

**Supplementary County Manager's Report
to Members in relation to Issue 7.1
(Scenic Routes)**

Under Section 12 (4) of the Planning and
Development Act 2000

**Supplementary Manager's Report
Issues Raised in relation to Issue 7.1
(Scenic Routes)**

1.0 Introduction - Basis for this supplementary manager's report:

The Draft County Development Plan for County Cork was made available to the public on the 22nd February 2008 for inspection. Submissions and observations were received on this plan with a manager's report subsequently prepared on the submissions and published in May 2008. The issues raised were highlighted and the manager's response prepared with a concluding recommendation for each issue. The recommendations highlighted those issues where a change to the draft plan is recommended. Issue 7.1 of the Manager's Report refers to proposed changes to the schedule of scenic routes and recommends that consideration be given to changing the draft plan. There were a total of 16 individual submissions which sought changes to individual scenic routes. Some of these submissions were in support of specific scenic routes. Overall changes or amendments were suggested to 8 of the scenic routes. This supplementary manager's report has been prepared as an assessment of the changes proposed.

2.0 Scenic Routes in the Draft County Development Plan:

All the existing scenic routes have been reviewed as part of the process of formulating the Draft Cork County Development Plan. It was considered that the existing scenic routes, established in the 1970s required a review this review in order to ascertain if the routes needed to be reduced, extended or new routes established. An updated numbering system has been applied to the routes. The survey work and checklist amongst other items considered the sensitivities of the landscape particularly in terms of landscape character and the designation of areas within the Cork County Draft Landscape Strategy. In total there were 16 amendments made to the scenic routes. This included the omission of 4 routes, the further expansion of 4 routes, the reduction of 3 routes with the remainder of amendments either modifications, amalgamations or splitting of routes.

3.0 Mandatory Requirements and Current Objectives for Scenic Routes:

3.1 Requirements of the Planning and Development Act:

Section 10 of the Planning and Development Act 2000 states that:

A development plan shall include objectives for:

*(e) the **preservation of the character of the landscape** where, and to the extent that, in the opinion of the planning authority, the proper planning and sustainable development of the area requires it, including **the preservation of views and prospects** and the **amenities of places and features of natural beauty or interest**;*

In the County Development Plan 2003 the designation of the scenic routes and the identification of scenic landscape areas was the principle means by which the County Council discharged its obligations under that section of the Act.

3.2 The Draft County Development Plan 2007:

The overall planning policies for visual amenity for the county are set out in Chapter 7 (Environment & Heritage) of Volume 1. These policies cover visual and scenic amenity and views & prospects. The key objectives for views and prospects are stated as follows:

ENV 2-8: It is a general objective to preserve the character of all important views and prospects, particularly sea views, river or lake views, views of unspoilt mountain, upland or coastal landscapes, views of historical or cultural significance (including buildings and townscapes) and views of natural beauty as recognised in the Landscape Strategy.

ENV 2-10: It is a particular objective to preserve the character of those views and prospects obtainable from scenic routes identified in this plan. These routes are shown on the scenic amenity maps in volume 3 and listed in volume 2 of this plan. A profile of each route and the views to be protected are listed in Volume 2 of this plan.

ENV 2-11: It is an objective to protect the character and quality of those particular stretches of scenic routes that have very special views and prospects.

ENV 2-12: (a) It is also an objective of the Planning Authority to require those seeking to carry out development in the environs of a scenic route and/or an area with important views and prospects to demonstrate that there will be, no adverse obstruction or degradation of the views towards and from vulnerable landscape features. In such areas, the appropriateness of the design, site layout, and landscaping of the proposed development must be demonstrated along with mitigation measures to prevent significant alterations to the appearance or character of the area.

(b) It is an objective to encourage appropriate landscaping and screen planting of developments along scenic routes. Where scenic routes run through settlements street trees and ornamental landscaping may also be required. Refer to Objective ENV 4-10(d), which provides guidance in relation to landscaping.

The following is also noted in the text of the Draft County Development Plan (page 212):

The protection of these scenic routes and scenic landscapes is essential in maintaining the uniqueness of Cork County and its distinctive landscape. Whilst advocating the protection of such scenic resources the plan also acknowledges the fact that all landscapes are living and constantly changing, and therefore there shall not be a blanket ban on development situated on scenic routes, or scenic landscapes or on sites, which adjoin them. However, it is paramount to the continued existence and quality of such scenic amenities to acknowledge that development must be carefully managed and thus it is with this in mind that the policy objectives governing scenic routes and scenic landscape areas are set out in the following tables.

