 'vibrant and balanced community'.

It is an objective of the Council to:

Objective CR1	Work with community groups and organisations to provide suitable sites for additional sports, recreation and open space provision, to ensure that provision is properly coordinated with other forms of development and other land-use policies, and to protect open space and other land with recreational or amenity value.
Objective CR2	Facilitate development of the town park for community and recreational purposes in accordance with the findings of the 'Mallow Recreational Infrastructure Audit'.
Objective CR3	Facilitate the development of additional playgrounds throughout the town with monies secured from financial contributions from residential development in the town.
Objective CR4	Protect the use of existing playing fields within the town and maintain such land for recreational purposes.
Objective CR5	Facilitate the development of a public walkway and cycleway on the southern and northern banks of the River Blackwater and encourage an extension of the Sli na Slainte route into the Spa Glen area.
Objective CR6	Facilitate the on site extension of the six primary schools and three post primary schools as demand necessitates.
Objective CR7	Enhance and develop existing recreational and community facilities within the plan area and implement the findings and recommendations of the 'Mallow Recreational Infrastructure Audit'.

POLICIES

10.5 POLICIES

The following policies are provided to guide and control future development and to assist in contributing to the environment and heritage objectives.

Policy CR1	**Improving Amenity Spaces**
ENV1-1	The provision of parks and play spaces shall be improved, and those spaces and pathways that can usefully form green links, footpaths and cycle ways to connect residential areas with parks and open spaces shall be extended, and linked with each other, subject to the availability of adequate finances.
ENV1-2	Ensure the provision of recreational facilities including the provision of playgrounds in both public and private sector developments.

Policy CR2	**Open Space within Residential Developments**
CR2-1	Developers of new housing developments shall be required to make provision for sport and recreational infrastructure commensurate with the needs of the development, as an integral element of their proposal. Such provision shall include direct provision of facilities on or off site, or, in

Policy CR2 Explanation:
The provision of Open Space is consistent with the approach adopted in the Cork County Development Plan. The Points Value Table shall be as follows:

Neighbourhood Play Area	1
Local Play Area	3
District Play Area	6
Multi- use Games Area	6
Double Tennis Court	7
Grassed Pitch	42
Dressing Rooms	6
Community - 2 badminton	23
Community - 1 basketball	58

exceptional circumstances a financial contribution in lieu of provision shall be made to the Council to enable it to make appropriate alternative provision.

CR2-2 The minimum standards for the provision of leisure facilities as part of new housing developments are:

(a) Usable open space shall be a minimum of 15% of the site area. The percentage shall increase as the density of the development increases.

(b) Recreation facilities shall be provided as part of the housing development at a rate of 1 point per 6 housing units (see detailed explanation).

(c) A minimum of 30% of the required points shall be satisfied by the provision of on-site local facilities.

(d) The remainder of the points requirement shall be satisfied by the provision of facilities, on-site, or off-site at an appropriate agreed location.

(e) Where deemed appropriate by the Planning Authority, a cash equivalent may be accepted to enable the local authority provide some of the recreation facilities. In these circumstances the value of the facilities in question shall be arrived at by reference to the current housing land value and the construction cost of the said facilities. The monies raised in this manner can only be spent on the provision of recreation facilities to serve the development from which the cash equivalent is raised.

(f) Alternative facilities other than those outlined below, or of another nature, i.e. minority sports, arts/culture, can be considered for substitution for those items listed. In these circumstances the facilities to be provided shall be equivalent in recreational and/ or arts or culture value to the item being replaced. The acceptability or otherwise of substitute facilities shall be at the discretion of the planning authority and shall be decided as part of the planning application process.

Policy CR3 Maintaining Open Space Provision

CR3-1 The development of existing public or private open space, including sports grounds, or other recreation facilities, for other purposes shall not be permitted unless a suitable alternative open space or the enhancement/upgrading of an existing facility, can be achieved as a replacement in the same area.

CR3-2 Relocation of a club and sports ground shall adopt a sequential approach in site selection thereby encouraging relocation to another site within the Town Council area.

Policy CR4 Protection of Existing Leisure and Community Facilities

CR4-1 Development involving the loss of built leisure and community facilities shall not be permitted unless suitable alternative facilities can be provided as a replacement. Accessibility of the new facilities by the community being served shall be a pre-requisite for permitting any relocation of recreation facilities

Policy CR5 Development and Expansion of Educational Facilities

CR5-1 The development and expansion of educational facilities shall be encouraged and supported on land within the Town Council area subject to:

(a) Provision of appropriate vehicular, pedestrian and cycle access;

(b) It can be demonstrated that there are no adverse impacts on surrounding residential amenity; and

(c) Adequate linkages with other sports facilities and services can be demonstrated.

Policy CR6 Provision of Health Services

CR6-1 The provision of new or expanded health services shall be considered where the service:

(a) Meets an identified health need; and
(b) Would not have a significant detrimental impact on amenity of nearby occupants; and
(c) Adequate access to the site is made available; and
(d) The site is suitably located in relation to the population it seeks to serve.

Policy CR7 Provision of Residential Care Homes and Childcare Facilities

CR7-1 There is a deficiency in the provision of residential care homes and nursing homes within the town and the provision of such facilities shall be encouraged where it can be demonstrated that:

(a) Adequate car parking is provided for residents, staff and visitors; and
(b) Sufficient private open space is provided for residents; and
(c) They would not significantly detract from the amenity and character of the surrounding area.

CR7-2 The provision of childcare facilities shall be supported throughout the town and shall be required in all large development schemes comprises 75 units or more, unless it can be comprehensively demonstrated that there is an adequate supply and capacity within easy walking distance of the site. Individual childcare facilities shall be permitted where it can clearly demonstrate that:

(a) They are sited close to housing or employment areas and adjacent to transport corridors and/or in the vicinity of schools; and
(b) The development shall not give rise to a traffic hazard and adequate provision shall be made for drop off facilities; and
(c) The development does not give rise to any adverse impacts on residential amenity; and
(d) There is adequate provision for private open space.

Policy CR7-2 Explanation:
Large development schemes are those schemes that involve the construction of 75+ houses and mixed use schemes where the total gross floor area is in excess of 10,000sqm.

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11.0 TOURISM ARTS AND CULTURE

11.1 AIM

It is the aim of Mallow Town Council to enhance, promote and focus on the unique cultural strengths of Mallow town; and create linkages between the culture and heritage of Mallow town and the wider natural resources; and to integrate the three pillars of place, people and culture; and to enhance commercial synergy between tourism, arts and culture.

11.2 TOURISM ARTS AND CULTURAL PROVISION

An Action Plan for Tourism in Cork City and County 2005 – 2008 prepared by the Cork County Tourism Committee recognises that North Cork has an activity product base with a good product standard including cycling, walking, golfing, horse racing, fishing and water sports.

Mallow is probably best known and promoted for its location in the centre of the Blackwater Valley which stretches from Lismore to Millstreet. Whilst the natural environment of the surrounding rural area is well promoted and has some key attractions, including Knockroura, the Blackwater Way, Annesgrove Gardens and the Kilavullen Caves, the town of Mallow although rich in heritage and culture is poorly promoted, lacking a marketing product and a theme in terms of tourism promotion.

The River Blackwater is a significant natural asset running through the heart of the town, an asset which has not been fully realised to date. Not only can the river act as the 'lungs' of the town, providing valuable open space, it also has the potential to be further developed to facilitate the development of a vibrant tourist sector including the potential to accommodate fishing stands, develop walking routes, and encourage boating activities. The racecourse adjoining the town has been completely modernised and now hosts trade shows and conferences which naturally extends the use of the premises beyond the racing season and attracts a different revenue format.

In addition to arts and culture there are a number of protected buildings and historical buildings around the town that are of significance including Mallow Castle, the Clock Tower, Spa House and St. Anne's Ruin Church and Graveyard. The Historic Quarter of Mallow identified in section 5.2.2 acknowledges the potential of this area of the town to be promoted as an integrated tourism product, just as it achieved tourism significance in the past. These built heritage assets have the potential to act jointly as a tourist and heritage spine for the town.

The development of a number of attractions in the area of arts and culture has the potential to reinforce Mallow's role in the area of tourism. The arts scene in Mallow continues to flourish with the development of a new cinema at Market Square and theatre on New Road. The provision of such cultural facilities in the heart of the town not only provides a valuable recreational resource to members of the public but also adds to Mallow's evening economy which contributes to the tourist offer in the town. Classical concerts organised by Mallow Arts Alliance Plays and performing arts by local groups such as the Pilgrim Players and the Lightbulb Youth Theatre provide alternative evening entertainment in the town.

Festivals, whether of a comedy, music or arts theme can add significantly to the image of a place, providing a significant draw for visitors and the tourist at various times of the

year. At present Mallow is host to a number of festivals including the Mallow Homes and Garden Festival.

11.3 TOURISM ARTS AND CULTURE SPATIAL PLAN

Outside of Dublin, the south west of Ireland had the greatest number of tourists in 2006, calculated by Tourism Ireland at 1,994,000 or 24% of the market share (there is no breakdown of tourist figures for Mallow). Visiting places of historical and cultural interest remains the most significant activity of all overseas tourists with 37% engaging in such activity. Thus, it is a region's natural and cultural assets which are the key tourism products that need to be preserved and promoted. This approach is very much in line with the South West Tourism Development Plan 2008 – 2010 where its strategic goal is to *"build on the region's position as Ireland's leading tourism destination outside of Dublin, by focusing on innovative developments and marketing while delivering top quality experiences based on the region's natural and cultural assets and well-established range of leisure and business tourism facilities"*.

Notwithstanding the significant natural, cultural and artistic opportunities in and surrounding the town, Mallow appears to lack an image or theme in terms of tourism promotion. The tourism function and potential of the town and its environs needs to be clearly understood and there is a need to consider the interactions between different forms of elements including tourism nodes, transport infrastructure, natural and heritage designations and the needs and opportunities in the surrounding landscape.

A Tourism 'Spatial Plan' is detailed in Figure 11.1 to highlight the strengths and opportunities of tourism within the town and will provide guidance for the future provision and location of tourism facilities in the area.

The 'Spatial Plan' identifies a network of nodes of tourism activity including key features previously highlighted in section 11.2. These nodes collectively represent the key potential tourism attractors in the town and its environs and can also facilitate the development of niche tourism attractions and contribute to the development of a theme for tourism promotion.

Once these nodes have been identified, then existing and proposed transport infrastructure can be reviewed to determine the potential for linkages and connectivity between existing nodes and potential new nodes in the future. Finally, the identification of sensitive environments including nature designations and protected views and prospects are highlighted for consideration.

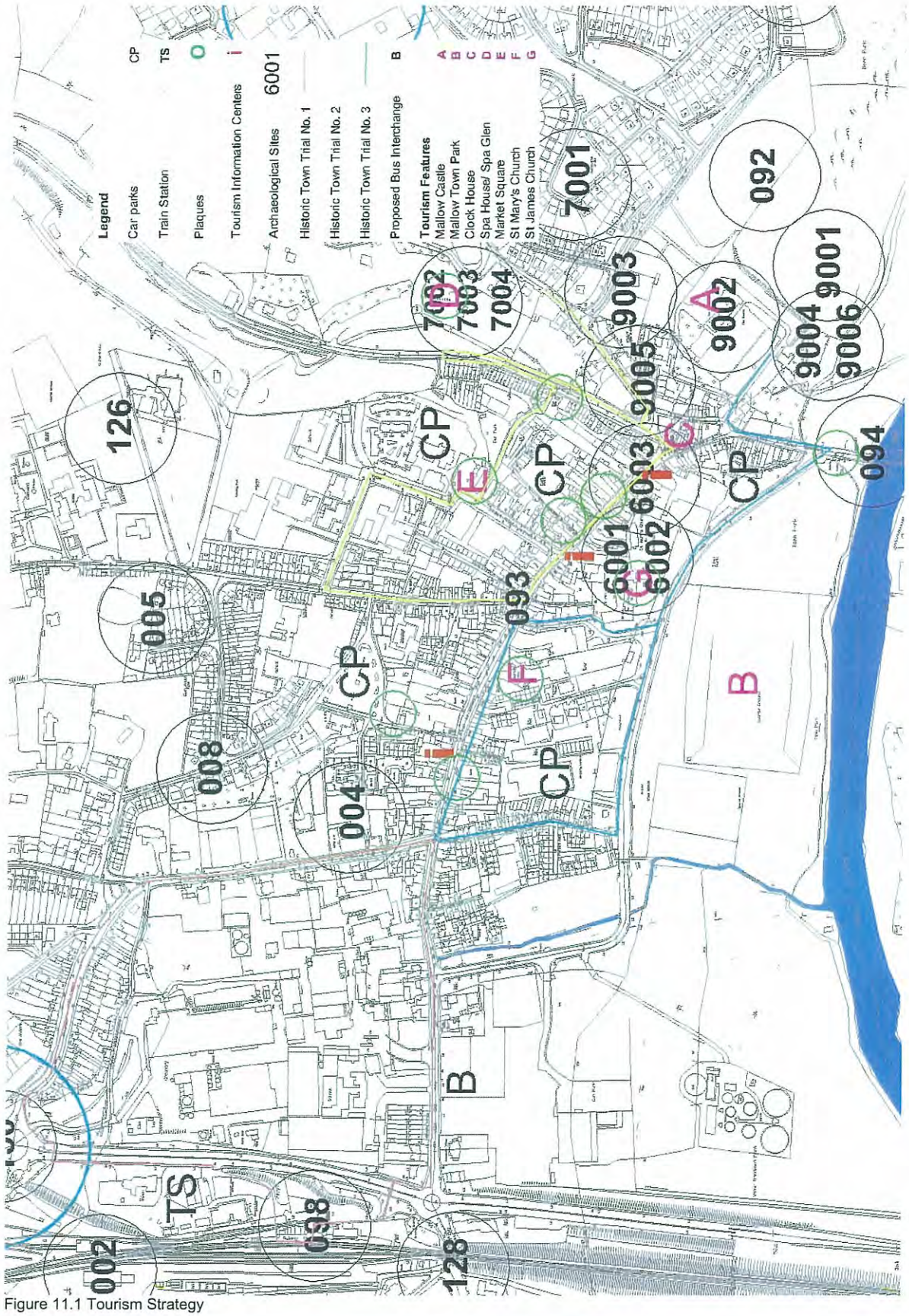

Figure 11.1 Tourism Strategy

11.4 TOURISM ARTS AND CULTURE OPPORTUNITIES

The Spatial Plan has identified a number of potential opportunities for tourism promotion in the town which could assist in providing a strong image for the town, facilitate employment and encourage investment. The tourism arts and culture opportunities are very much focused on improving the existing product and its management rather than seeking significant expansion.

There is a clear and defined link between place people and culture and there is potential for commercial synergy between tourism, arts and culture. The town of Mallow needs to be maintained as a vibrant centre and an energetic cultural hub particularly if it is to feature as a visiting destination of historical and cultural interest. The vibrancy of a town will be influenced by its environmental quality, provision of a wide range of services and facilities including retail provision and the number of people who live, shop and recreate in the town. Night-time activity is also another critical component. It is thus very clear that tourism in Mallow should be clearly promoted and associated with the strong arts and cultural themes in the town.

To further develop the synergies that could occur between tourism, arts and culture a heritage trail should be promoted in the town. Three possible routes are identified on the Spatial Plan in Figure 11.1 including a route that could be immediately implemented as it follows primarily public roads and a route that could be potentially developed in the future as development progresses in the town. It is important that the future possible heritage trail route is considered in the development of sites throughout the town and that the trail route is incorporated into a development proposal wherever possible.

Mallow has the potential to benefit from its excellent transport infrastructure in the future promotion and development of its tourism product. The strategic location of Mallow on the N20 corridor and its excellent rail links with other key nodal destinations including Cork, Dublin and Kerry provides Mallow with an opportunity to function as a key conference destination. The seeds of this approach are already well developed at the racecourse which has conference capacity. However, if this tourism angle is to be further developed then other conference facilities will need to be developed in the town center or on edge of center accessible sites. Allied to this aspiration is the need for additional overnight accommodation preferably in the centre of the town, to build on the critical mass of tourism facilities and services.

As the tourism potential of the town grows and to further develop the synergies between tourism arts and culture, the provision of a tourist and heritage centre in the town should be encouraged and promoted. The location of such a centre would be critical to the overall development of the tourism product and in this regard the provision of such a centre will only be considered within Mallow town centre.

There is a lack of opportunity for visitors to spend money in the town outside of the obvious domain of pubs, accommodation and restaurants. Although the town does have some good eateries, in general there appears to be a need for a greater diversity and an improvement in quality. Streets converging around Market Square could be considered for restaurants and café culture activities.

OBJECTIVES

11.5 OBJECTIVES

This section sets out a series of detailed tourism arts and culture objectives based upon the understanding of the detailed issues and which shall contribute to the effective implementation of Strategic Objective No. 3 of this Plan which seeks to achieve a 'positive physical natural environment.

It is an objective of the Council to:

Objective TAC1	Provide a slipway and fishing stands at suitable locations on the River Blackwater to facilitate boating and fishing within the town.
Objective TAC2	Provide a pedestrian trail along the northern and southern banks of the River Blackwater and facilitate implementation of the identified heritage trails on the tourism arts and culture spatial plan subject to the appropriate level of assessment.
Objective TAC3	Continue to support and expand the existing festival calendar and promote arts and culture within the town.
Objective TAC4	Facilitate and encourage the provision of conference facilities and overnight accommodation including a facility for camper vans and tourist coaches within the town centre.
Objective TAC5	Support the provision of a tourism and heritage centre within the town centre of Mallow.
Objective TAC6	Improve the signposting of scenic routes, walks, riverside trails, historic and archaeological heritage features and laneways throughout the town in an attractive and well designed manner.
Objective TAC7	Work with other agencies and voluntary groups in developing a theme for tourism in Mallow and in promoting the artistic and cultural activities in the town along with its prominent location within the Blackwater Valley.
Objective TAC8	Promote public awareness of the arts, folklore, history and cultural heritage of the town through the support of local arts, heritage and cultural groups.
Objective TAC9	Encourage the development of Mallow Castle and attendant grounds for tourism related uses.

POLICIES

11.6 POLICIES

The following policies are provided to guide and control future development and to assist in contributing to the tourism arts and culture objectives.

Policy TAC1 Explanation:
The Council will actively encourage new recreational uses along the banks of the Blackwater for new tourism and recreational uses where such uses would be compatible with the strategy for the River Blackwater Amenity Corridor and which is suitable from a safety perspective within the flood risk area.

Policy TAC1	Development of Tourist Facilities on the River Blackwater
TAC1-1	The development of tourist facilities by the banks of the River Blackwater must be compatible to the recreational and amenity use of the Blackwater Corridor area and suitable for location within a flood risk area. The risk of flooding, biodiversity and amenity designations along the banks of the river, however, has the effect of substantially restricting development to water based sports such as fishing.

Policy TAC2 Development of Civic and Public Buildings

TAC2-1 The development of new civic and public buildings or the change of use of existing buildings to civic/public use shall be encouraged and supported on land within the town centre provided it can be demonstrated that:

(a) The building will be open to local residents and visitors to the town;
(b) It is accessible to those with special mobility needs; and
(c) Provides public open space for outdoor entertainment purposes.

Policy TAC3 New Tourism Development

TAC3-1 New tourism development proposals shall preferably locate within the town centre and shall comprehensively demonstrate compliance with and support of the Tourism Arts and Culture Spatial Plan identified in this Section.

TAC3-1 Tourism development proposals shall be encouraged to cluster / locate with other tourism products thereby contributing to the existing Spatial Plan and facilitating linkages between and within existing facilities including accommodation provision, cultural/heritage features, arts facilities and natural features.

TAC3-4 The Council shall encourage the active use of Mallow Castle and attendant Grounds as 'a special development area' to provide for, and accommodate tourism/recreational and cultural related uses.

Any proposal within the Mallow Castle site shall;
(a) require a conservation led approach demonstrating a comprehensive appreciation of the baseline ecological, visual and archaeological character of the property;
(b) demonstrate that the property has sufficient ecological and visual capacity to accommodate new development/activities;
(c) adequately demonstrate to the satisfaction of the Council that proposed uses would not adversely effect the historic character or landscape setting of the Castle and its demesne landscape or adversely effect to amenities of the surrounding properties;
(d) include a conservation plan for the preservation of the White Deer within any development proposal.
(e) include alternative vehicular access options into the site, to the satisfaction of the Council, in addition to the main entrance.

Policy TAC4 Heritage Trail

TAC4-1 The realisation and implementation of Heritage Trails on the Tourism Arts and Culture Spatial Plan shall be considered as part of all development proposals within the town and in particular on those sites directly affected by such routes.

TAC4-2 The identified route of the heritage trail through land is indicative only. The final line of the route can be determined as part of the overall development proposal for the land and it is imperative that future development proposals accommodate such a trail.

12.0 INFRASTRUCTURE, UTILITIES & FLOODING

12.1 AIM

It is the aim of Mallow Town Council to ensure that there is an adequate and efficient supply of water, waste water, energy and telecommunications infrastructure to accommodate the requirements of the settlement during the lifetime of this Plan.

The Council will continue to enhance and pursue greater efficiency in both public and private infrastructure service provision and seek to reduce the risk of flooding along the River Blackwater and tributaries in order in order to enhance Mallow as a place to live, work and invest.

12.2 FUNCTION

12.2.1 Water Supply

The Council is currently awaiting approval from the Department of Environment Heritage and Local Government under the Mallow/Ballyviniter Regional Water Supply Scheme in order to develop the new ground water source identified close to Doneraile Box Cross Roads (Box Cross Phase 1). This new source will enhance the existing river source to the Ballyviniter and the St. Joesph's Road areas and provide capacity to the town.