The approach taken to the requirements of Section 10 (e) of the Act in the Draft County Development Plan 2007 has been broadly similar to that adopted for the County Development Plan 2003 however the designation for scenic routes and for scenic landscape areas have both been reviewed in the context of the landscape character assessment for the county that has been carried out since the introduction of the Planning and Development Act 2000.

4.0 Submissions on the Draft Plan relating to scenic routes - General:

As noted in the introduction the primary purpose of this report is to assess the individual submissions (Issue 7.1 of the Managers Report) in relation to scenic routes. The submissions that are relevant to scenic routes, in general terms, can be summarised into the following areas:

- a) Removing routes/sections of routes.
- b) Proposing further scenic routes for inclusion
- c) Providing support for the preservation/safeguarding of specified routes.
- d) Requesting clarification on the policy objectives relating to scenic routes particularly in relation to clarity of the policy and possible implications in relation to the nature of development that it might or might not restrict.
- e) Requesting clarification on the methodology of designating scenic routes (especially in determining scenic routes when some evidently have a more scenic or sensitive value than others)
- f) Number of corrections to Scenic Routes checklist suggested.

Where submissions sought clearer guidelines relating to policy objectives (primarily c and d above) these will be considered in the response to Issue 7.2 of the overall Managers Report.

5.0 Requirement of Manager's Report (issue 7.1) with regard to Scenic Routes

The Manager's Report states the following:

Issue 7.1: Should the plan consider changes to the schedule of scenic routes?

Existing scenic route policy is set out under Objectives ENV 2-10, ENV 2-11 and ENV 2-12 of the Draft County Development Plan with the specific routes outlined in Volume 2. The scenic routes have been reviewed and updated as part of the process of making the Draft County Development Plan. Some of the submissions are seeking new scenic routes while others are proposing deletions to the scenic routes. The following schedule of scenic routes is to be assessed and a supplementary managers report issued in early June with the view to any appropriate amendments being included in the plan.

Sub No.		
1377	S39	Hollyhill to Kerry Pike Road
1377	S39	Hollyhill to Kerry Pike Road
1037	S39	Clogheen to Kerry Pike
1359	N/A	N/A
1456	A42 and A43	Glounthane
1278	S105 (A121)	Carrigmanus to Three Castle Head (North of Mizen head)
1278	S106 (A122)	Dunmanus to Lisagriffin (Overlooking

		Dunmanus Bay)
1278	S107 (A123)	Toormore to Durrus, Bantry
1244	N/A	L4020 Ardgehane/Ballinglanna, Clonakilty
1271	N/A	Kerry Road, Newmarket
1281	S36 (A84)	East of Teerelton Macroom
1164	S36 (A84)	East of Teerelton, Macroom
1228	S36 (A84)	East of Teerelton, Macroom
1136	S36 (A84)	East of Teerelton, Macroom
1109	S36 (A84)	East of Teerelton, Macroom
1162	S36 (A84)	East of Teerelton, Macroom
1152		Urhan Area, Beara
1118	S33 (A82)	Close to Ballingearry overlooks Lough Allua
1132	N/A	N/A

CONSIDERATION SHOULD BE GIVEN TO AMENDING THE DRAFT PLAN

It was from this base that this supplementary manager's report has been prepared. It includes an individual assessment of those scenic routes subject to submissions with appropriate recommendations proposed for inclusion as amendments to the County Development Plan.