12.2.2 Wastewater Services

The wastewater treatment plant at Ballyellis currently serves the town. The recent report – 'Mallow Sewerage Collection System Preliminary Report' has set out a phased planned programme for the extension to, and upgrade of the existing sewerage infrastructure network throughout the town and into the surrounding environs. This programme will result in an increased catchment area in the environs and is subject to funding at departmental level.

12.2.3 Surface Water Drainage

Surface water has not been considered to be an inhibiting factor to development within the town. New governmental planning guidelines on Flood Risk Management[1] recommend that new developments in urban areas employ sustainable urban drainage systems (SuDS) as an alternative measures to the disposal of surface water to watercourses. Options include consideration of permeable paving with gaps to allow flow of water, storage (attenuation) of surface water within developments to allow for the gradual release of water after heavy periods of rain and increasing use of detention basins designed as part of landscaped treatments within developments.

12.2.4 Energy

The Energy Agency Office, based in the Spa House Mallow was established by Cork County Council in 1995 to educate the general public about energy conservation and renewable energy. This service is complementary to the objective of Mallow Town Council to promote a more sustainable approach in living and development patterns and seek the most efficient and effective use of energy.

[1] *The Planning System and Flood Risk Management (DoEHLG 2008)*

12.2.5 Telecommunications

Mallow's designation as a 'Hub' town and its strategic location within the Atlantic Gateway Corridor supporting the 'Gateways' of Cork and Limerick, make it a critically important driver both in North Cork and within the South West Region. Mallow is currently reasonably well serviced for broadband, with many operators providing a service in the locality, as well as being excellently located on the various national telecommunications backhaul networks.

In June 2008 the Department of Communications, Energy and Natural Resources published a Value for Money and Policy Review of the Metropolitan Area Network (MAN) Programme. This review identified Mallow as one of 5 National Spatial Strategy Towns nationwide that did not have a fibre optic MAN deployed. MAN's are next generation fibre optic networks, and are designed to facilitate the provision of high end broadband services. Cork County Council's Department of Corporate, Community, and Economic Development have advanced preliminary proposals for a Metropolitan Area Network (MAN) in Mallow. This proposal was submitted to the DECNR for consideration in Dec 2008.

The importance of a high quality telecommunications service in Mallow is recognised in this Plan. The provision and location of some telecommunication installations which form part of the requirements for licensed, public mobile telephony, although essential to modern day requirements, can cause public concern with particular reference to health issues. The location of such infrastructure will be guided by the Telecommunications Antennae and Support Structures Guidelines for Planning Authorities issued by the Department of the Environment and Local Government in 1996. Only as a last resort and where other alternative sites have been comprehensively investigated and are deemed either unavailable or unsuitable should free-standing masts be located in a residential area or beside schools. If such a location should become necessary, sites already developed for utilities should be considered and masts and antennae should be designed and adapted for the specific location. The support structure should be kept to the minimum height consistent with effective operation and should be monopole (or poles) rather than a latticed tripod or square structure.

12.2.6 Waste Management Recycling and Reuse

In accordance with the Waste Management Act 1996, an approach to waste management should adhere to the waste 'hierarchy' that places emphasis on prevention and minimisation of waste production, re-use, recycling, and recovery (including energy recovery), with disposal to landfill as the lowest preference. The waste hierarchy deals with all types of waste, from household, commercial, and agriculture to construction and demolition waste. It is through this hierarchy that the Waste Management Plan 2004 - 2009 for Cork County Council takes cognisance of the need for an improved waste infrastructure to serve Mallow. Mallow will continue to dispose of its waste to a landfill site at the Kinsale Road Cork until 2009 where after waste will be disposed of at landfill in Youghal. A civic amenity centre is currently being provided in Quartertown by the Council. Once operational, the civic amenity centre will be responsible for accommodating all recyclable materials generated in Mallow before transfer and can contribute to a significant reduction in future landfill requirements.

12.2.7 Flood Risk Management

The historic flood behavior of the River Blackwater and the impact this can have on the central area of the town has been noted in Section 3.0 of this Plan.

The 2004 Munster Blackwater River (Mallow) Drainage Scheme is currently being implemented by the Town Council and OPW. This three phased scheme, which is expected to be implemented during the course of this Plan is expected to provide further flood protection measures for the town and reduce the extent of the historic flood plain area within the urban area. Specific engineering works include; improvements to the Mallow bridge and Park Road flood defenses, Spa Glen culvert proposals, and flood defenses to other tributaries.

These measures will not prevent future flooding but are necessary to reduce the potential and adverse affects of flooding in critical areas. Following the implementation of the Munster Blackwater River Drainage Scheme, the areas that will still be subject to flood risk are detailed in Fig 12.1 and Map 2. Though these calculations are based on the 1 in 100 year flood event and do not take into consideration changing climate conditions, additional remedial works can be implemented to take account of climatic change.

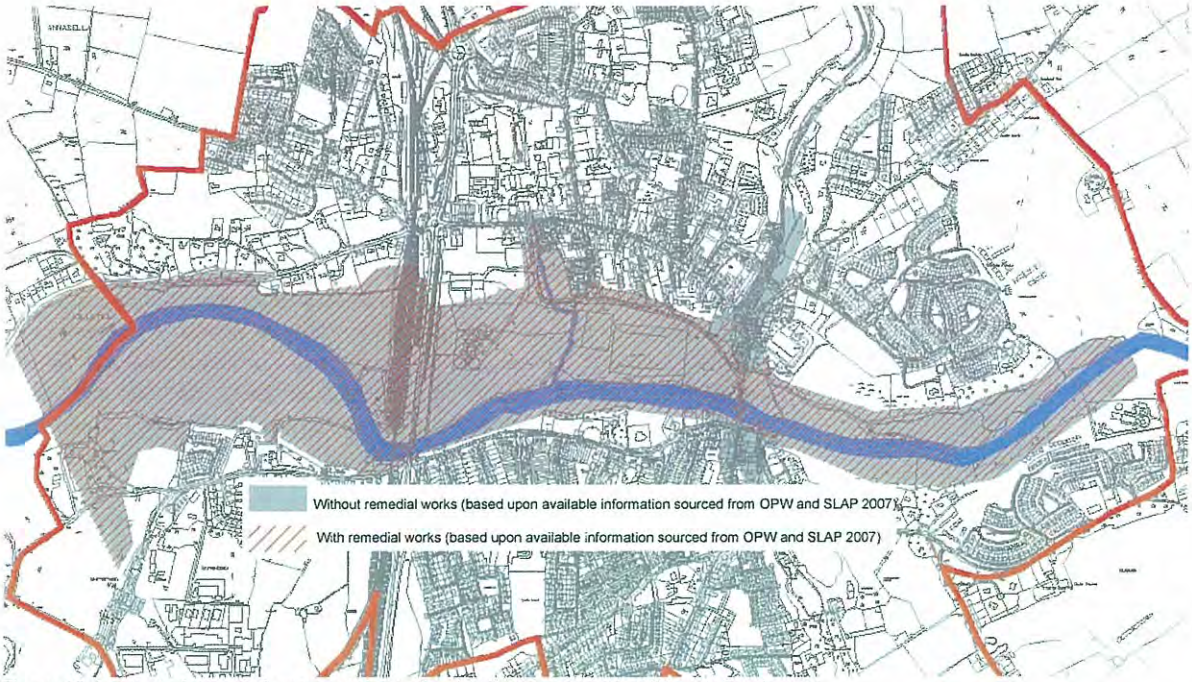

Figure 12.1 extent of area defined as at risk to flood in the event of 1 in 100 year flood event.
Source: compiled from OPW and Town Council information.

Section 3.4 of this Plan already confirms that the flood remedial works being implemented by the OPW will not eradicate the potential for flooding or the suitability of historically flooded urban lands for new development/uses. Therefore, any consideration of the new landuse opportunities within the urban area must have regard to the Guidelines for Planning Authorities regarding '*The Planning System and Flood Risk Management*'[1] *(flooding guidelines).*

The principles for flood risk planning adopt a precautionary approach by identifying and avoiding/minimising flood risk in the consideration of landuse activity. Location for development and particularly new development and uses will be guided by the sequential approach towards land that is at low risk of flooding.

[1] *Department of Environment, Heritage & Local Government (2009)*

In accordance with the Flood Risk Management Guidelines, this Plan recommends a preferential and precautionary tiered flood risk management strategy based upon; avoidance of flood hazard areas; using/substituting less vulnerable landuses in flood risk areas; seeking justification for development which may be at risk to flooding and; mitigation to reduce flood risk to acceptable level.

The Flooding Guidelines dictate that in defining flood zones the presence of flood protection structures should be ignored. There are therefore two definable flood risk areas in Mallow, identified in Figure 12.1 and on Map No.2, relating to that extensive area which was subject to flooding prior to remedial works undertaken by the OPW (shaded grey) and that area which continues to suffer from periodic flooding notwithstanding such works (hatched).

As per the Flooding Guidelines, it is that area shaded in grey that is considered to be an area of 'high probability of flooding'. The reason why this area is identified as an area of high probability of flooding, notwithstanding the implementation of flood relief measures by the OPW, is that it may still be particularly vulnerable due to the speed of flooding as a result of overtopping, breach or failure of a defense. Within this area, most types of development will be inappropriate with only water compatible activities such as amenity open space, outdoor sports and recreation considered appropriate. Development may be considered in exceptional circumstances and where a Justification Test has been applied.

The Council acknowledges that minor development proposals such as small residential and commercial extensions and change of use are unlikely to raise significant flooding issues. Minor works exclude circumstances that would result in obstruction of important flow paths or introduce a significant number of people or hazardous substances to existing buildings. Proposals for minor works will therefore not be directed toward lower-risk areas or require a Justification Test, but will still be subject to a commensurate assessment of the risks of flooding in accordance with the provisions of this Plan and the recommendations of the Flood Risk Management Guidelines.

No detailed flood risk assessment/analysis has been undertaken as part of this Plan on the historic flood affected areas. Whilst the proposed flood alleviation works in Mallow were previously subject to environmental impact assessment, the development strategy for this Plan will adopt a precautionary flood risk managed approach in accordance with the *flooding guidelines.*

OBJECTIVES

12.3 OBJECTIVES

Strategic objectives 3 and 4 contained in the 'Vision for Mallow' (set out in Section 3.0 of this Plan) include objectives to coordinate and make the most efficient and effective use and provision of infrastructure and serviced land and encourage reduction in energy consumption and emissions. These vision objectives are now considered in a detailed context for the Plan period.

It is an objective of the Council to:

Objective IU1	Meet the requirements of the Water Framework Directive through maintaining high status or good status of waters where they exist and to achieve good quality status in all other waters by 2015.
Objective IU2	Ensure an adequate, sustainable and economic supply of good quality water for domestic, commercial and industrial use.
Objective IU3	Conserve water supplies through the elimination of leakage in the interests of efficiency and sustainability and promote public awareness and involvement in water conservation measures.
Objective IU4	Seek to implement the recommendations of the 'Mallow Sewerage Collection System Preliminary Report' during the lifetime of this Plan subject to necessary funding.
Objective IU5	Provide an enhancement to the existing water supply infrastructure serving the town through the implementation the Mallow/Ballyviniter Regional Water Supply Scheme during the lifetime of this Plan subject to necessary funding.
Objective IU6	Co-ordinate with utility providers particularly in the early stages of major projects to limit the proliferation of unsightly lines, aerials and/or antennae and to limit continuous disruption to public roads from the alternate provision of infrastructure by different companies.
Objective IU7	Implement the Cork County Waste Management Plan 2004 – 2009 in so far as it applies to Mallow and any future amendments/revisions.
Objective IU8	Facilitate necessary broadband infrastructure and/or upgrading of existing telecommunications by telecommunications providers to maintain and enhance coverage, in accordance with the Telecommunications Antennae and Support Structures Guidelines for Planning Authorities issued by the Department of the Environment and Local Government in 1996.
Objective IU9	Adopt a precautionary flood risk management approach including the continued implementation of flood remedial works and avoidance of flood risk areas for new developments.
Objective IU10	Encourage the use of Sustainable Urban Drainage systems (SuDS) in brownfield locations and alternative water recovery including rainwater harvesting within new developments.

POLICIES

12.4 POLICIES

The objectives identified above can only be achieved if effective policies are available to guide and control future development. In this regard policies have been identified and where necessary and relevant an explanation for the policy is provided.

Policy IU1-1 Explanation:
The provision of a safe and reliable supply of water is a basic service that is provided throughout the Plan area. In the interest of the amenities of the population as a whole, it is vital that this water supply is protected from contamination.

Policy IU1	Protection of Water Resources
IU1-1	The Council shall promote the implementation of a Water Quality Management Plans for ground, surface, and riverine waters in the plan area as part of the implementation of the EU Water Framework Directive.
IU1-2	Proposals shall only be considered where they comply with the requirements of the European Water Framework Directive (European Communities [Water Policy] Regulations 2003), and/or would not; adversely interfere with the Council's objectives to met these requirements or, otherwise pose a potential risk to the quality of the underlying groundwater.

Policy IU2	Waste Water Management
IU2-1	New development proposals shall be required to connect to the public waste water network and confirm sufficient capacity to accommodate the development to the satisfaction of the Town Council.
IU2-2	The Council shall in specific instances, consider off-setting development contributions levied in respect to foul water infrastructure where development proposals include new or upgraded wastewater infrastructure specifications identified in the Mallow Sewerage Collection System (final) Report and to the satisfaction of the Town Council.

Policy IU3-1 Explanation:
The Council will seek to pursue a proactive and sustainable approach to the treatment and disposal of surface water in accordance with best practice in order to reduce pressure on existing water courses and alleviate the potential for flooding down stream

Policy IU3	Surface Water Management
IU3-1	Development proposals shall include a site specific method for the attenuation and treatment of surface water on-site including use of SuDS (Sustainable Urban Drainage Systems) techniques to the satisfaction of the Council. The Council shall encourage the reuse of rain water (rain water harvesting) within development proposals where appropriate and require use of dual flush W.C.s (with the exception of disabled W.C.s).
IU3-2	Surface water discharge from new developments shall be restricted to a 'greenfield' rate (determined by the Town Council) irrespective to the location and available capacity of the natural or piped discharge outfall.
IU3-3	Any final discharge to natural water courses shall be subject to compliance with Policy IU1.

Policy IU4 Explanation:
The Council will pursue a precautionary approach to development in defined flood risk areas in accordance with the recommendations set out in The Planning System and Flood Risk Management' Guidelines for Planning Authorities (DoEHLG).

Policy IU4	Flood Risk Management
IU4-1	The Council shall adopt a precautionary flood risk management approach in accordance with the 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (DOEHLG).
IU4-2	The Council, in accordance with the 'Planning System and Flood Risk Management Guidelines for Planning Authorities', shall seek to avoid inappropriate development uses in areas that have a high probability of flooding and that would create unacceptable risks of flooding to the development, its occupants or adjoining properties.
IU4-3	The Council in accordance with the 'Planning System and Flood Risk Management Guidelines for Planning Authorities', shall consider proposals which include vulnerable uses within areas defined as a high probability of flooding only where it can be demonstrated in a sequential approach that there are no suitable alternative lands for the particular use in areas at lower risk of flooding within or adjoining the core of the urban settlement; where it can comply with the remaining provisions of this Plan and; fulfill the requirements of a Justification Test.

IU4-4 Development proposals within an area of high probability of flooding shall be subject to a 'justification test' and satisfy the following criteria;

a) The proposal is in accordance with the landuse zoning objectives and the other provisions of this Plan;

b) The proposal has been subject to an appropriate site specific flood risk assessment approved/certified by a suitably qualified and competent person in flood risk assessment that demonstrates that the proposal;

i) Will not increase flood risk elsewhere and if applicable, will reduce overall flood risk;

ii) Includes measures to minimise flood risk to people, property, the economy and the environment as far as reasonably possible;

iii) Includes measures to ensure that residual risks to the area and/or development can be managed to acceptable levels as regards the adequacy of existing flood protection measures or the design, implementation or funding of any future flood risk management measures and provisions for emergency services access; and

iv) In addressing the above, is compatible with the achievement of wider planning objectives in relation to good urban design, and vibrant streetscapes.

c) Design floor levels above 1% flood level ignoring the moderating effects of flood defences and where this may not be appropriate to existing streetscapes within built up areas, incorporate flood resistant and flood resilient construction methods.

d) Avoid high vulnerability uses such as permanent and temporary residential use, care and impaired mobility homes, hospitals, emergency services, primary and strategic transport and utilities infrastructure including power generating and sub-stations, water and water treatment plant and potential sources of pollution.

IU4-5 Proposals for minor development works in the high probability flood risk area such as extensions to residential and commercial uses and change of use shall be permitted where the works would not result in obstruction of important flow paths, introduce a significant number of people or hazardous substances to existing buildings. Proposals for minor works shall not require a Justification Test, but shall be subject to a commensurate level of assessment of the risks of flooding in accordance with the provisions of this Plan and the recommendations of the Flood Risk Management Guidelines.

Policy IU5 Public Utility Management and Provision

IU5-1 All future electricity cables, particularly in the urban environment and in places of public open space shall be provided underground.

IU5-2 Strategic energy corridors, identified or required for the provision of energy supplies shall be safeguarded from development.

Policy WU6-2 Explanation:
The classes of development for which these plans are required are set out in The Best Practice Guidance on the Preparation of Waste Management Plans for Construction and Demolition Waste published by the DoEHLG 2006.

Policy IU6 Waste Management

IU6-1 Bring-banks and recycling facilities shall be required and be included as part of the overall development of large developments subject to the provisions of the Cork County Waste Management Plan.

IU6-2 All large scale construction and demolition projects shall be required to submit Waste Management Plans and show adequate provisions for storage of source segregated waste.

Policy IU7 Telecommunications

IU7-1 All applications for telecommunication installations shall be assessed in accordance with the Telecommunications Antennae and Support Structures Guidelines for Planning Authorities issued by the Department of the Environment and Local Government in 1996.

IU7-2	Proposals for telecommunication installations shall comprehensively demonstrate that alternative sites have been investigated and are either unavailable or unsuitable prior to consideration of sites in residential areas or beside schools.
IU7-3	Telecommunication providers shall consult with local residents prior to lodging a planning application and details of such consultation shall be provided to the planning authority as part of the planning application process.

13.0 URBAN DESIGN

13.1 AIM

Urban design relates to the relationship between architecture, buildings and space as they are experienced in the public realm - the street and public places like squares. Good urban design is based on an understanding of how successful places work, it enhances the image of the town and therefore can contribute to the economic well-being of a place.

The aim of urban design for Mallow is to establish a strong positive identity for the town; create an attractive urban environment and sense of place that will enhance the liveability of the area and attract inward investment; increase the overall permeability and legibility of the built environment; and promote places that are safe and secure.

This section of the Plan is intended as a guide to the urban design principles that should be taken into consideration by all future development within the town.

13.2 URBAN DESIGN PRINCIPLES

This Plan does not seek to prescribe the form and appearance of every parcel of identified development land within Mallow, but instead sets out guiding principles that the Council wish to see embodied in new development. A fundamental requirement will be the need to integrate all form of development into the landscape setting, thereby reducing its impact on the local environment and reinforcing local distinctiveness. This can be achieved by retaining existing site features (such as trees, hedgerows, ponds, outcrops, etc) and by using strong structure planting that complements and reinforces the existing vegetation pattern.

The scale, massing and height of proposed development needs to be considered in relation to that of adjoining buildings, the local topography, the general pattern of heights in the area, the view and landmarks. In the majority of cases, successful development is achieved by defining and enclosing space by buildings, structure and landscape. Buildings that follow a continuous building line around a street block and contain the private space within rear garden or courtyards are usually more successful than individual builds that stand in the middle of a plot.

13.2.1 Town Centre Principles

The planned expansion of the town will require a new structure of streets and spaces to open up further land for development. The town centre expansion land identified at West End, is significant in area and its redevelopment will be of enormous importance to the town. However, the preparation of a detailed masterplan will facilitate the redevelopment of this site in an integrated manner with due consideration to the space around and between development blocks and uses..

In recognition of its architectural character and heritage interest, most of the town centre is incorporated within an Architectural Conservation Area and includes protected structures. The priority for development in this area should therefore be on refurbishment and sensitive redevelopment where appropriate reflective of the historic and established scale and form of development thus preserving the physical integrity and setting of these buildings.

13.2.2 Residential Development

The principles of urban design for residential development are sourced from the 'Urban Design Manual - A Best Practice Guide 2008' prepared by the Department of Environment Heritage and Local Government. As the major land use, the form of new residential development is an important consideration in the overall settlement pattern of Mallow. The main objective is to achieve high quality living environments that are more sustainable than many previous examples and can be enjoyed by all who use them. In the majority of cases, recent housing developments have tended to be repetitive and uniform. A similar mix of houses arranged to a standardised layout around a rigid road hierarchy results in sameness that lacks any local identity.

General Principles of new Housing Development:

Movement
A movement framework that is safe, direct and attractive to all users.
Mix
A rich mix of housing opportunities.
Community
A sense of neighbourhood and community ownership
Structure
A coherent structure of buildings, spaces, landscape and movement routes.
Layout
Street layout and design that is appropriate to use and context.
Place
Attractive and clearly defined public and private amenity space.
Parking
Convenient but unobtrusive parking.
Safety
A save and secure environment.
Adaptability
Housing that is robust and adaptable to changing requirements.
Maintenance
An environment that can be well maintained over the long-term.
Sustainability
Housing designed to minimise resource consumption.
Detail
Well considered detailing of buildings and spaces.

The urban form of new residential development should encourage walking through a layout of streets and buildings. The block layout needs to reflect existing natural features, contours and existing building patterns. Public spaces should account for a minimum of 15% of the total area, with parks, sports and recreation fields forming an integral part of the settlement. Highly functional and practical public spaces should provide the focus for the community, with buildings of architectural distinction and variety. The surrounding street grid should be fine grained, with small street blocks and numerous pedestrian linkages to and between the central public spaces.

Roads and Access

It is generally acknowledged that cars have come to dominate most streets in urban areas. Streets should be as much living places as they are routes for cars, an integral part of the community and the focus of many activities that link together people's lives. While certain levels of traffic for access and serviceability should be accommodated, increasing pressures for parking and the movement of large vehicles at the expense of other (usually more vulnerable) road users has reduced the vitality and attractiveness of many areas. This is demonstrated in Mallow by the dominance of through traffic on Bridge Street and the lack of attractive, useable streets in the residential areas.

The visual presence of vehicles should be minimised and private parking accommodated to the rear of properties where possible, in attractive courts that are over-looked by houses and connected to the network of pedestrian routes. On all new roads speeds should be constrained and a pedestrian-friendly environment created that increases the feeling of safety, without resorting to crude remedial treatments such as ramps. Horizontal alignment constraints combined with the careful positioning of buildings, landscaping and the use of different materials should be used to help reinforce the need to reduce speed and the dominance of motor vehicles. Traffic generating developments should usually be located towards the edges, incorporated into the green landscape structure of the outer areas.

The rigidity and standardisation of most recent housing layouts are partly the result of the dominance of motor vehicles. Layouts have been based on the geometry of vehicle movement, with the natural result that residents find it easier to use their car than any other form of travel. As importantly it is also leads to the creation of areas that are uniform in appearance and lack of their own sense of local identity.

It is a strategic objective of this Plan to manage levels of traffic and reduce vehicle speeds within the town, by ensuring that the road infrastructure meets the needs of residents by providing a safe and high quality pedestrian and cycle environment. New residential developments should therefore seek to recreate high quality areas where the design and layout of roads are integrated in a way that is sensitive to the local environment, rather than to dominate it.

13.2.3 Neighbourhood Centres

A network of neighbourhood centres is proposed to act as focal points for all residential areas. These are proposed to reinforce existing and emerging centres and to ensure that all new residential areas are adequately serviced by local facilities. Mixed-use developments at new neighbourhood centres will be permitted to three storey heights (with local retail developments at ground floor level and local office and apartments overhead). Open space in the form of a village green or pocket park will also be required at the neighbourhood. Ideally, the open space should be framed by a terrace of buildings. Shared car parking provisions will be permitted to the front of buildings to allow convenient access, but otherwise private car parking (for either business owners or apartment dwellers) will be encouraged to the rear or side of buildings.

13.2.4 Key Nodal Sites

There are five high profile sites identified at strategic locations on the approach roads to the town, illustrated on Map 2 Environmental and Heritage Parameters Map. Many of the sites are situated at or close to the town boundary and are highly visible. As such, it is essential that they are designed to the highest standards, as their development will set the tone for the town, and influence the public perception of it. Development at these locations must provide a clear distinction between the urban and rural environment.

13.2.5 Public Art

The local authority acknowledges the contribution of public art to the urban landscape and will encourage the provision and installation of public art in various forms and media throughout the town.

13.3 DESIGN STATEMENTS AND OTHER REQUIREMENTS

For sensitive sites, key nodal sites, opportunity sites and major development proposals, planning applications shall be required to provide a short written statement setting out the design principles adopted as well as illustrative material in plan and elevation.

This Design Statement is intended to help officials get a better understanding of the approach to the design and to provide evidence of the level of design appreciation behind the application.

For all infill developments, the applicant will be required to show elevations of buildings on either side (rear and front elevations) and submit photographs of the streetscape within which the development is proposed. For large schemes, the applicant may be required to provide an urban design framework plan, action area plan or masterplan. Photomontages, 3-D images and townscape views illustrating the design proposal may also be required.

OBJECTIVES

13.4 OBJECTIVES

It is an objective of the Council to:

Objective UD1	Ensure the high quality design and architectural treatment of key nodal sites as identified in section 12.2.4 and the opportunity sites identified in section 5.2
Objective UD2	Require the preparation of a detailed masterplan for the town centre expansion land at the West End to fully realise its development potential and to promote its high quality development.
Objective UD3	Continue to support and promote the planning advisory service provided by the Town Council Planning Officer, Architect and Engineer for all prospective developments in the town.

POLICIES

13.5 POLICIES

The three objectives identified above can only be achieved if effective urban design policies are put in place to guide and control future development.

Policy UD1 Design Statement

UD1-1 The submission of a design statement shall be required for the development of sensitive sites, key nodal sites, opportunity sites and for all major development proposals.

Policy UD2 Masterplanning

UD2-1 New development shall be carried out in an orderly and planned manner, having consideration for the future development and form of the area. Therefore, permissions for development may not be granted unless they are set within an overall masterplan, concept plan or neighbourhood plan to be carried out at the behest of the planning authority and at the expense of the developer.

Policy UD3 Urban Design Principles

UD3-1 Regard shall be had to good urban design principles in the assessment of developments and the assessment shall be informed by how well the development responds to the following general guidelines:

(a) Buildings shall be two or three storeys, terrace or semi-detached;
(b) Detached buildings may be appropriate at key locations where they can be incorporated in the general form of the street through the use of boundary walls and landscaping;
(c) The built form shall be arranged in simple blocks as shown in the Development Guidelines, interpreted according to the building type and required density.
(d) Parking shall be provided discreetly, in indented bays and parking courts wherever possible.
(e) Rear courtyard areas shall be arranged to be over looked by active frontages;
(f) The corners and other key focal points of blocks shall be articulated through height and/or architectural treatment;

(g) Generally the plot ratio of development shall be in the region of 2:1 (i.e. the total amount of floorspace should be no more than double the total plot area);
(h) The plot width for individual units shall vary (from between 4 to 9 metres) in order to reduce repetition; and
(i) Occasional non-domestic buildings shall be encouraged within residential areas at suitable locations as a means of encouraging mixed use developments.

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14.0 SUSTAINABILITY

14.1 AIM

The principle of sustainability is now a fundamental consideration of planning policy as established in the Planning and Development Act 2000. The Act states that *"a development plan shall set out an overall strategy for the proper planning and sustainable development of the area"*. This Plan must therefore be drawn up with sustainability issues at its core, thus ensuring that environmental protection is an integral part of the planning and development process.

As part of this plan it is intended that all new development must address sustainability criteria and submit a sustainability statement with all large developments[1]. The planning authority will have regard to the findings of the sustainability statement and will assess development with regard to their contribution to each of the areas set out in the sustainability indicators (see Part 4, Development Control Standards).

14.2 STRATEGIC ENVIRONMENTAL ASSESSMENT

The Planning and Development Act 2000 Section 10-(5)(a) states that the *'development plan shall contain information on the likely significant effects on the environment of implementing the Plan'*. In the wider context, the overall aim of the Act is to promote 'proper planning and sustainable development'. An assessment of the policies, which seek to achieve this, can be achieved through the use of Sustainability Appraisal or Strategic Environmental Assessment.

An Environmental Assessment of a Development Plan is similar to an Environmental Impact Assessment (EIA) in that it attempts to influence proposed actions in order to minimise potential adverse environmental impacts arising from plans or programmes.. Unlike an EIA however, it is concerned with the implementation of an entire development plan, rather than an individual project. The assessment is carried out to fulfill the Council's obligations under the Planning and Development Act 2000. An Environmental Assessment is a method whereby a systematic process is engaged in to help ensure that the full scope of environmental considerations is dealt with in the Plan and to influence proposed actions in order to minimise adverse environmental effects. A Strategic Environmental Assessment of this Plan has been undertaken independently and is presented in sections 6 and 7 of this Plan.

14.3 SUSTAINABILITY PRINCIPLES

In order to maintain a good quality of life for future generations, it is essential that principles of sustainability are addressed as decisions made in this development plan period will have a long term impact on the town of Mallow and the quality of life of its inhabitants.

There are generally three aspects to the concept of sustainable development:

- An economically sustainable system must be able to produce goods and services on a continuing basis;
- An environmentally sustainable system must maintain a stable resource base avoiding over-exploitation of renewable resource systems and depleting non-renewable resources. This includes maintenance of biodiversity, atmospheric

[1] Residential developments comprising 20+ units;
Commercial developments comprising 5,000m^2+ gross floorspace

stability, and other ecosystem functions not ordinarily classed as economic resources.

- A socially sustainable system must achieve distributional equity, adequate provision of social services including health and education.

14.3.1 An Economically Sustainable System

Having regard to the function and purpose of Mallow as a signfiicant service provider serving a large rural hinterland, it is considered that there are three overall objectives to achieving an economically sustainable system.

Encouraging Local Economic Buoyancy

New living and working arrangements and flexibility in the way we live and work such as working from home (e-town concept), working locally and internet grocery shopping (e-tailing) are becoming more commonplace due to the advancement of communication technologies and can reduce car trip generation. This type of working has benefits for sustainable living as it encourages mixing of uses and reduces unnecessary trips while also helping to ensure local economic buoyancy. Opportunity will be given within the land use planning system to accommodate developments, which might contribute to more sustainable urban systems, such as 'live-work' units identified for Bearforest Demesne and an e-town development concept. Furthermore an economic growth centre has been identified within the town to facilitate further enterprise and industrial development at Quartertown.

Encouraging Indigenous Business

Whilst inward investment is a very important element of the national economy, local business growth is particularly important to an economy such as Mallow and in facilitating the long-term economic sustainability and stability of the town. Local business growth ensures self sufficiency and self sufficiency is critical in periods of international economic instability. Local business also means locally produced goods and services which contribute towards a reduction in the typical travel patterns for goods and services. The provision of local industries and crafts can encourage improved local identity and encourage locally provided jobs. They also add to the vitality of the community and sense of place.

Integration of Land Use and Transportation

Integrating land use and transportation in an effective and efficient manner ensures the free flow and distribution of traffic and a reduction in potential traffic congestion in the town. Clustering business and employment uses primarily in the Quartertown area encourages commercial synergy and business efficiencies whilst the careful distribution of local neighbourhood centres around the periphery of the town ensures all residents can walk to secure local services.

14.3.2 An Environmentally Sustainable System

Natural resources and biodiversity are common concerns relating to environmental sustainability. However consideration of waste management and renewable energy needs to be further considered under this sustainable system.

Protection of Natural Resources

Balancing our natural resources and facilitating population growth and human development must be considered in a sustainable manner so that there is always an equal balance or harmony between the environment and humans. Our natural resources include land, water consumption and the use of depletable materials such as fossil fuels, which are non-renewable. Fossil fuels are used in transport and general

energy consumption in heating, lighting, businesses and agriculture. Land is also a depletable resource as in many cases it can mean the loss of habitats, flora and fauna and contribute to the depletion of agricultural and recreational land. Water is also a resource where over consumption can lead to threats to habitats, biodiversity and the natural water table. This Plan has had regard to the protection of natural resources within Mallow and in particular has sought to protect the natural floodplain of the River Blackwater; has identified sensitive land banks such as Spa Glen; has promoted development in a compact form thereby encouraging development from the town centre out; and has maintained existing recreational land use zoning.

Protection of Natural Ecosystems

Bio-diversity is an all encompassing name for plants and animals which are particularly important to protect because they contribute to the harmony or balance of nature and add to the quality of life. Plants (flora) contribute to carbon balance that is the ability of plants to soak up Co2 and many other pollutants, whilst animals (fauna) are part of the inter-linked eco-system that results in the codependency of flora and fauna. Provision of open space and semi-natural wild areas and the recognition of the riverine environment of the Blackwater Corridor all contribute to the protection of bio-diversity.

Waste Management

The massive amount of waste produced by humans must be significantly reduced or recycled to increase more sustainable living. Waste covers a wide range of areas including; construction, industry, agriculture and household refuse and waste. The provision of bring centres and the civic amenity recycle site in Quartertown shall contribute to the aims of the waste management strategy at a local level.

Energy Efficiency

This concept promotes the use of energy production through more sustainable means, where there is a less reliance on fossil fuels and greater use of wind, hydro, solar and tidal power; the promotion of energy efficient designs, including passive solar heating, passive cooling, use of shelter-belts, use of site layout to minimise wind exposure, and increased insulation (heat reduction measures), etc. The historic Spa in Mallow presents future options to explore and consider the use of geo-thermal resources that exist at that location.

All designs for new buildings should be founded on a sustainable ethos, manifest and measurable in the use of energy sources. In this regard, the use of innovative materials and architectural designs to improve the environmental performance and energy efficiency of buildings will be encouraged (see Part 4 Development Control Standards).

14.3.3 A Socially Sustainable System

Reduction in Social Inequality

It has been recognised that social sustainability is also a key element to the success of sustainable development and includes consideration of the social, community and cultural requirements of the area and its population. The plan promotes 'walkable communities' that is good access to local facilities on foot, thereby reducing the need to travel by car. This is particularly important where facilities are needed for those who do not drive such as the elderly, children and the otherwise socially excluded.

Quality of Built Space

Quality of design will be the main criteria through which development proposals in Mallow will be considered. The quality of built space improves the livability of urban areas and therefore the quality of life in the town. It can also further reduce the need to travel and can have an effect on reducing crime in urban areas.

Open Space Provision

Having access to good quality open space of different types can encourage urban living. Open space gives space for active recreation (sports activities) and also for more passive activities such as bird watching, visual amenity, walking and cycling. Good quality open space can enhance feelings of well-being and can provide a connection to nature.

Urban Renewal

Renewal and regeneration are important factors in the physical sustainability of urban areas. Urban regeneration and renewal are also critical principles in the reuse of existing land banks, thus reducing the infringement of urban areas into the countryside. It also enhances accessibility to existing facilities and services, helping to support and sustain existing developments.

14.4 OVERALL DEVELOPMENT STRATEGY AND SUSTAINABILITY

The principle of densification has been established in the form of the "compact town" model as set out in section 3.0. The overall plan strategy was devised with sustainable values at its core. The key principles behind the strategy are thus also key sustainability principles, namely;

- Consideration of traffic movements in the identification of land use zonings;
- Accessibility to mixed-use functions and services, provided through a comprehensive network of neighbourhood centres;
- Protection and enhancement of key landscape features including designated and scenic areas;
- Development of a compact town and promotion of urban renewal and regeneration within the town centre and a phased approach to residential development on the town fringes; and
- Promotion of heritage and culture, to enhance the attractiveness of the town.

14.5 POLICIES AND OBJECTIVES

The key policies and objectives in relation to sustainability have been integrated into each of the individual thirteen sections that comprise Part 3 of the overall document.

The Development Control Standards (Part 4) outlines a number of sustainability indicators that shall be used by the Council in their assessment of planning applications so as to ensure that proposals conform with the proper planning and sustainable development of the area.

PART 4
development control STANDARDS

15.0 DEVELOPMENT CONTROL STANDARDS

15.1 AIM AND PURPOSE

The purpose and aim of development control is to give guidance to developers regarding the criteria used by the planning authority in assessing planning applications. These guidelines take account of the policies and objectives already stated in previous sections of this plan and have regard to the proper planning and sustainable development of the area. Development control standards give a general guidance to applicants on the criteria used by the planning authority to assess planning applications and secondly, to give guidance on criteria that will be applied in assessing particular types of development. While it is not an exhaustive list of every type of development, it contains the more frequent type of planning applications received by the planning authority. Reference to other agencies and national guidelines is also made and these and their latest revisions will be taken into consideration.

The following general guidelines shall apply to all development in the town:

- Pre-application discussion is encouraged and advised as it can eliminate delays at future stages of the planning process, particularly in the case of large developments and the development of sites in sensitive areas. This advice and guidance will be given free of charge.
- Major considerations of the planning authority when assessing planning applications will be their impact on amenity, traffic safety, local infrastructure and the environment
- Retention and refurbishment of existing structures shall be favoured over demolition and new build, where practical and reasonable.
- The use, scale, siting and design of new developments should be sympathetic to their surroundings. Integration of proposals into the landscape is most desirable and the removal of hedgerows and other natural features should only be proposed, if otherwise unavoidable.
- The emphasis is on high quality - in materials, design and landscaping.
- Simplicity in materials, design and finishes should be incorporated.
- Modern and innovative high quality designs will be permitted, however they will be required to have traditional references sympathetic to the existing form in Mallow.

15.2 GENERAL PRINCIPLES

15.2.1 Sustainability Statement

All residential developments of 20 houses or more or commercial/ industrial developments with a gross floor area in excess of 5000sqm shall be accompanied by a sustainability statement. In Ireland sustainability has been defined by the Comhar document "Principles for Sustainable Development" and the guiding principles are set out in the sustainability checklist below. Significant residential or commercial / industrial developments should be proofed for compliance with the principles of sustainable development. The following sustainability checklist should be used (where appropriate):

TRANSPORT.

1. Density to support public transport
2. Provision for public transport, cycling, pedestrians, and environmentally friendly transport.
3. Pedestrian Priority – Hard surface area designed to accommodate play, pedestrians, cyclists, public transport & private vehicles.
4. Good accessibility & pedestrian permeability.

ENERGY.

5. Minimise energy demand and minimise energy levels in building design, location and orientation
6. Use renewable materials: natural, ecological and locally produced.
7. Minimise waste and make provision for re-cycling in the collection of waste.

ECOLOGY.

8. Identify and integrate into design related features of the site such as trees, shrubs, watercourses, and topography.
9. Protect bio-diversity and use native species.
10. Develop a green framework linking urban areas and surrounding countryside.
11. Provide green areas where they will provide maximum enjoyment and form an integrated part of the building design.
12. Protect water quality and use water elements for spatial coherence.
13. Plan to reduce noise levels from cars and to reduce their use.
14. Identify and reduce likely sources of noise pollution.

LAND.

15. Promote efficient use of space for urban development.
16. Rebuild and renovate existing buildings.
17. Integrate existing buildings into new urban policies.
18. Apply urban design guidelines encouraging variety in layouts, mix of areas, views to landmarks and skylines, open spaces and historic associations.

SOCIAL QUALITY.

19. Provide a mix to cater for different household sizes and social integration.
20. Provide residential areas close to services, workplace, and schools.
21. Provide access for mobility impaired.
22. Design for privacy in and around dwellings

15.2.2 Land Use Zoning Matrix

The land use zoning matrix detailed in section 3 of the Plan is intended to provide guidance to potential developers. It is not intended to supplant the normal planning process. An indication that a proposal would be 'permitted in principle' from the matrix should in no way be taken to imply a granting of permission, or indeed that a planning application will necessarily be successful. Individual applications are a matter for the planning authority to decide and the final decision rests with them, taking into consideration the detailed merits and locational context of the development.

15.2.3 Existing Non-Conforming Uses

Planning applications in relation to non-conforming uses in established areas or zoning categories, such as those relating to alterations and extensions will be considered on their merits.

TRANSPORT & MOVEMENT STANDARDS

15.3 TRANSPORT AND MOVEMENT STANDARDS

15.3.1 General Guidelines

The potential impact of any development on the public road network is an important consideration of the planning authority when assessing a planning application for development. All applications for development involving access onto the public road network or the intensification of the use of an existing access will be assessed having regard to:

- Classification of the public road
- Speed limits which applies at the point of access.
- Width and carrying capacity of the road

- Nature, scale and layout of the development.
- Volume and nature of traffic likely to be generated by the development.
- Design of the access and the sight line visibility
- Number of access points in the vicinity.
- Level of parking required and provision of on-site parking.
- Lighting and advertising matter associated with the development.
- Footpath and public lighting requirements
- DTO Traffic Management Standards to reduce operation speeds in the design.

15.3.2 Vehicle Parking Standards

The provision of parking both operational and non-operational is necessary to improve amenity by reducing local congestion and to ensure road safety by enabling vehicles and pedestrians to circulate freely. Adherence to the parking standards set out below is necessary to ensure that appropriate consideration is given to the accommodation of vehicles associated with a development proposal.

On-site or grouped car paring will be required to be provided in accordance with the standards set out below. Parking standard A will apply to developments located within the designated town centre area. Parking standard B will apply to all other areas, where all the parking necessary to service the development must be provide within the curtilage of the development. Parking will be required to be provided in a manner, which will prevent substantial on-carriageway parking.

Where car parking is to be provided, it should be done so in accordance with the standards A and B as set out below. When assessing the number of spaces to be provided, regard will also be had to hours of operation of the development, potential for dual use of spaces, availability of other parking facilities in the vicinity and the implications of on street parking. The standards set out in Table 15.3.1 are minimum parking standards to be provided for specific developments. Areas specified refer to gross floor areas.

15.3.3 Cycle and Motorcycle Parking

Provision of one secure (loop type) cycle parking space for every 20 spaces car parking spaces for new office, retail, leisure, industrial and commercial uses is required. For educational establishments two cycle parking spaces per five students will be required. Provision of cycle parking in well lit, secure and undercover locations will be sought whenever possible. Provision for motorcycle parking will also be required, to encourage other modes of transport. In addition, motorcycles using standard car space is not an efficient use of land.