6.0 Summary of Approach to Assessment of the Issues raised in the submissions

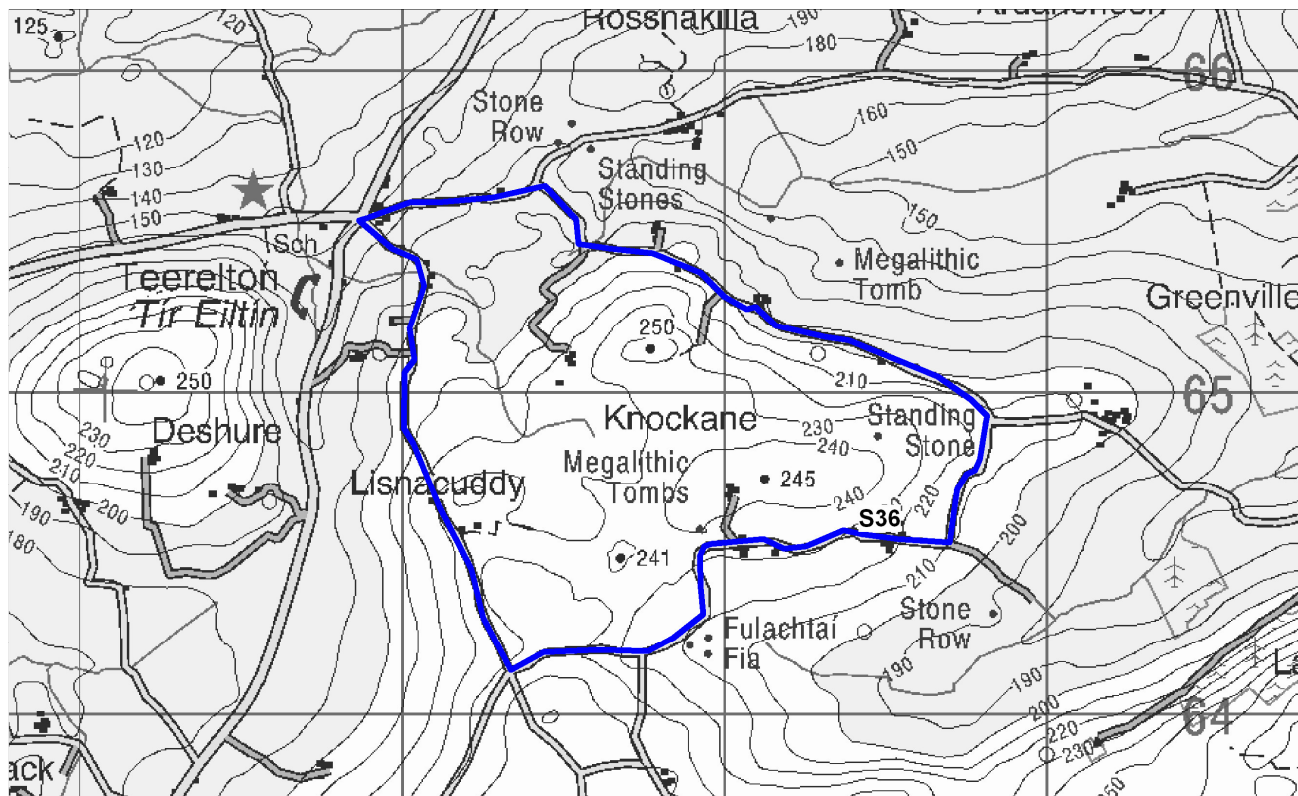
In order to assess the changes to the scenic routes suggested in these submissions the following factors were taken into account:

- 1) Information on the scenic routes from the Draft County Development Plan
- 2) Information on landscape character of the area through which the route passes.
- 3) Listing of the relevant submissions relating to the scenic route
- 4) A summary of the particular submissions/issues.
- 5) A response to the issues
- 6) Recommendation(s) proposed.

7.0 Scenic Route Submissions - Individual assessment of routes:

The following section considers each route individually, noting the relevant submissions and considering recommendations for each.

7.1 A84 (S36) Scenic Route:



7.1.1 Profile in Draft County Development Plan(Draft County Development Plan)

Description and General Views Being Protected: (Page 96 Volume 2)

S36(A84) - Local Roads adjoining Teerelton to the east. Views of Valleys/rugged mountainous landscape – Type 10a

Profile table: (Draft County Development Plan Volume 2 – Appendix page B 20)

1. Does Route Run Through or Adjoin Scenic Landscape?	No
2. Does the Route adjoin a pNHA, cSAC or a SPA	No
3. Landscape Type(s) Route Runs Through	Type 10a Fissured Fertile Middleground
4. Overall Landscape Value	Low
5. Main Features of Land Cover	Mountains, valleys, grasslands & trees
6. Structures of Historic or Cultural Importance Visible from Route	Archaeological features
7. Key characteristics of Land Use	Subsistence farming and forestry
8. Is there a sense of remoteness as you travel the route?	Yes
9. Rural character?	Prevalent

Landscape Profile: Draft Landscape Strategy

Landscape Character Type - Fissured Fertile Middleground

Landscape Sensitivity - Low

Landscape Value - Low

Landscape Importance – Local

7.1.2 Submissions relating to Scenic Route (S36)

Reference: 1281, 1164, 1228, 1136, 1109 and 1162.