Table 15.3.1 Car Parking Standards

Use	Town Centre Landuse Zoning (Map 5) Standard A	Other Area Standard B
Dwelling	2 spaces for 3 bed, 2, for 4 bed	2 spaces for 3 bed, 2 for 4 bed
Flat/ Apartment	1 space per bedroom	1 space per bedroom
Guest House / B & B	1 space per bedroom plus 1 space	1 space per bedroom plus 1 space
Hotel (excluding function room and bars)	1 space per bedroom plus 1 space per 10 bedrooms	1 space per bedroom plus 1 space per 10 bedrooms
Hostel	1 space per bedroom	1 space per bedroom
Caravan/ camping site	1 space per pitch	1 space per pitch
General Industry manufacturing	2 spaces per 100 sq.m	2 spaces per 100 sq.m
Warehousing	1 space per 100 sq.m	1 space per 100 sq.m
Office General	2 spaces per 100 sq. m	4 spaces per 100sq.m
Medical/dental	1space per consultant room, & 1 space per two staff	2 spaces per consultant room & 1 space per staff
Bank/ Financial / Insurance	2 spaces per 100 sq.m	3 spaces per 100 sq.m
Local Shop	2 spaces per 100sq.m	4 spaces per 100 sq.m
Shopping centre / large individual / retail store	7 spaces per 100 sq.m	8 spaces per 100 sq.m
Take-away	5 spaces per take away	5 spaces per take away
Garages	1 space per 100 sq.m	1space per 100 sq.m
Cash & Carry	3 spaces per 100 sq.m	4 spaces per 100 sq.m
Retail Warehousing	4 spaces per 100 sq m.	5 spaces per 100 sq.m
Restaurant / Café	10 spaces per 100 sq.m	12.5 spaces per 100sq.m
Crèches / Playschool/ Nurseries	1 per employee and 0.25 per child	1 per employee and 0.25 per child
Ballrooms / Dance clubs/ Function Rooms/Cinema / Theatre	20 spaces per 100sq.m	33.3 spaces per100sqm
Licensed Premises	1 space per 100 sq.m	1 space per 100 sq.m
Amusement Arcades	1 space per 100sq.m	2 spaces per 100 sq.m
Hospital	1 space per patient bed	1 space per patient bed
Nursing Homes	0.33 space per patient bed	0.33 space per patient bed
Primary Schools	1 space per classroom bus circulation area may also be required	1.5 spaces per classroom, bus circulation area may also be required
Secondary schools/Colleges	1 space per classroom bus circulation area may also be required	2 spaces per classroom, bus circulation area may also be required
Churches	0.1 space per 100 sq.m	0.2 space per 100 sq.m
Library / Museum	2 spaces per 100sq.m	2 spaces per 100sq.m
Golf Course/ Pitch & Putt	2 spaces per 100sq.m	4 spaces per 100sq.m
Golf Driving Range	0.25 spaces per 0.5m base line	0.5 space per 0.5m base line
Athletics / Playing Fields	5 spaces per track/field	10 spaces per track/ field
Tennis Courts	1 space per court	1 space per court
Community Centre/ Sports Centre	2 spaces per 100sq.m	4 spaces per 100sq.m
Bowling Alley	2 spaces per lane	3 spaces per lane
Swimming Pool	5 Spaces per 100 sq.m	10 spaces per 100sq.m

15.3.4 Access for People with Disabilities

Ten percent of the population has a disability and to date the built environment has not catered for this fact very well. It is a policy objective of the planning authority to ensure where possible that the built environment caters for the needs of people with disabilities. The Building Regulations (Part M - Access for the Disabled) sets out the needs of persons with disabilities and these have to be taken into consideration in the design of new and existing structures that allow public access, for example schools, libraries, shops etc. These needs relate, in particular, to access, internal circulation, parking, and sanitary facilities. Designated car parking spaces should be reserved for people with disabilities in accordance with need. In general, one designated space for every 50 spaces car parking spaces provided for new office, retail, leisure, industrial and commercial uses is required. Their location should be clearly signposted and bays marked. These spaces should be located closest to the point of entry to the building with no crossing of vehicular routes. The pedestrian route should be defined (e.g. textured surface), non slip and well lit. Footpaths at the junctions of roads in new housing developments should be dished to cater for disabled persons and incorporate tactile paving. The planning authority, shall have regard to the National Disability Authority guidelines: 'Building for Everyone' (2002) to ensure adequate universal access.

15.4 RESIDENTIAL STANDARDS

RESIDENTIAL STANDARDS

It is the aim of the planning authority to ensure that each residential development is of high quality layout and design, with an emphasis on a mix of dwelling types and sizes, innovative layout, adequate open space provisions (for both passive and active amenity), landscape quality, clearly defined pedestrian links and traffic calming measures, through road layout and design, i.e. shorter streets, T-junctions, as opposed to ramps and special bumps.

15.4.1 General Design Issues

The 'Urban Design Manual – A Best Practice Guide issued by the Department of Environment Heritage and Local Government 2008 shall influence the overall design of residential developments. The following principle design criteria shall apply to housing developments in general:

- House design should promote originality, avoid uniformity, create a sense of place, and make use of materials, architectural form and colour to create a high standard of visual amenity. Colour may be used to create a sense of identity within the development, however sometimes the use of colour and other design elements may need to be restrained.
- Natural features or landmarks such as mature trees, views or vistas should help to enrich the layout and orientation of housing.
- The planning authority will require a variety of house types in developments with greater than 10 houses so as to ensure social mix and integration.
- The creation of "landmarks" within the estate, whether through retention of existing features, landscaping, archaeological or other features (i.e. sculpture, buildings with special architectural treatment), or by the introduction of new features, will be encouraged to improve legibility.
- The accessibility requirements of different user groups living within the development will be considered at the design stage, particularly those of the pedestrian.
- Pedestrian linkages and the provision of a safe environment for children will be highlighted.

15.4.2 Housing Layout and Design

Large residential areas in excess of 75 houses shall generally be broken into small functional and visual groups, which fulfill a social and aesthetic need for identity. These shall be designed to ensure safety for children, facilitate social interaction and introduce variety into the visual environment, avoiding monotonous, repetitious types of development. Each street of houses should attempt to create its own visual identity, with variations being achieved by site layout, building lines, house design, colour and hard and soft landscaping.

Protection and respect for the existing amenities and the character of the area should be regarded as a feature of good design. Too much uniformity can lead to monotony, therefore it is important to attain a sense of place or 'legibility' through varying the new physical forms within the design. Variety can be achieved in a number of ways – by incorporating natural and man-made landscape elements into the design and layout of future developments; by introducing focal points or landmarks at key locations; through the quality of the architecture and by providing different housing typologies (house types) or by mixing land uses at appropriate locations. This variety leads to a richer environmental quality. The form and materials used with regard to these elements should avoid excessive uniformity and have emphasis on visual quality. Too much variation on the other hand leads to discordant patterns of development and buildings within the same streets that have little relationship with each other.

It is important to achieve a balanced approach in the creation of an attractive and enduring residential environment. Layouts should also respect the need for access to the range of local services required by residents.

Home Zones

Home Zones will be encouraged in new residential developments, particularly as an alternative to cul-de-sac developments. A home zone is a residential street or area, which is designed so as to ensure that pedestrians, cyclists and residents have priority over the car. As car ownership increases, streets and residential roads become more dominated by moving vehicles. Roads are no longer as safe for children to play along and it has become increasingly difficult for people to adopt more environmentally friendly modes of transport, such as walking and cycling. Within home zones, the streets are designed through the appropriate use of materials, street furniture and a variation of road widths, to force motorists to drive with more care and at lower speeds. Ideally, the whole surface is level and paved in sets and blocks rather than tarmac to help distinguish the home zone from a normal road. In an effort to reduce speeds (while avoiding after-thoughts in future years such as speed ramps) drivers have to pick their way carefully around items of street furniture such as trees, planters, seating and even benches. On-street car parking is normally permitted, but is often arranged at the end of blocks or terraces, or provided as shared parking areas. The roads and streets then become places where children can play and people can interact.

Security and the Orientation of Buildings

Residential areas should be designed with personal security in mind, specifically areas used by the public such as open space, playgrounds, playing fields, streets and footpaths. Housing should overlook roads and footpaths and it will generally not be acceptable for houses to face away from public roads, including alleyways and pedestrian-only through routes, which will be required to be overlooked by houses and be well lit in order to avoid anti-social behaviour. Houses will be expected to orientate towards spaces and streets that are within the public domain. In keeping with this policy, houses located on corner sites should be designed in such a way as to be orientated towards both roads that they bound. This may require changes in the design to include

such features as splayed corners with an entrance, increases in window openings, curved facades, etc. Such buildings are likely to perform an urban design role as a focal building within housing estates, therefore a stepping up in height may be acceptable. Housing designs shall consider orientation and sun-path so as to maximise amenity, daylight and the benefits of passive solar gain.

15.4.3 Development Impact Assessments

In cases of residential developments involving the construction of fifty or more houses the applicant shall submit a development impact assessment, to assess the potential impact of the proposed development on existing services and facilities in the town including existing and proposed roads, sewage and water infrastructure; schools; community facilities; recreational facilities; and healthcare. The ability of such services and facilities to accommodate the proposed development shall be clearly demonstrated.

15.4.4 Large Scale Residential Development

While each planning application for residential developments shall be considered having regard to the proper planning and development of the area, the following are some general development guidelines in relation to housing estates. Note: In cases of innovative designs and layouts, the standards detailed below may be relaxed.

Table 15.4.1 Residential Guidelines

Topic	Relevant Standard
Density	Housing densities should be appropriate to the location of the development and have regard to pattern and scale of adjoining development. The Planning Authority will have regard to the principles as outlined in the Department of the Environment, Heritage and Local Government document: - *'Guidelines on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) 2009'* in considering the density and layout of housing estates.
Design	A high quality of architectural design and layout are the main criteria for achieving a high quality living environment and all housing developments will be assessed against the general good practice guidelines set out in this Plan. In the overall design and layout, 'people should come before traffic', with vehicle speed managed by arrangement of building and spaces and traffic calming measures, where appropriate, to provide a safe environment for pedestrian and cyclist. Regard should be had to the Urban Design Manual A Best Practice Guide published by the DoELHG in 2008.
Space between Dwellings	Minimum 3 metres for full length of dwelling equally divided between the two.
Minimum Front Garden Length	6 metres. Notwithstanding this, the importance of maintaining building lines and providing adequate car parking will also be taken into account. Variation in building lines will be permitted provided that there is overall coherence to the design.
Minimum Rear Garden Length	11 metres with single and two storey dwellings except at corner sites where rear garden areas should be at least 120 sq.metre. Where development consists of three or more storeys this distance will need to be increased having regard to the document *'Guidelines on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) 2009.*
Open Space	A provision of 15% of the total gross area of the site. A variety of types and sizes of open spaces should be provided to cater for active and passive recreational needs for children and adults of all ages in accordance with policy CR2 of this Plan. The minimum unit of open space shall be 200sq. metres with any one side greater than 10m. Note: no account will be taken of incidental open space such as grass margins, left over areas, nor an area due to its nature (marshy) or topography (slope) is deemed unsuitable. The location, siting and design of the public open space will have regard to the following:- a) be well designed of a high visual standard and shall be functional and accessible to all b) provide for the retention of existing natural features c) include proposals for drainage and landscaping of the public open space d) Houses shall not be permitted to back onto open spaces. e) Provide high levels of natural surveillance and overlooking by as many houses as possible. f) Be provided with a boundary fence/wall where open space is adjacent to a main access road. In exceptional circumstances, where the scale or nature of the development does not allow sufficient spaces for the minimum public open space requirements, the planning authority will seek financial contribution in lieu of all

	or part of the required open space towards the provision or improvement of open space and sport facilities in an accessible location a reasonable distance from the site.	
Boundary Fences/ Walls	Rear/ Side	Between 1.8 and 2.0 metres in height and extending for 3 metres from the rear elevation of the dwelling on the side boundary. These shall be in keeping with the overall design of the estate and generally be of solid block and capped and plastered on their public side adjacent to public open space or public highway.
Parking	As per parking schedule detailed in Table 15.3.1	
Trees, Hedgerows and Landscaping	All housing applications will be required to include landscaping plans and plans submitted shall include native species. There is a general presumption in favour of retaining existing trees, hedgerows and landscape features to form the focus of a housing estate development. Particular attention should be paid in the housing layout, positioning of underground services and roadways to avoid the removal of these natural features. If some trees and hedgerows have to be removed, planning permission will be conditional on replanting of native trees and hedgerows with a particular emphasis on broadleaf species. All trees, hedgerow and landscape features to be retained shall be identified and appropriately protected with suitably secure fencing prior to commencement of development, details of which shall be agreed with the planning authority. There will be presumption against developments which involve the large scale removal of sound mature tree and hedgerow species whether they are listed for preservation in this Plan or not. There will be a presumption against the planting of new fast growing overgreen Cypress trees as part of landscaping treatments unless there are sufficient grounds for doing so and where it can be demonstrated that such planting is unlikely, during growth or maturity, to result in the adverse reduction in natural light to adjacent properties.	
Sustainability Statement	A Sustainability Statement is required for all residential development of 20 or more dwellings (See Section 15.2.1)	
Biodiversity	Due recognition shall be given to protected species under the Wildlife Act 2000 and where possible all efforts will be made to ensure that development will have minimal impact on the natural environment.	
Archaeology	Developers will be required to carry out archaeological monitoring, archaeological assessments and provide buffer areas around archaeological features in accordance with guidance in Section 15.7.2 of the Development Control Guidelines.	
Recycling	For large scale developments, the Council may consider the requirement for the provision of appropriate recycling/bring facilities dependant upon the existing provision in the area for same. The design of all dwellings shall take account of the requirement for segregated collections of dry recyclable good and organic wastes.	
Sanitary Services	Provision shall be in accordance with the Department of the Environment, Heritage and Local Government's Publication *'Recommendation for Site Development Works for Housing Areas'* (1998). Each house shall have individual sewer connections to the main sewer. Adequate provision for the disposal of surface water separate from the foul sewerage system is required.	
Roads, Footpaths and Lighting	Construction	Road and footpath design and construction shall be in accordance with DoEHLG *'Recommendation for Site Development Works for Housing Areas'* (1998). The planning authority generally expects to see all new roads in residential development designated as 20mph zones, to reduce speeds and accident rates in accordance with DoEHLG, Department of Transport and Dublin Transportation Office 'Traffic Management Guidelines' (2003).
	Lighting	Provision in accordance with ESB's publication 'Public lighting in Residential Estates.
Road Layout and Design	Major Access Road	Main link within housing areas serving 100-300 residential units. Speeds should be physically constrained by the road layout up to 50kph or as otherwise considered appropriate by the Council
	Minor Access Roads	Generally serve small groups of houses of up to 50 dwellings. Speeds physically constrained by road layout to 50kph. Some of these will have a shared surface for vehicles and other road users. The use of horizontal alignment constraints backed up by good urban design to keep speeds low. The careful positioning of buildings, landscaping and the use of different materials can help to reinforce the need to reduce speed and reduce the dominance of motor vehicles. Source: DoEHLG, Department of Transport and Dublin Transportation Office 'Traffic Management Guidelines' (2003).
Traffic Assessment	A Traffic Assessment is required for all major residential development in compliance with DTO requirements and methodology which is to be agreed with the Council.	
Naming of Development	Housing developments and roads therein shall be suitably identified by nameplates erected in suitable positions in line with housing completions. The names of the estate and roadways shall be provided in Irish or shall relate to local Irish townlands, placenames or features.	

15.4.5 Infill Development

These guidelines related to the provision of residential developments within existing residential or mixed-use developments. The planning authority will give favourable consideration to a development where it eliminates a derelict structure or vacant site. Drawings submitted (elevations and site layout) for infill developments should be up to date and show proposed developments related to adjoining developments. Contiguous elevations may also be required of rear elevations where appropriate. The development control standards set out for new residential developments may be relaxed in the case of infill developments.

A potential developer of an infill site should consider the following aspects;

- Design of dwelling house and materials used should be compatible with existing properties in the area.
- The height of building should be similar to adjoining properties and the ridge height and fascia levels should match adjoining property.
- Overlooking adjoining property should be minimal.
- Boundary treatment should ensure an effective screen between proposed and existing development.
- Private open space should be provided to allow for bin and fuel storage as well as an area for clothes drying.
- Car parking provision in accordance with standards outlined in Table 15.3.1 or in cases where this is not possible a contribution to the Local authority toward the provision of alternative car parking.

15.4.6 House Extensions

Local Government (Planning & Development) Regulations 2000 as amended now exempt from planning permission, extensions up to 40sq.m. to the rear of houses, subject to certain restrictions. In assessing an application for a house extension, the planning authority will have regard to the following:

- Existing site density.
- Remaining private open space.
- Size of extension – the size of extension shall have regard to the size of the existing dwelling.
- Design- the design of the extension will be required to respect and integrate with existing dwelling in terms of materials used, finished, windows, proportions etc. Flat roof extensions visible from the front will not normally be permitted.
- Impact on adjoining residences.
- Effect on front building line – extensions will not generally be allowed to break the existing front building line. However a porch extension which does not significantly break the front building line will normally be permitted. In terrace and semi-detached situations, extensions which significantly protrude beyond the front building line and/or along the full front of the house will not be permitted, and
- No loss of primary car parking within the curtilage.

15.4.7 Multiple Occupancy

In areas of multiple occupancy development there are a greater number of people. The planning authority is aware that this can adversely affect the amenities of the area – increased traffic generated coupled with car-parking requirements; lack of commitment to (public and private) open space; maintenance (particularly when residents may not be home owners); increased noise, nuisance and general disturbance. The subdivision

of existing dwellings into apartments/flats will not generally be permitted within residential estates designed and developed for single family occupancy.

Planning applications for the development of apartments are subject to the guidelines and standards set out in Table 15.4.1 above where relevant and applicable. It is the policy of the Council to implement the requirements of the Sustainable Urban Housing: Design Standards for Apartments, 2006 and the Quality Housing for Sustainable Communities as issued by the DOEHLG 2007, in respect of all apartments and housing units erected in mixed use or dedicated apartment complexes. Such requirements will include:

- Apartment/Housing design
- Minimum apartment internal design standards
- Provision of community facilities, open space and balconies
- Access for people with disabilities

15.5 COMMERCIAL RETAIL AND NON RESIDENTIAL USE STANDARDS

COMMERCIAL RETAIL AND NON RESIDENTIAL USE STANDARDS

15.5.1 Large Scale Retail Development

All large scale retail developments, or mixed use developments with a large retail component will require a Retail Impact Assessment. A large scale retail planning application is considered to be any proposal with in excess of 400sqm of net comparison retail floorspace and 300sqm of net convenience floorspace. Where both convenience and comparison retail use is proposed a retail impact assessment will be required for those developments in excess of 500sqm net floor area. The criteria to be considered in the assessment of significant applications will include:

- Testing the proposal against the sequential approach and demonstration that other design options have been considered;
- The impact on the town centre, including cumulative impact;
- Demonstration that there is demonstrable need for the development;
- The relationship of the application to the position of Mallow in the county retail hierarchy;
- Its contribution to town centre improvement;
- Its contribution to site and/or area regeneration;
- The quality of access by all modes of transport including by foot and bicycle;
- Its role in improving the competitiveness of the town and county;
- Its role in sustaining the community of Mallow and the wider hinterland;
- The extent to which it is relevant to consider the imposition of restrictions on the range of goods permitted for sale; and
- Any other development plan policy or objective.

15.5.2 Retail Warehouses

Retail warehouses are generally large scale single retail stores catering for the car-borne customer and specialising in non food products such as furniture, carpets, tiles, DIY, electrical goods etc and other uses such as car sale/showrooms. A retail park generally comprises a number of such warehouses. The emergence of retail warehouses is as a result of the inability of town centre locations to cater for these type of developments in terms of size, servicing requirements, accessibility and goods sold.

The Planning Authority will pay particular attention to the following when considering an application for a retail warehouse:

- Type of goods sold - in the event of a grant of planning permission, a condition may be imposed restricting the type of goods sold.

- Size of Building - the size of the premises may be restricted as may the sub-division into smaller units.
- Design of building - due to their scale and size they can have a significant visual impact a high quality design will be required
- Landscaping - a comprehensive scheme submitted at application stage.
- Road network in the vicinity and traffic generation are important considerations.
- Parking standards in accordance with those set out in Table 15.3.1 will be required.
- In addition to general servicing requirements, due to the large area of hard surfacing associated with these developments, the planning authority will pay particular attention to surface water run-off.
- The accessibility of the proposed development to public transport.

15.5.3 Small Scale Retail Development

All proposed developments that are below the thresholds identified will be assessed on the basis of their compliance with the Retail Planning Guidelines and specifically the sequential approach, development plan objectives and zonings and the policies and proposals of the County Retail Strategy.

15.5.4 Small Scale Industrial Development

The Planning Authority is aware of the importance of small-scale industrial development to the area and has zoned land for such purposes. In assessing an application for development the planning authority will weigh the development against its impact on the environment. No maximum density or site coverage is specified in this Plan. Applications for industrial developments will be considered having regard to the following:

- Location relative to adjacent land uses - if the development constitutes a 'bad neighbour' it will not be permitted;
- Nature and scale of operations;
- Hours of operation – particularly where the proposed development is located in proximity to residential areas;
- Availability of adequate services to serve the development – water, sewerage, etc.;
- Proposals for and location of safe storage on site and disposal of waste;
- Traffic generation, access and road safety. Generally one vehicular access point will be permitted to serve the development. Adequate turning areas must be provided within the curtilage of the site unless satisfactory alternative arrangements are agreed with the planning authority;
- Potential impact on residential and other amenities of the area;
- Functional parking provision - car parking for staff/visitors, loading /unloading areas etc.) in accordance with planning authority's standards;
- Design of buildings/structures on site;
- On-site storage arrangements – external storage shall be adequately screened and is height shall be controlled by planning condition if necessary;
- Proposed landscaping/screening of the site – service and loading areas should be adequately screened;
- Advertising and lighting shall be carefully controlled. The use of grouped advertising signs will be encouraged in the existing industrial estate and the area identified for enterprise development. Advertising will only be permitted on site where the sign is small in scale and is not considered to detract from the surrounding environment.

15.5.5 Petrol Filling Stations

The role of petrol filling/service stations is changing – from being purely for the provision of fuel to the provision of a wide range of goods and services for example shops, restaurants, fuel depots etc, in fact some function as the sole retail outlet for a local area. These uses should be secondary to the use as a petrol filling station and they should not take from retail developments in the town centre, except those that reinforce the physical fabric of the town and give vitality and vibrancy to the town's core.

The following table details a number of guidelines and standards that should be considered when making an application.

Table 15.5.1 Petrol Filling Station Guidelines

Topic	Standard/ Guideline
Design	An integrated design dealing with buildings, structures, advertising matter, lighting, overall layout etc. of good architectural merit is an essential part of a planning application.
Access	Generally 2 access points with a minimum width of 7.3m and a maximum width of 9.1m with appropriate radius of curvature based on road design speed, Proposals for pairing stations may be considered more favourably i.e. on opposite sides of major roads or to avoid traffic turning right across a road.
Site Depth	Minimum 22m.
Boundary	The front boundary of the site shall be defined by a wall not exceeding 0.5m in height and the area between this and the road edge shall be levelled and laid so that surface water does not pond in the area or flow onto the public road. A footpath shall also be provided outside the boundary wall.
Location of Structures	The pump island shall not be located closer than 7m from the roadside boundary. No obstruction other than pump island shall be located with 15m of the road boundary. No structures whether permanent or temporary shall interfere with the sight lines of drivers or obstruct pedestrians
Lighting	All fixtures or fittings shall be provided in such a way so as not to cause a glare to road users or unduly detract from the visual amenities of the area.
Design / Advertising	Design of stations will be required to be of high standard with landscaping an essential part of any application. Minimal advertising will be permitted and shall generally be restricted to a main identifier sign structure, which shall not exceed 4.5m in height. Canopies should be appropriate to their setting in terms of height and design. The forecourt and adjacent footpath shall not be used for advertising whether for permanent or temporary structures.
Landscaping	A landscaping plan is required for all applications for petrol filling/service stations to include native planting
Parking	Parking requirements are set out in Table 15.3.1. The location of such parking will be such as to minimise pedestrian/vehicular conflict.
Surface Water	Surface water from the development shall be contained within the site and piped to the public system through hydro carbon interceptor. No surface water will be permitted to pond within the forecourt, adjoining the boundary walls or along the entrance/exit lanes
Provision of Services and Facilities	Public safety and servicing equipment shall be provided as an integral part of the product offer within the petrol forecourt to include water supply and air pumps.

15.5.6 Take-Away Premises

The development of a take-away premises requires planning permission whether it involves a change of use of an existing building or an entirely new building. Many of the planning considerations, which apply to a restaurant also apply to a take away premise. In addition, controls under other legislation must be adhered to.

Planning considerations include the impact of the development upon the amenities of the area. This includes noise pollution, litter, odour, general disturbance that can be related to opening times and traffic. They may be more acceptable in mixed-use locations such as town centres or identified neighbourhoods in certain instances. However, proximity to residential development and the consideration of opening hours will be important planning considerations in assessing applications for their development.

Take-aways tend to create a litter problem and is difficult to control as it generally takes place outside the curtilage of the premises concerned. The provision of litter bins both inside and outside the premises are necessary. Noise and general nuisance are other problems often cited by residents in the vicinity of a take away premises – noise both from the equipment used (extractor fans, refrigeration units etc.) and from patrons. Where take-away premises are permitted, noise from patrons (and their cars) will be controlled by imposing strict closing times on the premises.

Facade design will be carefully controlled by the planning authority and in particular, the amount and type of advertising signage and lighting. The design shall respect the character of the street. Corporate logos may not be permitted or may be modified to respect neighbouring buildings.

15.5.7 Advertising /Advertising Signage

Advertising, where permissible under this Plan, will be required to be sympathetic in scale, design, materials and colour and be sympathetic with their surroundings. They should not interfere with traffic safety and they should not obstruct traffic signs. The Council when considering applications (planning and licences) for advertising signs shall have regard to the provisions contained in the Department of Environment's "Traffic Signs Manual" 1996, and any subsequent national policies in regard to advertising. A licence is required where the sign is on or along a public road and planning permission is required where the sign is on private property. Under the 1997 Litter Pollution Act, the Local Authority has powers to remove any sign which is not exempted development or does not have permission under the Planning Acts.

The Council will advise potential applicants on acceptable design of advertisements prior to submitting applications. The following reflects the Council's approach, in general to advertising:

- Finger post signage restricted to tourism/heritage and non-commercial points of interest.
- Encourage the use of hand painted signs and to prohibit plastic box signs, which are internally illuminated and neon signs.
- Limit the numbers of signs where it is considered they would lead to cluttered appearance at a junction or on a building.
- On buildings and structures of historic, artistic and architectural interest, only permit advertising which is in character with the building or structure.
- Limit advertising in areas of special amenity, areas where views and prospects of scenic importance are listed, recommended maximum size of 1 square metre.

- Only permit roadside directional signs manufactured by NSAI certified manufacturers in accordance with Department of the Environment, Heritage and Local Government's current standards.
- Restrict the use of advertising structures on public footpaths and on road margins where they conflict with pedestrian or traffic safety or with visual amenity.
- Large advertising hoardings (bill boards) will only be considered as temporary structures where they screen a derelict site or unsightly feature.

15.5.8 Shop Front

There has been a noticeable trend in shopfront improvement as shopowners realise that a well designed shopfront can contribute significantly to the attractiveness of the business. The planning authority is particularly anxious to encourage good shopfront design, maintaining traditional shopfronts where appropriate, controlling advertising (particularly projecting signs) and generally improving the appearance of retail premises.

A well designed shopfront forms an integral part of the overall building relating in scale, proportion and vertical alignment as well as to adjoining buildings also. Advertising is an integral (not dominant) part of the façade and should be so designed. To achieve this the planning authority will assess a planning application having regard to:-

- Materials: the use of natural materials such as timber, stone and plaster which compliment the architectural character of the building itself and reflect existing finishes in the streetscape will be favoured.
- Advertising Matter:- ground floor level advertising will be permitted while restricting advertising above this level. (Advertising aimed at the pedestrian rather than the passing motorist). Advertising should be in scale with and not dominate nor interfere with features of the shopfront. The numbers of projecting signs (particularly brand projecting signs) will be restricted. The use of traditional hand painted signs is preferable. The Planning Authority will not favour the use of plastic (PVC, perspex) and internally illuminated signage.
- Shutters: Application involving roller shutters unless of the open grille or demountable type painted to match the existing shopfront will not be permitted. The roller shutters should be located inside the shopfront wherever possible, in the interests of visual amenity.
- External lighting The external lighting shall be sympathetic in design and materials to the shopfront and the existing streetscape
- Corporate Image: Developments involving the use of corporate logos/advertising matter/shopfronts should be in accordance with good civic design and with existing streetscape.

15.6 COMMUNITY AND RECREATION STANDARDS

COMMUNITY AND RECREATION STANDARDS

15.6.1 Childcare Facilities

In line with the childcare Facilities – *Guidelines for Planning Authorities 2001*, suitable sites for full day care facilities would include detached houses/sites or substantial semi-detached properties with space for off-street parking and / or suitable drop-off and collection points for customers and also space for outdoor play area. A lay by facility along the front of the site may be acceptable which facilitates drop-off and enables vehicles leaving and entering the site in forward gear. Other suitable areas include neighbourhood centres within residential area and premises / sites son primary traffic routes close to public transport nodes.

Applicants are advised to consult the general standards for childcare facilities as contained in the *Childcare Facilities – Guidelines for Planning Authorities 2001,* prior to making an application. Applications for crèches/ playschools are advised to supply the following information as part of the planning application:-

- Nature of the facility – Full Day Care, Sessional, Drop In, After School Care.
- Details of proposed opening times.
- Proposed number and age range of children.
- Proposed number of staff.
- Internal Floor Area devoted for use.
- Details of external areas for play areas.
- Detailed landscaping / screening proposals.
- Car-parking arrangements.(Parking standards are set out in Table 15.3.1)

Where planning permission is granted, the Planning Authority may impose conditions on the above (apart from the number of staff). In addition, a temporary permission may be imposed, to enable the Planning Authority to assess the impact of the proposed development on the amenity of the area.

15.7 ENVIRONMENT AND HERITAGE

ENVIRONMENT AND HERITAGE STANDARDS

15.7.1 Environmental Impact Statement

Environmental Impact statements (EIS's) are required with planning applications for certain proposals. In other cases they are required where certain thresholds are exceeded. In cases where thresholds are not exceeded the planning authority may still require an EIS where the effect of the proposed development on the environment is likely to be significant. The *Environmental Impact Assessment Regulations* set out the range of topics that must be covered in an EIS.

The Planning Authority will pay particular attention to the cumulative impacts of a development – where individually a development may fall below the threshold level for requiring an EIS but cumulatively they exceed it a developer may be required to submit an EIS. Prior consultation is advised in cases where a planning application involves the preparation of an environmental impact assessment. EISs are available for public inspection and comment, and shall be taken into consideration when assessing the application.

15.7.2 Developments in Area of Archaeological Potential

The value of archaeological sites and monuments in the area is recognised by the Planning Authority. Applicants are advised to consult the Protected Structures and Archaeological Zone Map in order to ascertain whether their development is located in an area of archaeological potential or whether the building is a protected structure. Where a development site coincides with an area of archaeological potential the planning application will be referred to the Department of Arts, Culture, Heritage and the Gaeltacht for its recommendations. Its views together with the views and concerns of other interested bodies will be taken into account when assessing the planning application.

In cases where it is deemed that archaeology would be affected by a development, the planning authority will require archaeological investigations to be carried out either prior to a decision on the planning application or prior to commencement of development on site. Developers are also advised of additional requirements under the *National Monuments (Amendment) Act 1994*

15.7.3 Protected Structures

Any works, which would materially affect the character of a protected structure, requires planning permission. In order to facilitate the owners/occupiers of protected structures the owner or occupier may seek a declaration from the Planning Authority as to the type of works, which the planning authority considers would not materially affect the character of the structure. It is advisable to have a pre-application discussion with the planning authority and/or Heritage Unit (Cork County Council) to discuss any proposals that you may have for a protected structure and to seek competent advice on the best practice for carrying out such works. In certain cases it may be appropriate to apply to Cork County Council for a Conservation Grant to carry out necessary works for the restoration and / or preservation of a protected structure.

ENERGY EFFICIENCY STANDARDS

15.8 ENERGY EFFICIENCY

In order to ensure a more sustainable approach to development, the Council will adopt a range of sustainable building requirements so as to ensure energy efficiency, healthy and low environmental impact buildings and in this regard will:

Where site conditions permit the following principles are to be considered:

- High insulation standards and draft proofing;
- The use of natural and recycled materials;
- That the houses collect their own water or adopt water conservation measures (grey water systems used for toilets – rainwater harnessed and directed into toilets for flushing);
- Solar water heating;
- Encourage buildings to conform to the European A-type standard rating in accordance with the Energy Performance of Building Directive (EPBD Directive 2002/91/EC). In essence, this requirement will ensure that the annual space and water heating energy requirements for all buildings must not exceed 70-90 kWh/m2.
- Wherever possible buildings will be designed to ensure possible solar gains or adopt the principles of the passive house.
- Electricity generation from photovoltaics (which uses a semiconductor in order to convert sunlight to electricity) and/or ground source heating pumps to provide some of the water heating requirements;
- Harnessing the use of biogas, which is wood pellets used in a burning process;
- Provision of storm water attenuation;
- The adoption of ecological principles for the site design and landscaping (eco-landscaping; permeable paving, etc.).
- For most or all of these principles to be successfully applied – particularly for the more advanced ecological design principles (i.e., earth sheltered buildings), reasonably sized plots and space for sunlight are appropriate and a gentle southward-facing slope is ideal.
- The Greener Homes Scheme is now available and is administered by *Sustainable Energy Ireland*, providing assistance to homeowners intending to purchase a new renewable energy heating system. Also funding is available through the House of Tomorrow Projects to developers for the design and construction of clusters (minimum 10) of superior energy.
- Consideration of geo-thermal options where available.

15.8.1 Radon Gas

The Radiological Protection Institute of Ireland (RPII) designated Mallow and North Cork as High Radon Areas in a National Radon Survey. Radon is a colourless, odourless

and tasteless radioactive gas that originates in the ground from the radioactive decay of uranium present in all rocks and soils. It enters buildings from the ground and can accumulate high levels under certain circumstances. Developments shall comply with the appropriate provisions contained in building regulations or other relevant legislation regarding same. The Town Council encourages and supports the continuous testing of properties within the plan area to ensure compliance with relevant standards.

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PART **5**
IMPLEMENTATION

16.0 IMPLEMENTATION

16.1 AIM

The benefit of the Plan will only be achieved if its policies are translated into action Implementation of the Plan will be achieved through the development control process; development partnerships with other agencies; on going management of the Plan; and regular monitoring and reviewing of the Plan.

16.2 THE CHALLENGE

This plan proposes many policies and objective in an attempt to control and guide development in the town of Mallow in a coordinated and integrated manner, but also to make Mallow a more attractive place to live in and to enhance quality of life. This Plan puts forward many ideas and appears to make many promises. Arising out of the public consultation event, there is much concern amongst the public that this document will be prepared and when adopted will 'sit on a shelf'.

Mallow has been identified as a 'hub' town with significant potential for growth and development performing an important employment, service and social function for an extensive rural hinterland. In order to fulfil and perform this function Mallow will need all those extra support services this Plan is promoting including a vibrant town centre, additional community and recreational facilities, well designed housing estates, an effective transportation network and an attractive townscape. These additional services cannot be provided by financial contributions alone, but require the intervention of both the local authority and the community at large.

The benefits of the Plan will only be achieved if its policies and objectives are translated into action. Traditionally the responsibility of implementing a Plan rested solely with the Council through its development control and enforcement powers and when funding was available some objectives, such as street improvements or road improvements were implemented.

However, this Plan is not only a plan for the Council but it is also a Plan for the people of Mallow. The people of Mallow contributed to the contents of the Plan through the making of submissions and attendance at the public consultation event. Thus, some level of responsibility for implementing this Plan must rest with the community.

16.3 IMPLEMENTATION OF THE PLAN

There are many proposals set out in this Plan over which the Council has no direct responsibility or control. The expansion of primary and post-primary schools, for example are essentially the responsibility for the Department of Education, whilst the provision of health services falls under the auspices of the Department of Health. Whilst the Council will use whatever endeavours it can to facilitate the provision of social community and transport infrastructure, it is not in all instances the direct provider of such services.

The Council is constrained in its implementation efforts by limited resources. This factor underlies the need to maximise both financial and human resources in consultation with government and non-government organisations and individuals. Furthermore, there is a need to combine the statutory powers of the Council with proactive private and voluntary sector investment.

16.3.1 Funding

The Planning and Development Act 2000 provides for the payment of contributions by developers towards the cost of public infrastructure and facilities benefiting development in the area of the planning authority that either is provided or will be provided by or on behalf of a local authority. Three types of contribution are provided for under the Act including a General Contribution, a Supplementary Contribution and a Special Contribution.

The fund resulting from the payment of contributions under the general scheme is intended to fund infrastructure and facilities benefiting development generally in the area of the planning authority. In this plan some of the identified large scale projects such as the town centre expansion area at West End, requires large scale infrastructure projects to be completed either before or at a given point in the development programme. It is not the purpose of either the general or supplementary contribution fund to finance these largely site specific infrastructure projects. These costs should be met by the developer either through direct works or the payment of a special contribution.

Within this Plan a number of major infrastructural projects have been identified and Table 16.1 outlines the likely contribution source for the major element of their funding. It should be noted that the list of infrastructure works in this table is not exhaustive but is simply a representative sample of the extent and type of works that will require funding if a number of key objectives in the Plan are to be achieved.

Table 16.1 Key Infrastructure Works

Project	Comment	Contribution Fund
Pedestrian Bridge	Pedestrian bridge linking the town centre and amenities with the southern residential area.	Developer Constructed/Special Contribution
Mallow Bridge Boardwalk	Enhanced pedestrian connectivity with the town centre	Developer Constructed/Special Contribution
New Public Toilet (St. James Avenue)	Enhanced public provisions	Developer Constructed/Special Contribution
Potential Northern Relief Road	Indicative route is identified in the Plan and is part of a separate examination/study process. Timeframe for provision is currently unknown.	Public Finance/ General contributions/ Non-national roads fund
Implementation of Traffic & Transportation Study	Upgrade sections of the existing road network on a phased basis to facilitate the development of an Inner Relief Road.	Developer Constructed/Special Contribution
Improvement of the Townscape and Public Realm	Implement the findings of the 'Heritage Led Regeneration Strategy' for the town centre, along with development of pedestrian priority areas.	Developer Constructed/Special Contribution
Upgrading of Facilities within the Blackwater Corridor including the Town Park	Implement the findings of the 'Strategy for the Future Provision of Community, Social and Recreational Infrastructure in the Mallow Area'	Developer Constructed/Special Contribution
Upgrading of the Wastewater Treatment Plant		General Fund/public finance
Upgrading of the Drinking Water Supply		General Fund

Other funding issues may be considered during the preparation of this plan including the preparation of a supplementary contribution for Mallow Town. The supplementary development contribution scheme includes a public infrastructure project or service which can include the provision of public infrastructure; specific new roads and the provision of water infrastructure.

16.3.2 Community Participation

Public confidence in the development planning system relies heavily on the involvement of community participation and in transparency of the system itself. There is an overall lack of communication between public and regulatory bodies and the people of Mallow. Public and regulatory bodies are not fully informed of public opinion and the public are not adequately informed about the roles and actions of the regulatory bodies. As a result, the local community do not feel actively involved in how the area is managed and developed and this can lead to public criticism. There is a need for regulatory bodies to collectively address a situation along with input form the public.

The Council engaged the community at the very initial stages in the development plan process with a community consultation event at the Mallow Library in May 2008. It is necessary to continue to promote community participation in all aspects of the plan-making process and will engage the community on matters relating to the review of the Development Plan.

16.3.3 Pre-Planning Advice

Mallow Town Council offers an advisory service to potential developers. The Town Planning Officer, Architect and Town Engineer will undertake regular planning clinics to facilitate consultation in respect to any prospective development in the town of Mallow. Advice is given on design and the ability of existing services to accommodate the proposed development. This advice is given subject to the stipulation of Section 247 of the Planning & Development Act 2000, where the carrying out of the consultation shall not prejudice the performance of the planning authority of any of its functions.

This service is available from the earliest stage of a project and intending developers are recommended to avail of the service and to contact the Town council for information and an appointment.

16.4 MONITORING OF THE PLAN

There is a legal duty conferred upon the Council to monitor and review this Plan over its life time. The Council must keep all matters, which affect development and the planning of development under regular review. Monitoring is an essential part of the overall development plan process.

There is a requirement therefore, to identify the extent to which the Plan is being implemented and the effectiveness of its policies and proposals, particularly in relation to sustainability. In addition, the assumptions and forecasts, which underpin the Plan, will require continued assessment to detect any fundamental changes which impact upon the policies within the Plan.

The Plan may need to be updated as a result of changing assumptions; forecasts or policy objectives and this process will be informed by the monitoring described above. Any review or update will be made when appropriate. In any case, the Council must undertake a full review of this Plan, within four years of adoption of the Plan.

OBJECTIVES

16.5 OBJECTIVES

It is an objective of the Council to:

Objective IMP1	Address breaches of planning control where they occur
Objective IMP2	Work in partnership with public agencies and the private and voluntary sectors to secure the effective implementation of the Plan
Objective IMP3	Pursue partnerships with the private sector in order to achieve the implementation of key projects within the Plan
Objective IMP4	Continue to promote community participation in all aspects of the plan-making process and will engage the community on mattes in relation to the review of the Development Plan.
Objective IMP5	Continue the regular planning and design advisory service, which is available to intending developers in Mallow in the interest of fairness, transparency and certainty as to the Councils requirements for specific sites.

POLICIES

16.6 POLICIES

Policy IMP1 Enforcement

IMP1-1 Enforcement of the planning codes and policies and objectives of the Development Plan are essential if confidence in the development plan process it to be sustained. The Council shall use it s extensive enforcement powers under the Planning & Development Act 2000, as amended.

Policy IMP2 Related Plans and Strategies

IMP2-1 Plans and strategies prepared by other agencies, public bodies and organisations must ensure that their policies and objectives are consistent with those of the Mallow Development Plan.

Policy IMP3 Development Contributions

IMP3-1 In granting planning permission for new development, the Council shall require development contributions in respect of public infrastructure and community facilities benefiting the development, as specified under the terms of Section 48 and 49 of the Planning & Development Act 2000 and in accordance with the adopted Development Contribution Scheme.

APPENDIX 1: PLANNING POLICY REVIEW

The National Development Plan 2007- 2013 (NDP)

The National Development plan is a seven year plan which sets out to achieve a "Better Quality of Life for All" through investment in economic and social infrastructure, enterprise, science and innovation priority; human capital and social inclusion. The Plan aims to decisively tackle structural infrastructure deficits that continue to impact on competitiveness and regional development within the framework of the National Spatial Strategy. The NDP is important to centres such as Mallow as it funds significant infrastructure programmes such as the new sewerage scheme for the town.

The National Spatial Strategy 2002-2020 (NSS)

The National Spatial Strategy is a twenty year planning framework designed to achieve balanced social, economic, physical development and population growth between regions throughout the country. Within the NSS, Cork is designated as national/international 'gateway' which has the capacity to drive development in the southwest region. This will be supported by the designation of Mallow as a 'Hub' at a pivotal location between Cork and Limerick.

The NSS states that Hub towns in the southwest region (including Mallow), will perform important roles within the national structure at regional and county level. Key supporting and critical factors include improvements in regional accessibility, infrastructure, communications, enhanced physical qualities, townscape and improved local services. Specifically, the NSS considers that Mallow is strategically placed outside the suburbs of Cork at the road and rail intersection between Cork/Limerick/Tralee and Waterford/Rosslare to energize its own location within north Cork – an area experiencing structural change.

National Spatial Strategy Hubs – Development Issues and Challenges

AN ROINN COMHSHAOIL, OIDHREACHTA AGUS RIALTAIS ÁITIÚIL
DEPARTMENT OF THE ENVIRONMENT, HERITAGE AND LOCAL GOVERNMENT

This report, prepared in 2007, explored many development issues associated with Hubs in a Regional or Sub-regional context and included a number of principle actions in the immediate to long term in order to support and advance Hub growth and development.