7.1.3 General basis of submissions/Issues

- Concern that scenic route designation represents an impediment to development.
- Surrounding landscape of the area has a recognised 'low' sensitivity (draft landscape strategy) and as such does not merit inclusion as a scenic route.
- Suggested that the areas designation as a *Strategic Search Area* for possible windfarm development conflicts with scenic route designation.

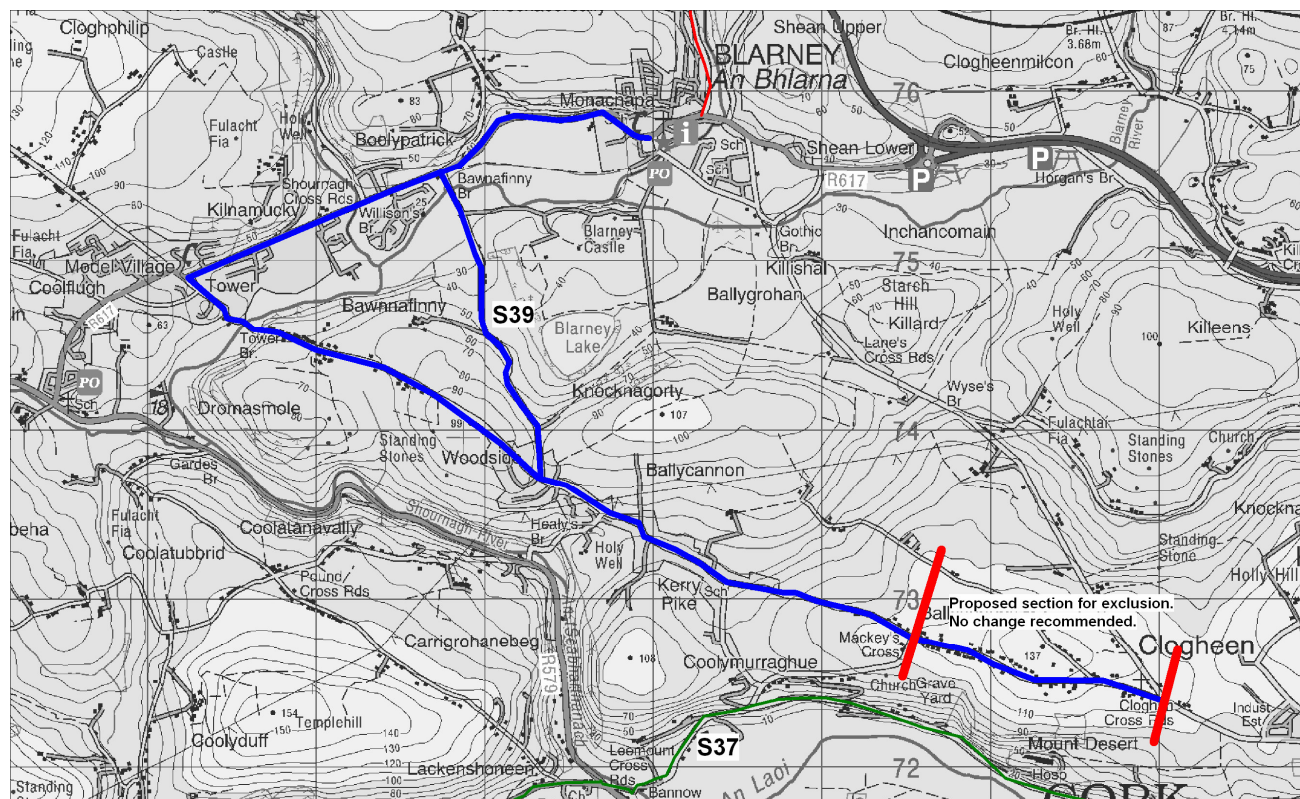
7.1.4 Response to Issues:

- The designation of a scenic route does not necessarily impose restrictions on development in the vicinity of the route. It is acknowledged in the plan that all landscapes are living and constantly changing and as such there is no 'blanket ban' on development situated on scenic routes (see page 212 of CDP).
- The effect a particular form of development will have on a scenic route is assessed on a case by case basis at the development control or pre-application stage.
- Scenic Routes have generally been designated on the basis of their scenic value, views from the route and the attractive nature of the visual experience. Whilst an area may have a 'low' or 'moderate' rating in terms of landscape value/sensitivity (draft landscape strategy) this does not imply that an area does not have a scenic value.
- The scenic route designation is in place to ensure that adequate consideration is given to the appropriate siting, design and landscaping of future development within the area in which the scenic route is located. In this regard windfarm, agricultural and other forms of development may not necessarily be unsuited to a scenic route provided due consideration is given to their siting and design.

7.1.5 Recommendation:

No change to the Draft Plan.

7.2 A40 (S39) Scenic Route:



7.2.1 Existing Profile of Route (Draft County Development Plan)

Description and General Views Being Protected: (Page 93 Volume 2)

A40 (S39) - Local Road & R617 Regional Road between Clogheen, Tower and Blarney and the road to Blarney Lake. Views of the settlements of Ballincollig, Tower & Blarney, Blarney Castle & the Lee Valley – type 1 & type 6a.

Profile table: (Draft County Development Plan Volume 2 – Appendix page B 8)

1. Does Route Run Through or Adjoin Scenic Landscape?	Yes
2. Does the Route adjoin a pNHA, cSAC or a SPA	pNHA Blarney Castle Woods & pNHA
3. Landscape Type(s) Route Runs Through	Type 6a Broad Fertile Lowland Valleys & Type 1 City Harbour & Estuary
4. Overall Landscape Value	High – Very High
5. Main Features of Land Cover	Settlement, residential development, pastoral fields and trees
6. Structures of Historic or Cultural Importance Visible from Route	Tower Bridge, a protected structure
7. Key characteristics of Land Use	Urban area of Tower, village settlement of Kerry Pike, one off housing and limited agriculture.
8. Is there a sense of remoteness as you travel the route?	No
9. Rural character?	Prevalent

Landscape Profile: Draft Landscape Strategy

(Portion subject of the submission for removal)

Landscape Character Type - City Harbour and Estuary

Landscape Sensitivity - Very High

Landscape Value – Very High

Landscape Importance - National

(Majority of the route)

Landscape Character Type - Broad Fertile Lowland Valleys

Landscape Sensitivity - High

Landscape Value - High

Landscape Importance - County

7.2.2 Submissions relating to Scenic Route (S39/A40)

Reference: 1377, 1037

7.2.3 General basis of submissions/Issues

2 submissions have been made in relation to this scenic route. One submission is in support of the retention of the scenic route while the other requests its review/removal.

- Support for retention of the route as it offers a natural extension of the northern ridge prospects and refers to the possible provision of a panoramic viewpoint over the city.
- Requests that a portion of the route be omitted and that all the scenic routes be re-examined so that a more scientific approach is used to justifiably protect views of merit. Issue primarily seeks rezoning of lands from A1 to A3 Greenbelt. (Issue 4.16)