With regard to Mallow, the main recommendations include; crucial strategic road infrastructural improvements to N20 and N72/N73 in order to enhance circulation and accessibility around and through the town and provide medium and long term landuse strategy for the successful development of a 'Hub' town; Primary and secondary education facilities and third-level outreach facilities; upgrade of existing water supply and waste water infrastructure to facilitate development of outer lying lands; provision of an integrated Bus/Rail facility to further enhance public transport community opportunities; creation of enhanced rail routes between Cork and Limerick and new bus connections to regional transport hubs; provision of new pedestrian bridge(s) as part of the proposed recreational river corridor along the Blackwater; additional open space and recreation facilities; and, provision of a number of hotels and major integrated tourism products.

The South West Regional Planning Guidelines 2004

The Regional Planning Guidelines for the South West region (RPG) is a sixteen year plan which aims to steer sustainable growth and prosperity of the regions people. The RPG's is the implementation tool for the NSS and it aims to achieve and sustain critical mass in the region including towns outside gateways and hubs, through employment and services so that they can in turn service the surrounding rural hinterland.

The RPG underlines the strategic importance and opportunities presented by Mallow and is identified within the 'Regional Development Zone 1' – The CASP area including Metropolitan Cork and the Mallow Hub.

The RPG recognises Mallow has the potential to provide significant employment opportunities for populations reaching from Fermoy across to Killarney and, North, towards Limerick aiding the creation of critical mass for the 'Hub'.

The RPG suggests a population growth of Mallow to 20,000 by 2020 achievable by a good mix of 'Gateway' based employment, rail infrastructure improvement to 'Gateways' and augmentation in research and development related to the established food sector with direct third level support and involvement. This target, requiring an additional 4,700 housing units in the Hub, would also require a commensurate level of services including post and primary education. To achieve and facilitate this growth the RPG suggests a number of policies including inter-alia;

- The control of urban sprawl and higher densities near the Town Centre;
- Plan for possible future expansion of the rail services and separate mainline from commuter services;
- Reserve land for Park and Ride sites;
- Development of a new business/technology park to broaden the existing range of employment options in the Town adjacent to the railway line and national primary road;
- Improved environmental quality of Existing industrial estates;
- A detailed, integrated Town Centre Plan to facilitate an increase in the retail floor space in the Town and identify possibilities for site assembly;
- The Town Centre zone must be expanded to facilitate an increase in retail (including higher-order comparison shopping) and office space;
- Consideration of pedestrianisation of certain streets of parts thereof - particularly during prime shopping hours;
- Upgrade of the quality of both the built and public realm of town for shoppers, workers and investors;
- Development of a tourism strategy and provision of additional hotel rooms and associated facilities;
- provide for education, health, social, amenity and community facilities to facilitate planned population growth.

Cork County Development Plan 2009

The Cork County Development Plan 2009 (CDP) provides an overall strategy guiding the growth and development of County Cork for the next six years. Although Mallow town is administered by its own Town Council, it is important that the overall strategic development of the town has regard to the wider hierarchical settlement and development structure outlined in the CDP 2009 in order to ensure coordinated and integrated development throughout the county.

CDP 2009
Mallow Development Strategy diagram

The CDP divides the County into four strategic planning areas and sets out strategic county wide and specific settlement development objectives for these areas during the plan period. Mallow is located within the *'CASP' Ring Strategic Planning Area* and is identified as the key economic driver of this strategic planning area because of its' strategic geographic location and road and rail accessibility. The CDP acknowledges that the area as a whole experienced significant population growth in excess of 14% and that over 10% of the overall population growth in the area occurred in the 'Hub' Town of Mallow. The CDP suggest that the main opportunity to strengthen the permanent population structure of the CASP area is by strengthening the economic and employment base of the towns and larger villages and by promoting a stronger tourism and leisure economy through the protection of the assets of the area's natural and built heritage.

In order to achieve this development approach, the CDP, in addition to policy objectives to maximise the economic potential of Mallow as a 'Hub' town within the 'Atlantic Gateway Corridor', includes an objective to prioritise the sustainable development of the main towns in the County to achieve their target populations and enhance their capacity to attract new investment in employment, services and public transport for the benefit of their own populations and that of their rural hinterlands.

The CDP recognizes the attractive backdrop for the town and suggest that it should be protected. It also acknowledges the identification of additional development land identified in the Mallow SLAP 2007 to provide for opportunities for marketing the town, catering for Mallow's role both as a 'Hub' town and as a major integrated employment centre for North Cork.

Cork Area Strategic Plan – Strategy for Additional Economic and Population Growth - An Update (Draft for Consultation May 2008)

The Cork Area Strategic Plan (CASP) prepared in 2001 provided a 20 year vision and strategy for the development of the Cork City-Region up to 2020. In particular, the CASP set out a framework to enable the Cork City-Region to: Attain critical mass; Integrate land use and transport; Make efficient use of investment in infrastructure; Provide a high quality environment; Improve the competitiveness and attractiveness of the region. This update is occurring between tranche 1 & 2 of the CASP period. The new updated plan for CASP is underpinned by an updated set of key strategic targets pertaining to population, jobs and household formation.

Outside Cork City and its immediate environs, the development strategy of the Ring Towns is placed on Mallow as the hub town. This is a reflection of a number of factors including; the strategic population growth projections to 20,000 people by 2020, and the potential for sustainable commuting patterns and intensification of development to be generated from its existing rail access, as well as planned infrastructural improvements, including the Atlantic Gateway Corridor. The CASP update acknowledges recent development proposals being advanced in the Mallow environs at the former Greencore Sugar Factory as a potential to further encourage Mallow as a business location.

Accessibility, infrastructural deficits and environmental issues are identified in the CASP update as key planning issues for Mallow. However, the CASP update does state that expansion and intensification potential arises from the significant lands zoned for employment uses which are yet to be developed and that strong potential also exists within the town centre. Indicative employment types envisaged in the CASP include Distribution, Retail/Commercial and limited office.

The CASP envisages that the period 2007-2013 would see the densification and growth of existing growth locations including Mallow. It considers that Mallow is the most suitable Ring Town location for Business and Technology, and Distribution uses and can accommodate office development as part of mixed uses or business parks and smaller scale industry.

However, the CASP acknowledges that there are obstacles to the significant delivery of development in newly identified neighbourhoods in Mallow, namely the provision of the appropriate road infrastructure and connection to the rail network is needed and coupled with water and wastewater infrastructure are fundamental to the delivery of growth aspirations for Mallow as set out in policy at all levels. In deviating from the original CASP analysis in 2001, the CASP update now suggests that population growth in Mallow and its hinterland will occur over the longer period between 2013-2020.

North and West Cork Strategic Plan 2002-2020

In 2002, Cork County Council adopted the North and West Cork Strategic Plan that sets out a twenty year strategy to address declining trends in key demographic and economic sectors. The plan sets out sustainable proposals to raise the productive potential of the economy, optimise spatial development patterns, improve access and communication, increase infrastructure provision and resources and promote access to social, recreational and cultural facilities.

The strategy recommends that a development corridor should be designated and promoted along the N20 from Cork to Limerick in the section between Mallow and Charleville. Appropriate zonings for industrial development should be incorporated in the Development Plan and necessary infrastructure improvements in terms of water and sewerage should be commenced.

Mallow Special Local Area Plan (SLAP) 2007

In June 2007, Mallow Town Council and Cork County Council adopted the Mallow Special Local Area Plan. The plan identifies a new economic strategy for the town, a unified approach to future population growth and a development framework for the town and its' immediate environs up to 2020. This plan encompasses the Town Council area covered by the current Mallow Development Plan 2004 and extends into the Mallow environs area located within the County Council area.

The SLAP suggests that if Mallow is to respond to its 'Hub' designation, then future growth should out perform a continuation of past trends which has resulted in an average of 280 residential units being constructed annually in Mallow between 2001-2005. Therefore the strategy adopted in the SLAP was to ensure that a shortage of available land did not restrict the town's growth potential to a population of 20,000+. To support the anticipated growth, the economic development strategy of the SLAP is based on the characteristics of Mallow including; strategic location, road and rail accessibility to gateway and larger employment centers; agricultural and the existing food production sector; potential for high quality technology and business park development; emerging tourism infrastructure; and ample supply of new housing and range of service and facilities.

Cork Strategic Retail Study 2008

Cork County Council and Cork City Council came together to prepare a new joint Cork Strategic retail Study (CRS) for the County and City area.

It is a requirement that the adopted strategy is implemented and included within the development plan for all town and county councils. The purpose of the strategy is to set out a clear policy on retail provision in the city and county and to guide planning authorities when assessing retail planning applications.

The CRS identifies a hierarchy of retail locations that establishes the quantity and location of new retail development. Within the retail hierarchy Mallow is identified as a *"Ring Town"* along with five other towns including Fermoy, Youghal, Bandon, Macroom and Kinsale. Within the retail hierarchy Mallow sits at the top of the ring towns and whereas other ring towns are identified for limited expansion, it is envisaged that Mallow should be developed as one of the largest towns in the county. As a result of its sub-regional significance as an urban centre, some further retail expansion would be appropriate to reflect its increasing importance.

The CRS states that core retail areas need to be identified within each areas development plan. It states that such core areas should be based around a compact retail core, which includes other services and facilities. It is important to ensure that such cores are compact to ensure that all retail and commercial developments within the core can benefit from each others footfall. These core areas shall be the focus for all retail development. The CRS presents a number of scenarios for the provision of comparison floorspace in the ring towns but the preferred scenario provides for 19,168sqm of net comparison floorspace between 2007 and 2020. At present there is considered to be an oversupply of convenience retail provision in the ring towns but there is envisaged to be a demand for 5,586sqm of convenience floorspace between 2013 and 2020.

The preferred location for retail warehouses and retail parks as detailed within the CRS is within core shopping areas of city, town and district centres and sometimes on the edge of town or district centres. The CRS provides for an allocation for 28,030sqm of new retail warehousing floor space for ring and county towns and suggests that individual units could easily assimilate into town or edge of town locations in these towns.

Policy RS13 states that planning authorities will implement the provisions of the retail guidelines through the development plan and that the agreed location for retail development is in the city centre, suburban district centre, town centre, or designated neighbourhood centre/local centre.

Cork Planning Authorities Draft Joint Housing Strategy 2009

The Strategy suggests that it is through the implementation of these programmes by the local authorities, that the existing and future housing needs are likely to be addressed in a comprehensive way. The pertinent programmes applicable to Mallow seek to;

- encourage mixed-use developments
- promote the development of sustainable design solutions for future residential development
- protect and enhance the Natural Environment
- ensure that future residential development takes maximum advantage of existing and future services and transportation links
- ensure a mix of house types, sizes and tenures within individual developments and within communities to suit varying income levels

- require 20% of all land zoned for residential uses (or for a mix of residential and other uses) to be reserved for the purpose of social and affordable housing
- maintain and enhance existing residential areas
- facilitate and support the development of a high quality private rented sector
- seek to safeguard the enjoyment of any house, building or land provided by the Local Authority, and the enjoyment of any neighbouring private properties, through the promotion of good estate management
- ensure a safe residential environment
- ensure the attractive design and layout of residential developments
- seek to maximise the provision of social infrastructure for residential areas.

Appendix 1

APPENDIX 2:
RECORD of ARCHAEOLOGICAL MONUMENTS (RMP/SMR)

Development Plan Map Ref No. (Map No. 2)	MONUMENT Ref*:	TOWNLAND	DESCRIPTION
002	CO033-002	Annabella	Holy well
004	CO033-004	Mallow	Castle, site of
005	CO033-005	Mallow	Lime kiln
008	CO033-008	Mallow	Roman Catholic Church
010	CO033-010	Castlelands	Ringfort
012	CO033-012	Castlelands	Ringfort
053	CO033-053	Quatertown Lower	Fulacht fiadh
054	CO033-054	Quatertown Lower	Fulacht fiadh
055	CO033-055	Quatertown Lower	Milling complex
067	CO033-067	Ballyellis	Possible ringfort
068	CO033-068	Ballyellis	Designated Landscape - Tree ring
087	CO033-087	Clyda, Quatertown Lower	Bridge
088	CO033-088	Castlelands	Lime kiln
089	CO033-089	Keatleysclose	Circular enclosure
090	CO033-090	Castlelands	Fulacht fiadh
091	CO033-091	Castlelands	Fulacht fiadh
092	CO033-092	Castlelands	Designated landscape feature possible- Lath
093	CO033-093	Mallow	Historic Town/Town Walls
094	CO033-094	Castlelands	Bridge Ballydahin
098	CO033-098	Annabella	Railway Station
099	CO033-099	Quatertown Lower	Country House
111	CO033-111	Quatertown Lower	Corn mill
126	CO033-126	Mallow	Standing Stone
128	CO033-128	Annabella	Railway Bridge
129	CO033-129	Leaselands, Spaglen	Railway Bridge
130	CO033-130	Kilknockan	Railway Bridge
132	CO033-132	Lackanalooha	Railway Bridge
136	CO033-136	Goulacullin	Railway Bridge
140	CO033-140	Castlelands	Excavation Miscellaneous (prehistoric)
141	CO033-141	Quaterstown Lower	Burnt Spread
1001	CO033-011001	Castlelands	Ringfort
1002	CO033-011002	Castlelands	Redundant Record
6002	CO033-006002	Mallow	Church of Ireland Church
6003	CO033-006003	Mallow	Market House
7001	CO033-007001	Mallow	Lime kiln
7002	CO033-007002	Spaglen, Mallow	Spa works/bath
7003	CO033-007003	Spaglen	Holy well
7004	CO033-007004	Spaglen	Holy well
9001	CO033-009001	Castlelands	Fortified House
9002	CO033-009002	Castlelands	Country House
9003	CO033-009003	Castlelands	Icehouse
9004	CO033-009004	Castlelands	Tower house and bawn
9005	CO033-009005	Castlelands	Hospital
9006	CO0333-009006	Castlelands	Bawn

*Source: National Monuments Database Service on www.archaeology.ie

Mallow Record of Protected Structures 2008 (RPS) Mallow Development Plan 2010 - 2016

Appendix 3

Report prepared by the
County Architects Department – Cork County Council

This Record includes all Protected Structures from the
National Inventory of Architectural Heritage (NIAH)
and the
2004 Mallow Development Plan

Survey and Photographs taken October/November 2008

February 2010

Key to Protected Structures:

	Record of Protected Structures (RPS) See Reference Maps No 4 (town core),4A , 4B, 4C & 4D

Mallow Record of Protected Structures
Mallow Development 2010 – 2016

Appendix 3

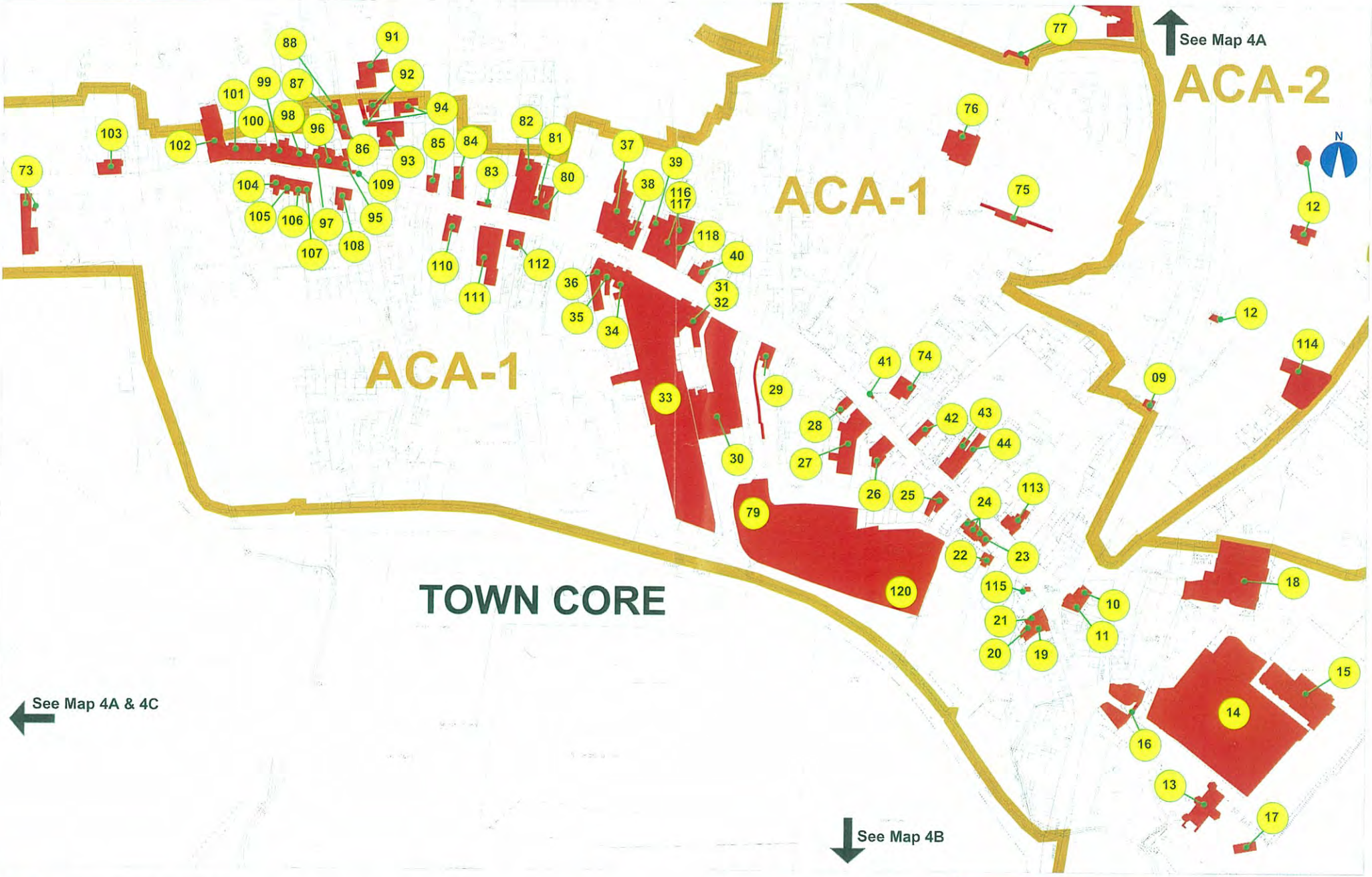
Mallow Record of Protected Structures 2010 - 2016

REGISTRATION NO.	ADDRESSES OF RECORDS & REFERENCE MAP NO
Reg. No. 01	**No Protected Structure**
Reg. No. 02	**No Protected Structure**
Reg. No. 03	**No Protected Structure**
Reg. No. 04	**No Protected Structure**
Reg. No. 05	**No Protected Structure**
Reg. No. 06	**No Protected Structure**
Reg. No. 07	**No Protected Structure**
Reg. No. 08	**No Protected Structure**
Reg. No. 09	**Spa Walk** The Dogs' Heads *(Map 4 town core)*
Reg. No. 10	**Spa Square** The Olde Fiddle *(Map 4 town core)*
Reg. No. 11	**Spa Square** Colman Dalton & Company Clock Tower *(Map 4 town core)*
Reg. No. 12	**Spa Walk** Cork County Energy Agency Office, Well and Stone Bridge *(Map 4 town core)*
Reg. No. 13	**Castlelands, Mallow Castle** Roofless rectangular-plan fortified house *(Map 4 town core)*
Reg. No. 14	**Castlelands,. Mallow Castle** Garden complex *(Map 4 town core)*
Reg. No. 15	**Castlelands, Mallow Castle** The Castle *(Map 4 town core)*
Reg. No. 16	**Castlelands, Mallow Castle** Entrance gates lodge etc *(Map 4 town core)*
Reg. No. 17	**Castlelands, Mallow Castle** Outbuilding *(Map 4 town core)*
Reg. No. 18	**Castlelands, Mallow Castle** Complex of outbuildings *(Map 4 town core)*
Reg. No. 19	**Bridge Street** Foley's *(Map 4 town core)*
Reg. No. 20	**Bridge Street** Murphy's *(Map 4 town core)*
Reg. No. 21	**Bridge Street** Lane *(Map 4 town core)*
Reg. No. 22	**Davis Street** Building with shopfront (off Laneway - back of O'Keefes building) *(Map 4 town core)*
Reg. No. 23	**Davis Street** O'Keefes *(Map 4 town core)*
Reg. No. 24	**Davis Street** The Cut / Fitzpatrick, four bay two storey including archway *(Map 4 town core)*
Reg. No. 25	**Davis Street** Perfect Space / Ideas *(Map 4 town core)*
Reg. No. 26	**Davis Street** World of Wonder *(Map 4 town core)*
Reg. No. 27	**Davis Street** Mallow Town Council *(Map 4 town core)*
Reg. No. 28	**Davis Street No 118** T. J. Lyons *(Map 4 town core)*
Reg. No. 29	**Davis Street,/Saint James' Avenue** David J. O'Meara & Boundary Wall *(Map 4 town core)*
Reg. No. 30	**Davis Street** Mallow Park Hotel *(Map 4 town core)*