7.2.4 Response to Issues:

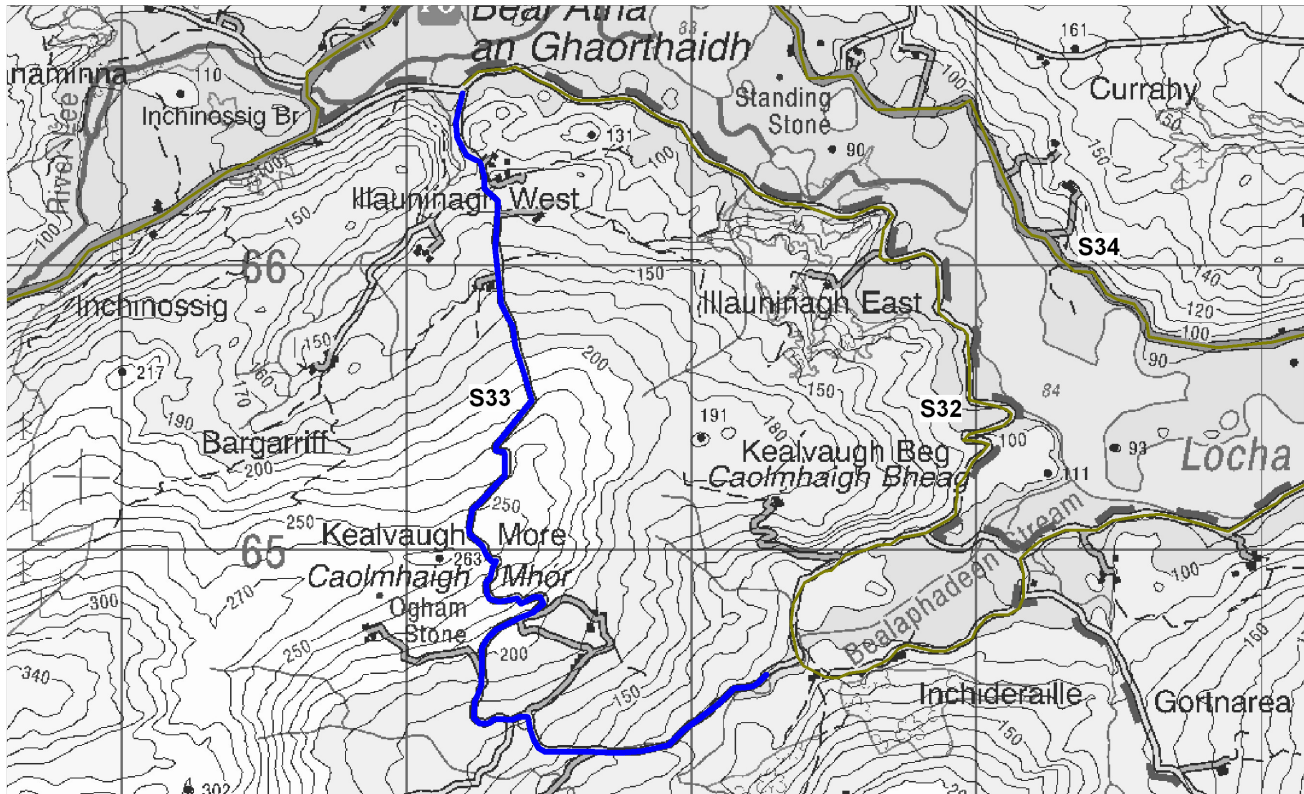
- The route has a predominantly rural character with a noted high/very high sensitivity (draft landscape strategy). The lands at this vicinity are zoned Metropolitan Green Belt (A1) while the scenic route is in close proximity to the Lee River Valley (scenic landscape). The preservation of the scenic route links with the objective to protect ridges in the recent revision of the Cork City Development Plan and Green Belt policies thus representing a natural extension of northern ridge prospects in this area.
- Scenic Routes have generally been designated on the basis of their scenic value, the views from the route and the attractive nature of the visual experience. The scenic routes chosen have been selected to reflect the diversity in the scenic resource within the county.
- The designation of a scenic route does not necessarily impose restrictions on development types in the vicinity of the route. It is acknowledged in the plan that all landscapes are living and constantly changing and as such there is no blanket ban on development situated on scenic routes (see page 212 of CDP). The effect a particular form of

development will have on a scenic route shall be assessed on a case by case basis at the development control or pre-application stage.

7.2.5 Recommendation:

No change to the Draft Plan.

7.3 A82 (S33) Scenic Route:



7.3.1 Existing Profile (Draft County Development Plan)

Description and General Views Being Protected: (Page 96 Volume 2)

A82 (S33) - Local Road between Ballineary – branch off S. Lake Road and Kealvaugh, Views of Lough Allua, surrounding lakes, hills & remote rural landscape – Type 15a

Profile table: (Draft County Development Plan Volume 2 – Appendix page B 14)