Reg. No. 31 & 32		**Davis Street** Mallow Credit Union *(Map 4 town core)*
Reg. No. 33		**Davis Street** Saint Mary's Church *(Map 4 town core)*
Reg. No. 34		**Bank Place /Davis Street No.139** West End Casuals Lily & Cara Fashion Boutique, Mallow Beauty Rooms, Flair Hair Fashions, Bride 2 B, Clibbora O'Flynns & Co. accountants, Dr. Acupture, Well Being & Chinese Herbs. *(Map 4 town core)*
Reg. No. 35		**Bank Place /Davis Street No.140** Mallow Blinds / Town House Interiors *(Map 4 town core)*
Reg. No. 36		**Bank Place /Davis Street No.143** Moda / The Old Curiosity
Reg. No. 37		**Davis Street No 35** Allied Irish Bank (AIB) including archway *(Map 4 town core)*
Reg. No. 38		**Davis Street** John O' Connell & Co *(Map 4 town core)*
Reg. No. 39		**Davis Street** Mallow Post Office *(Map 4 town core)*
Reg. No. 40		**Davis Street** J. J. Joyce including archway *(Map 4 town core)*
Reg. No. 41		**Davis Street/O'Brien Street** J.J. Fitzgerald Monument *(Map 4 town core)*
Reg. No. 42		**Davis Street/Carmichael's Lane** Celtic Bookmaker & Gilbert De Meesler Herbalist *(Map 4 town core)*
Reg. No. 43		**Davis Street No 70** Book Store & Framing Centre Terraced three-storey house *(Map 4 town core)*
Reg. No. 44		**Davis Street No 71** The Bay Leaf Restaurant & Bar *(Map 4 town core)*
Reg. No. 45		**Navigation Road Vittoria, Detached two storey house** *(Map 4A)*
Reg. No. 46		**Navigation Road Hawthorn Detached two storey house** *(Map 4A)*
Reg. No. 47		**Navigation Road** Twigfield House Detached house *(Map 4A)*
Reg. No. 48		**Navigation Road** The Garland *(Map 4A)*
Reg. No. 49		**Navigation Road/ West End** Annabella Bridge *(Map 4A)*
Reg. No. 50		**Annabella** Cork County Council Offices William O'Brien Buildings*(Map 4A)*
Reg. No. 51		**Annabella** Mallow Railway Station *(Map 4A)*
Reg. No. 52		**Annabella** Mallow Railway Station Signal Box *(Map 4A)*
Reg. No. 53		**Annabella** Mallow Railway Station Former engine shed (nine bay) *(Map 4A)*
Reg. No. 54		**Annabella** Mallow Railway Station Freestanding Water Tank *(Map 4A)*
Reg. No. 55		**Annabella** Mallow Railway Station Detached four-bay single-storey building *(Map 4A)*
Reg. No. 56 & 57		**Annabella** Mallow Railway Station Single-arch limestone railway bridge *(Map 4A)*
Reg. No. 58		**Shortcastle Street** Detached two-pile five-bay two-storey house *(Map 4A)*
Reg. No. 59		**Shortcastle Street** - Annabella House *(Map 4A)*
Reg. No. 60		**Fair Street** Saint Mary's Sisters of Mercy Convent *(Map 4A)*
Reg. No. 61		**Kilknockan** Single-arch limestone railway bridge *(Map 4A)*
Reg. No. 62		**No Protected Structure**
Reg. No. 63		**No Protected Structure**
Reg. No. 64		**No Protected Structure**
Reg. No. 65		**No Protected Structure**
Reg. No. 66		**No Protected Structure**
Reg. No. 67		**No Protected Structure**
Reg. No. 68		**No Protected Structure**

Reg. No. 69		**No Protected Structure**
Reg. No. 70		**West End Annabella Villas** *(Map 4A)*
Reg. No. 71		**West End Annabella Villas** *(Map 4A)*
Reg. No. 72		**West End** Four-bay two-storey outbuilding *(Map 4A)*
Reg. No. 73		**West End** Detached three-bay two-storey former manse *(Map 4A)*
Reg. No. 74		**William O'Brien Street** Maureen's Pub *(Map 4 town core)*
Reg. No. 75		**William O'Brien Street** Wall of former Market Place, Pizza Hut / Sasha *(Map 4 town core)*
Reg. No. 76		**William O'Brien Street** Mallow Court House *(Map 4 town core)*
Reg. No. 77		**Fair Street** Saint Patrick's National School *(Map 4A)*
Reg. No. 78		**Friar Street** Patrician Academy *(Map 4A)*
Reg. No. 79		**Saint James' Avenue** Saint James' Church, Church of Ireland & Grave Yard *(Map 4 town core)*
Reg. No. 80		**Bank Place/Davis Street No 28** Citizen's Information *(Map 4 town core)*
Reg. No. 81		**Bank Place/Davis Street No 27** Saint Joseph's Parish Centre *(Map 4 town core)*
Reg. No. 82		**Bank Place/Davis Street No 26** Marakibo / Cork North Enterprise *(Map 4 town core)*
Reg. No. 83		**Bank Place/Davis Street No 23** Railings only Mollys & Walsh Pharmacy *(Map 4 town core))*
Reg. No. 84		**Bank Place/Davis Street** Terrace three storey house *(Map 4 town core)*
Reg. No. 85		**Bank Place/Davis Street No 19** Sullivan Waters and Co. *(Map 4 town core)*
Reg. No. 86		**Shortcastle Street No 1** including archway *(Map 4 town core)*
Reg. No. 87		**Shortcastle Street No 2** *(Map 4 town core)*
Reg. No. 88		**Shortcastle Street No 3** *(Map 4 town core)*
Reg. No. 89		**No Protected Structure**
Reg. No. 90		**Shortcastle Street** The Red House Family Practice *(Map 4A)*
Reg. No. 91		**Shortcastle Street** Mallow Property Management/Castle Estate *(Map 4 town core)*
Reg. No. 92		**Shortcastle Street** Former National School *(Map 4 town core)*
Reg. No. 93		**Shortcastle Street** Dan Joe Fitzgerald Former Parish Hall *(Map 4 town core)*
Reg. No. 94		**Shortcastle Street** Mallow National School *(Map 4 town core)*
Reg. No. 95		**West End No 12** *(Map 4 town core)*
Reg. No. 96		**West End No 11** *(Map 4 town core)*
Reg. No. 97		**West End No 10** *(Map 4 town core)*
Reg. No. 98		**West End No 9** Health Service Executive (HSE) *(Map 4 town core)*
Reg. No. 99		**West End No 8** including Archway *(Map 4 town core)*
Reg. No. 100		**West End No 7** including shared Archway *(Map 4 town core)*
Reg. No. 101		**West End No 6** Dairygold including shared Archway *(Map 4 town core)*
Reg. No. 102		**West End No 5** *(Map 4 town core)*
Reg. No. 103		**West End** Nagle McCarthy Solicitors *(Map 4 town core)*
Reg. No. 104		**West End No 165** four bay three storey house *(Map 4 town core)*
Reg. No. 105		**West End No 164** terraced three-bay three-storey house *(Map 4 town core)*

Reg. No. 106		**West End No 163** terraced three-bay three-storey house *(Map 4 town core)*
Reg. No. 107		**West End No 162** terraced three-bay three-storey house *(Map 4 town core)*
Reg. No. 108		**West End** Niamh Barrett Computers *(Map 4 town core)*
Reg. No. 109		**Shortcastle Street/Davis Street** Freestanding cast-iron pillar box *(Map 4 town core)*
Reg. No. 110		**Davis Street No 151** Mallow Travel & West Lyn Dental Practice *(Map 4 town core)*
Reg. No. 111		**Davis Street** Bank of Ireland *(Map 4 town core))*
Reg. No. 112		**Davis Street No 149** Denis F. Nagle *(Map 4 town core)*
Reg. No. 113		**Davis Street No 79** Limestone Steps *(Map 4 town core)*
Reg. No. 114		**St. Josephs Road** Old Courthouse & Famine Wall *(Map 4 town core)*
Reg. No. 115		**Davis Street/Spa Square** Wall-mounted cast-iron post box on The Artist Beauty Saloon *(Map 4 town core)*
Reg. No. 116 & 117		**Davis Street** Crystal Computers, S & Beauty Clinic, Jenny Bake & Cake, Philips Bookshop & School Supplies and Vodafone – The Phone Centre *(Map 4 town core)*
Reg. No. 118		**Davis Street** J. Lenihan Chemist *(Map 4 town core)*
Reg. No. 119		**Quartertown** Wilton House *(Map 4C)*
Reg. No. 120		**Davis Street/Park Road** Saint Mary's Church and Grave Yard (ruin) *(Map 4 town core)*
Reg. No. 121		**Ballydahin** Detached four-bay two-storey house *(Map 4C)*
Reg. No. 122		**Ballydahin** Spring Cottage *(Map 4C)*
Reg. No. 123		**Ballydahin** Blackrock Viaduct Freestanding eight-span railway viaduct *(Map 4C)*
Reg. No. 124		**Mill Street/Ballydahin** Bellevue House Detached three-bay two-storey house *(Map 4B)*
Reg. No. 125		**Mill Street/Ballydahin** Bellevue House Walled garden *(Map 4B)*
Reg. No. 126		**Mill Street/Ballydahin** Bellevue House Complex of outbuildings *(Map 4B)*
Reg. No. 127		**Mill Street/Ballydahin** Bellevue House Entrance (walls, piers& railings) *(Map 4B)*
Reg. No. 128		**Mill Street/Ballydahin** Church of the Resurrection of Our Lord *(Map 4B)*
Reg. No. 129		**Ballydahin** Mallow Bridge *(Map 4B)*
Reg. No. 130		**Bearforest Lower** Quay wall, cut limestone coping, incorporating single-arch bridge under road *(Map 4B)*
Reg. No. 131		**No Protected Structure**
Reg. No. 132		**No Protected Structure**
Reg. No. 133		**Bearforest Lower** Entrance Gates *(Map 4B)*
Reg. No. 134		**Bearforest Lower** Bearforest Country House Lodge and entrance gates *(Map 4B)*
Reg. No. 135		**Bearforest Lower** Bearforest Country House Detached three-bay two-storey house *(Map 4B)*
Reg. No. 136		**Bearforest Lower** Bearforest Country House Complex of outbuildings *(Map 4B)*
Reg. No. 137		**Bearforest Lower** Bearforest Country House Polygonal-plan walled garden *(Map 4B)*
Reg. No. 138		**Quartertown** Quartertown House *(Map 4C)*



Protected Structure

RPS Number

Architectural Conservation Area (ACA)

This map ought to read in conjunction with the Record of Protected Structures (RPS) List Appendix I of the Development Plan. For further information on the Recored of Protected Structures the Mallow RPS Study may be consulted at the Mallow Town Council Offices.

Note: When a structure is shown outside a private property boundary the item referred to is street paving or other public domain artifact.

Numbering System:
The digits in the number refers to the Structure

Mallow Town Council

Mallow Town Development Plan 2010 - 2016

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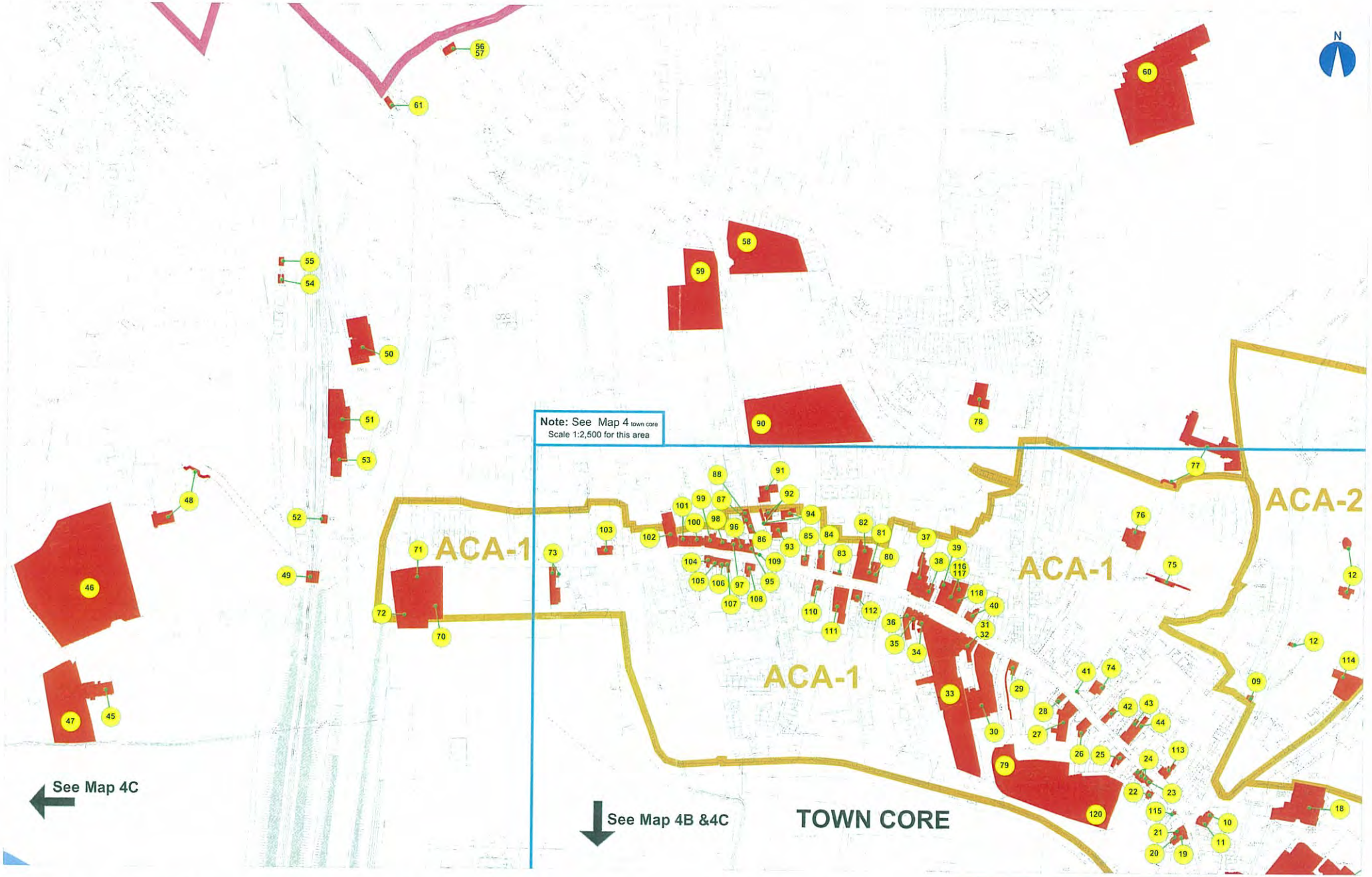
February 2010 - Scale: 1: 2,500
Map prepared by the County Architects Department, Cork County Council

Protected Structures & Architectural Conservation Area Map 4 (Town Core)



Protected Structure

RPS Number

Architectural Conservation Area (ACA)

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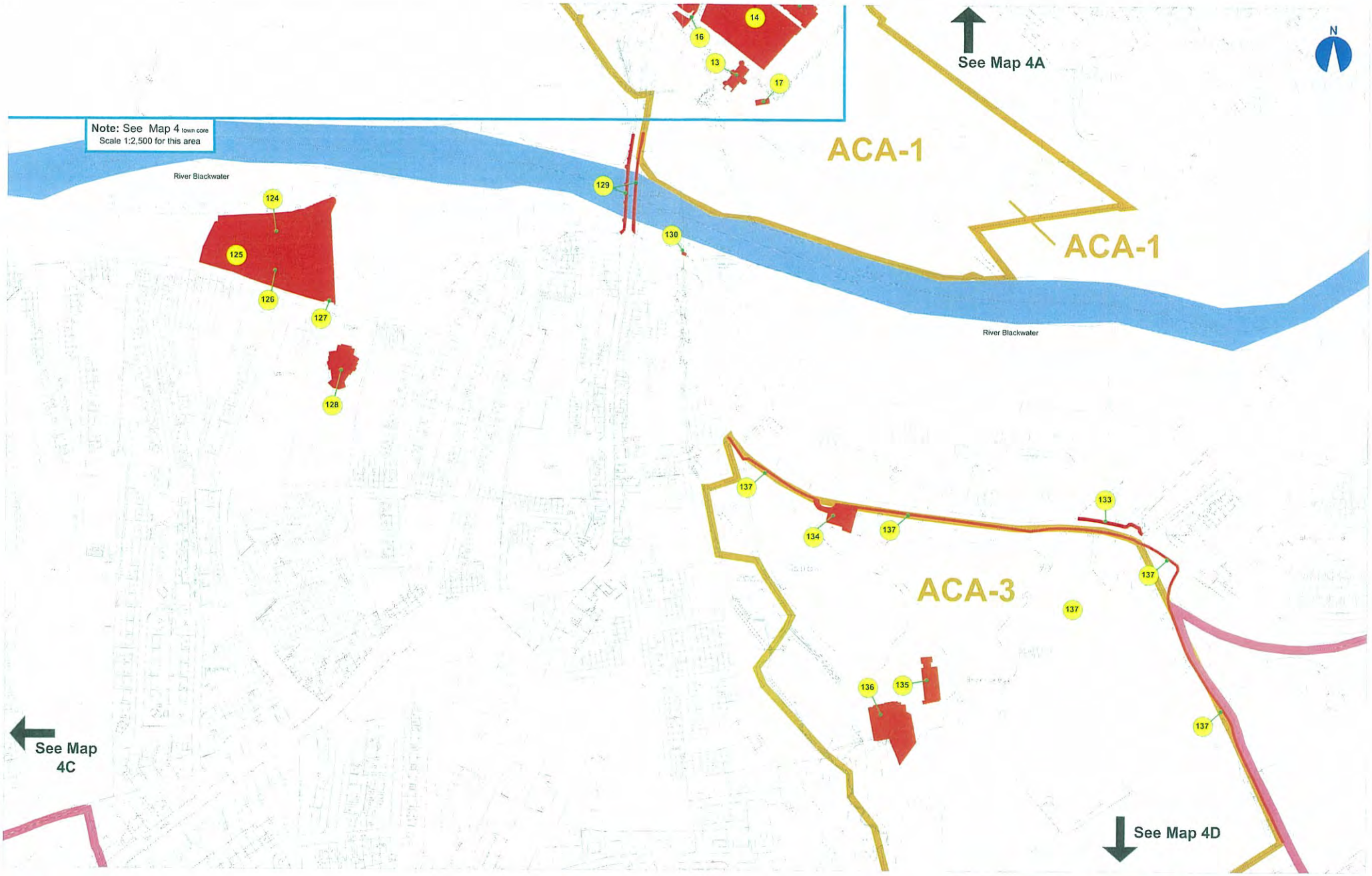
Protected Structures & Architectural Conservation Area Map 4A



Protected Structure

000 RPS Number

Architectural Conservation Area (ACA)

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Protected Structures & Architectural Conservation Area Map 4B

Protected Structure

RPS Number

Architectural Conservation Area (ACA)

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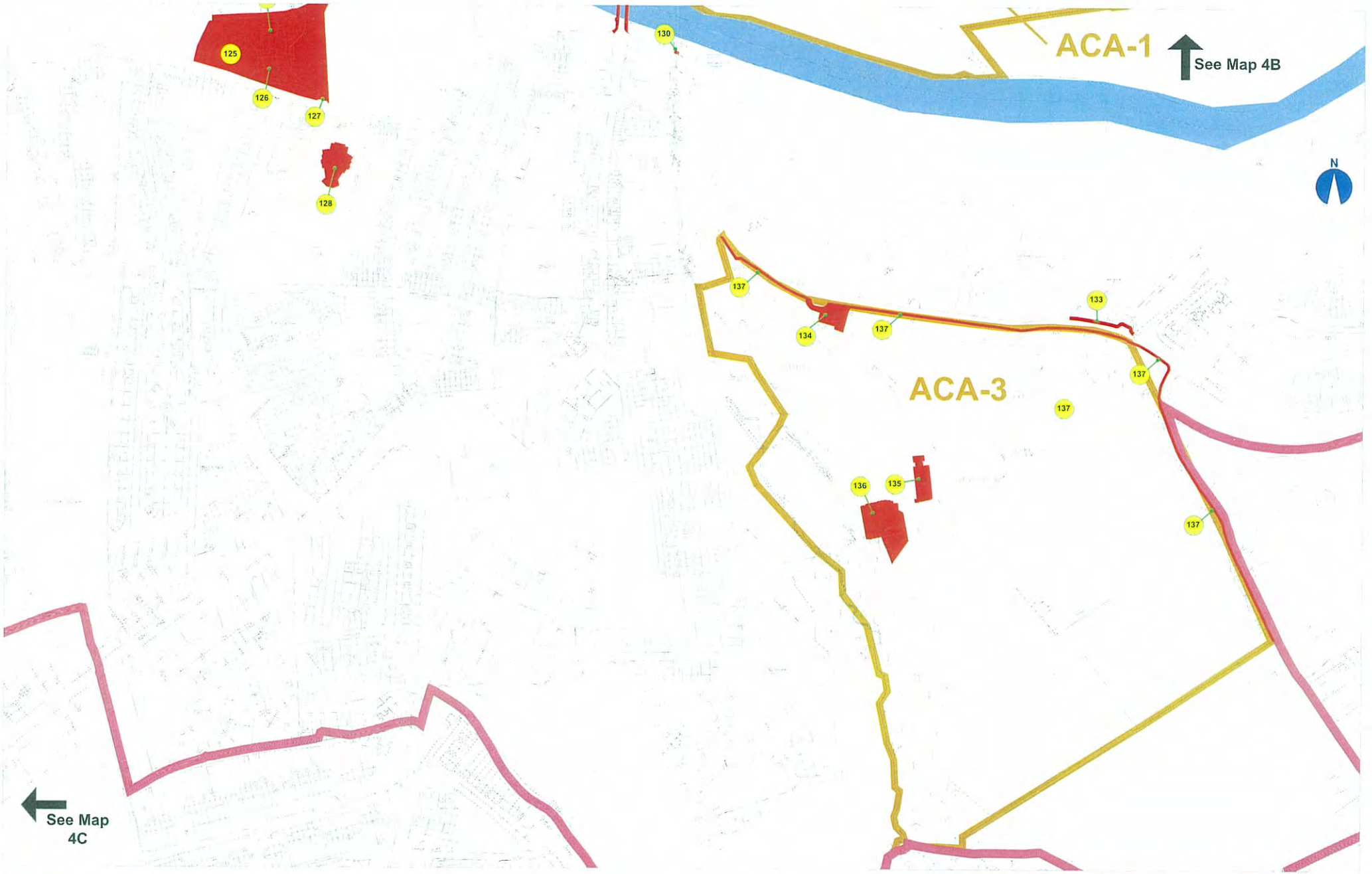
Protected Structures & Architectural Conservation Area Map 4C