1. Does Route Run Through or Adjoin Scenic Landscape?	Yes
2. Does the Route adjoin a pNHA, cSAC or a SPA	pNHA Lough Allua
3. Landscape Type(s) Route Runs Through	Type 15a Ridged & Peaked Upland
4. Overall Landscape Value	Medium
5. Main Features of Land Cover	Trees, agricultural lands & mountains
6. Structures of Historic or Cultural Importance Visible from Route	No information available
7. Key characteristics of Land Use	Agriculture and forestry
8. Is there a sense of remoteness as you travel the route?	Yes
9. Rural character?	Prevalent

Landscape Profile: Draft Landscape Strategy

Landscape Character Type - Ridged and Peaked Upland

Landscape Sensitivity - High

Landscape Value - High

Landscape Importance - County

7.3.2 Submissions relating to Scenic Route (S33)

Reference: 1118, 1125

7.3.3 General basis of submissions/Issues

Overall the submissions request that the road would have its designation as a scenic route removed.

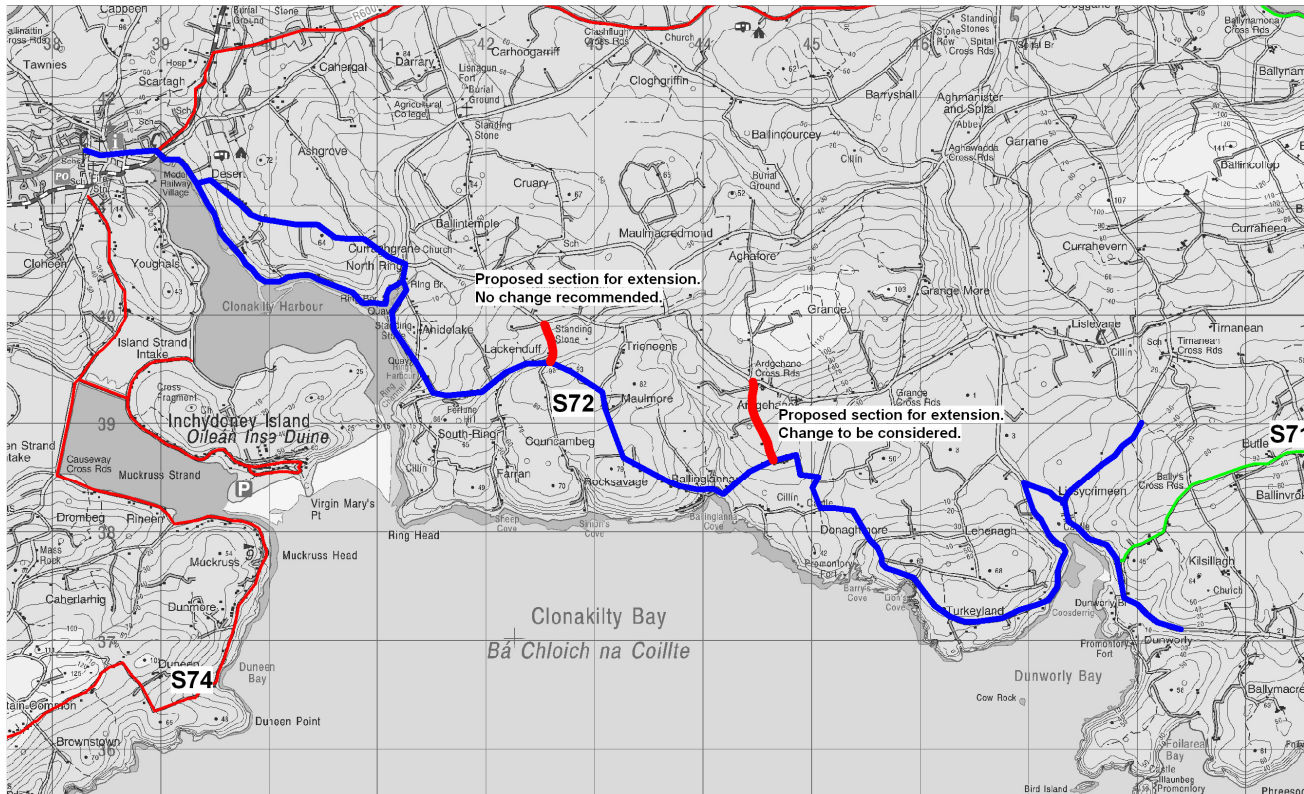
7.3.4 Response to Issues:

- Route represents an attractive rural visual experience through a landscape with recognised high value and sensitivity with views from uplands to Lough Allua below. Route is linked with a network of other scenic routes located within the vicinity of the shoreline of Lough Allua and adjoins a designated scenic landscape.
- The designation of a scenic route does not necessarily impose restrictions on development types in the vicinity of the route. It is acknowledged in the plan that all landscapes are living and constantly changing and as such there is no blanket ban on development situated on scenic routes (see page 212 of CDP). The effect a particular form of development will have on a scenic route is assessed on a case by case basis at the development control or pre-application stage.