Protected Structure

RPS Number

Architectural Conservation Area (ACA)

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Protected Structures & Architectural Conservation Area Map 4D

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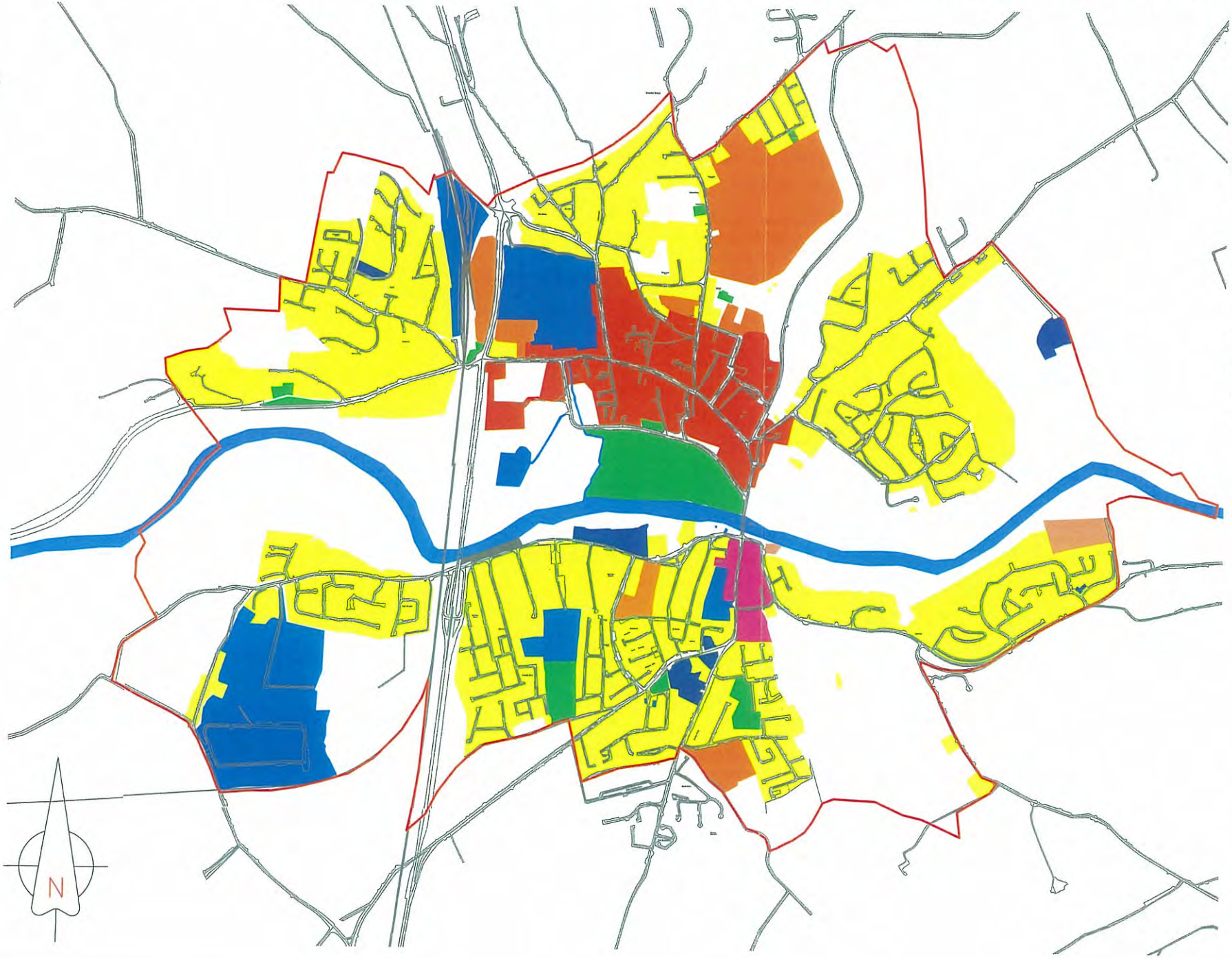

Map No 1

Existing Landuse

Note: This is not a Landuse Zoning Map

Legend

- River Blackwater
- Town Council Boundary
- Primarily Residential
- Primarily Town Centre
- Primarily Industrial/ Enterprise
- Primarily Commercial
- Primarily Educational/ Institutional/Civic
- Primarily Open Space/ Sports/ Recreation/ Amenity
- General Mixed use
- Utilities/ Infrastructure

Scale: 1:10,000

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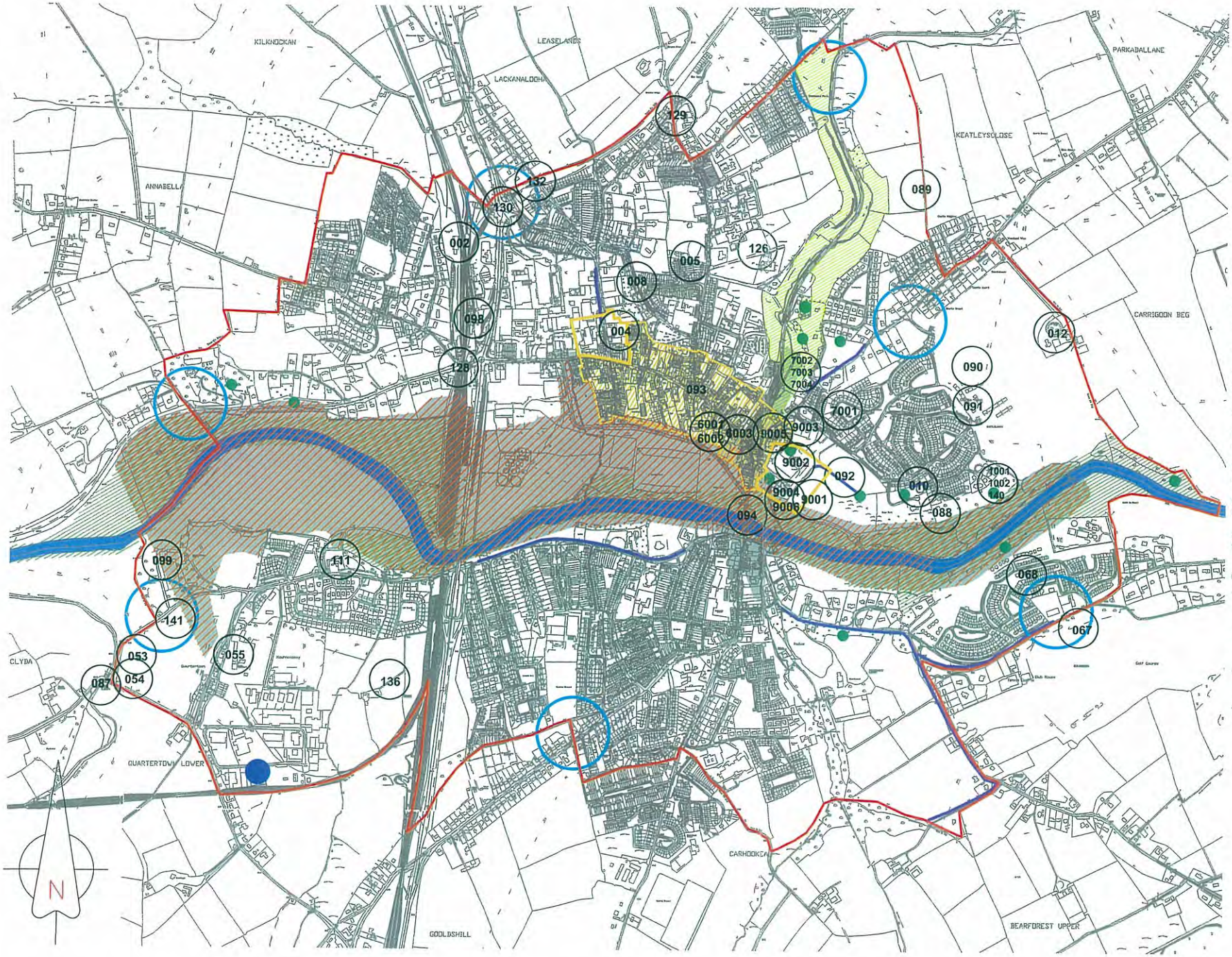

Map No 2

Heritage & Environmental Parameters

Legend

- River Blackwater
- Town Council Boundary
- SAC (Special Area of Conservation)
- Area of high probability of flooding*
- Area of high probability of flooding**
- Suspected area of medieval town
- Zones of archaeological Potential
- Archaeological Sites (SMRs including RMPs)*** Refer to Appendix 2 — 9001
- Spa Glen Corridor
- Tree Preservation Order *(previously designated)*
- Protected Walls *(previously designated)*
- Gateway approach *(Refer to Policy EH 1-3)*
- Seveso Site *(Approximate Location)*

NOTES

* High probability flood risk area compiled in accordance with the Flood Risk Management Guidelines (DOEHLG 2009) using available information sourced from OPW - identified 'f in 100' year flood return area, and Mallow SLAP 2007 "areas vulnerable to flooding" without the benefit of remedial works carried out under the Munster Blackwater River Drainage Scheme'

** High probability flood risk area with the benefit of remedial works carried out under the Munster Blackwater River Drainage Scheme'

***Source: National Monuments Service database- www.archaeology.ie

Scale: 1:10,000

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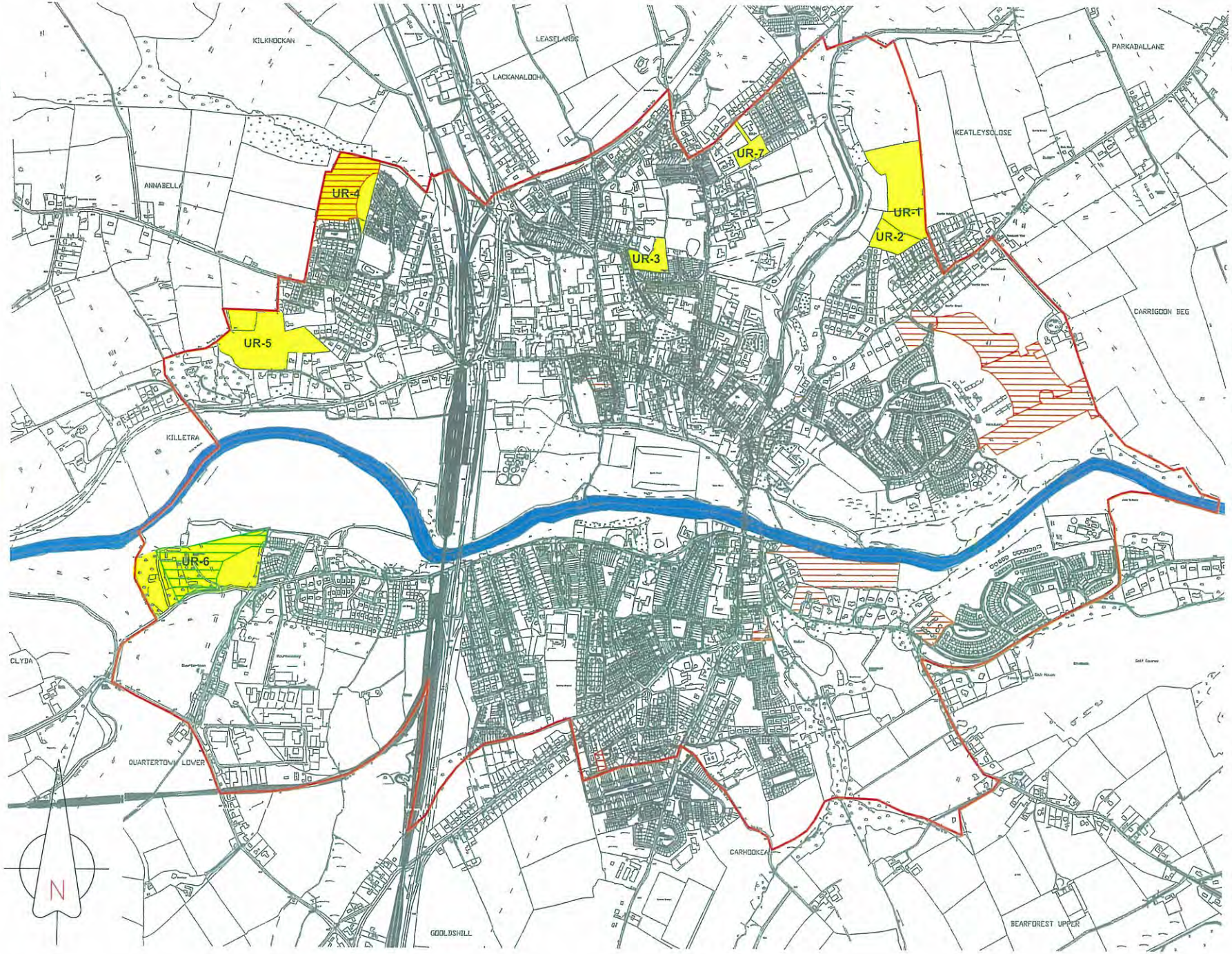

Map No 3

Undeveloped Residential Zoned Land

(specific sites inherited from the previous Mallow Development Plan 2004)

Legend

- River Blackwater
- Town Council Boundary
- Undeveloped Residential zoned land 2004 (UR)
- Undeveloped Extant Residential Permissions
- Flood Risk Area (in the event of a 1 in 100 year flood return)

Name	Approx Site Area
UR-1	4.5 hec
UR-2	1.15 hec
UR-3	1.01 hec
UR-4	3.72 hec
UR-5	4.99 hec
UR-6	8.41 hec
UR-7	83 hec

Scale: 1:10,000

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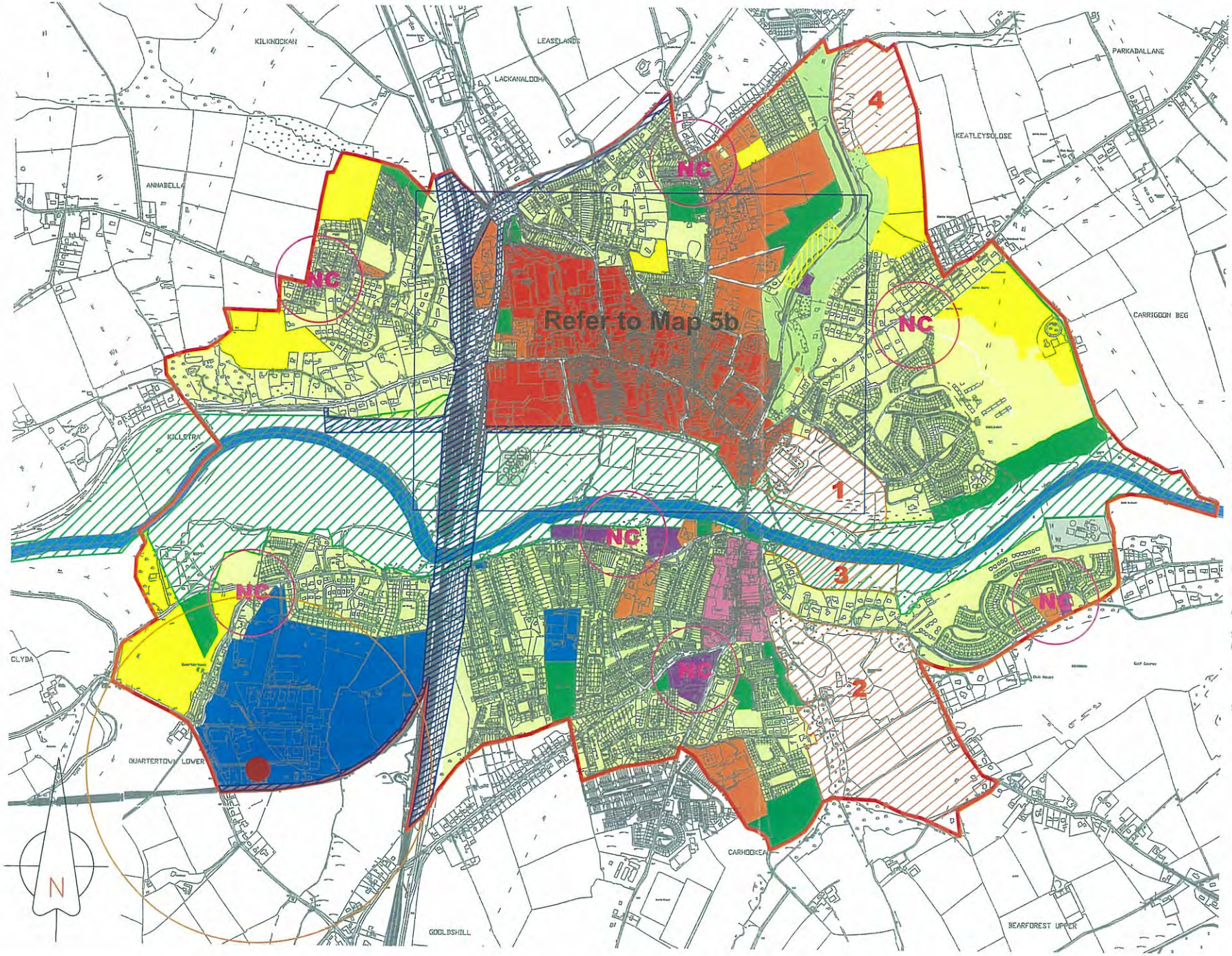

Map No 5a

Land Use Zoning Objectives

Legend

- River Blackwater
- Town Council Boundary
- Town Centre
- Mixed Use
- New Residential
- Established Residential
- Commercial
- Industry/ Enterprise
- Neighbourhood Centre (Indicative Location) (NC)
- Open Space/Sport/Recreation/Amenity
- Educational/Institutional/ Civic
- Special Development Area
  1 Mallow Castle (Policy TAC3-4)
  2 Bearforest Demense (Policy EC2)
  3 Bearforest Lower (Policy H8)
  4 Keatley's Close (Policy H9)
- Blackwater Amenity Corridor
- Spa Glen Amenity Area
- Spa Glen Amenity Area Low Density Housing
- Utilities/Infrastructure
- Strategic Infrastructure Corridor
- Current Seveso Site
- Seveso site Consultation Distance (600m radius inherited from Mallow SLAP)

Scale: 1:10,000

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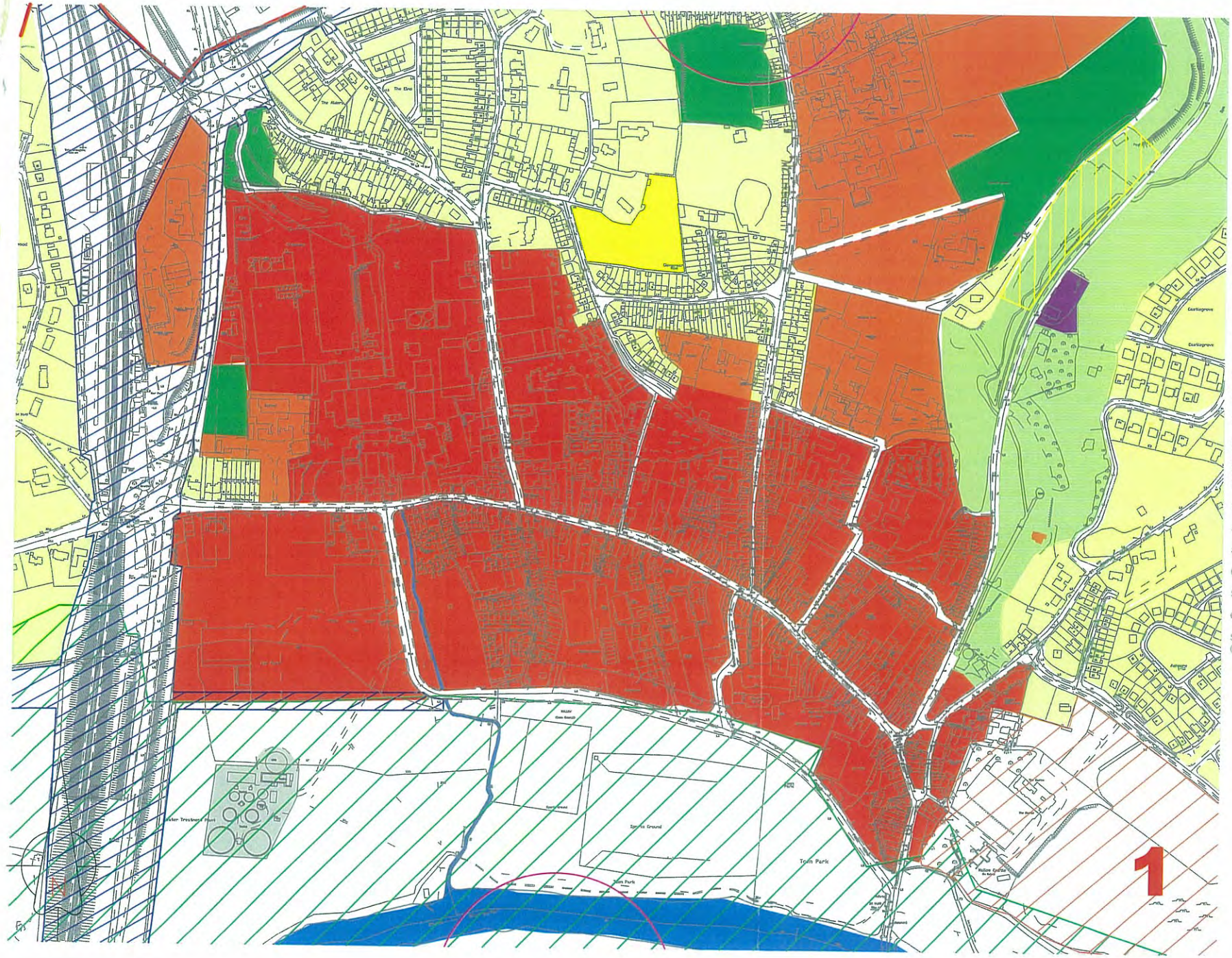

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