7.3.5 Recommendation:

No change to the Draft Plan.

7.4 A90 (S72) L4020 Scenic Route:



7.4.1 Existing Profile of Route (Draft County Development Plan)

Description and General Views Being Protected: (Page 97 Volume 2)

A90(S72) – Local Roads between Clonakilty & Dunworly via Ballinglanna & Liscrimeen. Views of Dunworly Bay, Clonakilty Bay & Harbour, Inchidoney Island and rural landscape.

Profile table: (Draft County Development Plan Volume 2 – Appendix page B 15)

1. Does Route Run Through or Adjoin Scenic Landscape?	Yes
2. Does the Route adjoin a pNHA, cSAC or a SPA	pNHA Seven Heads & Dunworly Bay & pNHA, SAC & SPA Clonakilty Bay
3. Landscape Type(s) Route Runs Through	Type 3 - Indented Estuarine Coast
4. Overall Landscape Value	Very High
5. Main Features of Land Cover	Agriculture, settlements and hills.
6. Structures of Historic or Cultural Importance Visible from Route	Inchidoney Island and settlement of Clonakilty
7. Key characteristics of Land Use	Urban area, agriculture, residential and fishing.
8. Is there a sense of remoteness as you travel the route?	Yes
9. Rural character?	Prevalent

Landscape Profile: Draft Landscape Strategy

Landscape Character Type - Indented Estuarine Coast
Landscape Sensitivity - Very High
Landscape Value – Very High
Landscape Importance - National

7.4.2 Submissions relating to Scenic Route (S72/A90)

Reference: 1244

7.4.3 General basis of submissions/Issues

Submission requests the inclusion of the elevated L4020 roadway in the 'views to be preserved or improved' listing given its panoramic sea and coastal views to the east, south and west.

7.4.4 Response to Issues:

- Majority of the route L4020 is already included within the scenic route designation (A90/S72). Two portions of the road which have not been included (i.e. portion to the north west and north east of the existing L4020).
- The additional portion suggested for inclusion to the north west has witnessed a significant proportion of residential development and the character of the route has been affected in this regard. There are no direct views from the coast from this location as it is set somewhat inland.
- The additional portion suggested for inclusion to the north east has some extensive views of sea/coastline as one travels down from the Ardgehane road. This road has a strong scenic value with little development along this stretch to date.

7.4.5 Recommendation:

- Proposed change to the Draft Plan to include a further section of the L4020 (to the north east) as part of the scenic route (A90/S72).
- No change to the remainder of Draft Plan.

7.5 Kerry Road, Newmarket: (L-10521-0)



7.5.1 Profile of suggested route:

1. Does Route Run Through or Adjoin Scenic Landscape?	No
2. Does the Route adjoin a pNHA, cSAC or a SPA	SAC (Blackwater River)
3. Landscape Type(s) Route Runs Through	Type 11 - Broad Marginal Middleground Valleys
4. Overall Landscape Value	High
5. Main Features of Land Cover	Settlement, residential development, pastoral fields and trees
6. Structures of Historic or Cultural Importance Visible from Route	None evident
7. Key characteristics of Land Use	Agriculture with some visible signs of settlement.
8. Is there a sense of remoteness as you travel the route?	Yes
9. Rural character?	Prevalent

Landscape Profile: Draft Landscape Strategy

Landscape Character Type - Broad Marginal Middleground Valleys

Landscape Sensitivity - High

Landscape Value - High

Landscape Importance - Local

7.5.2 Submissions relating to Proposed Scenic Route (L-10521-0)

Reference: 1271

7.5.3 General basis of submissions/Issues

Propose that the Kerry road, Newmarket be designated as a scenic route.

7.5.4 Response to Issues:

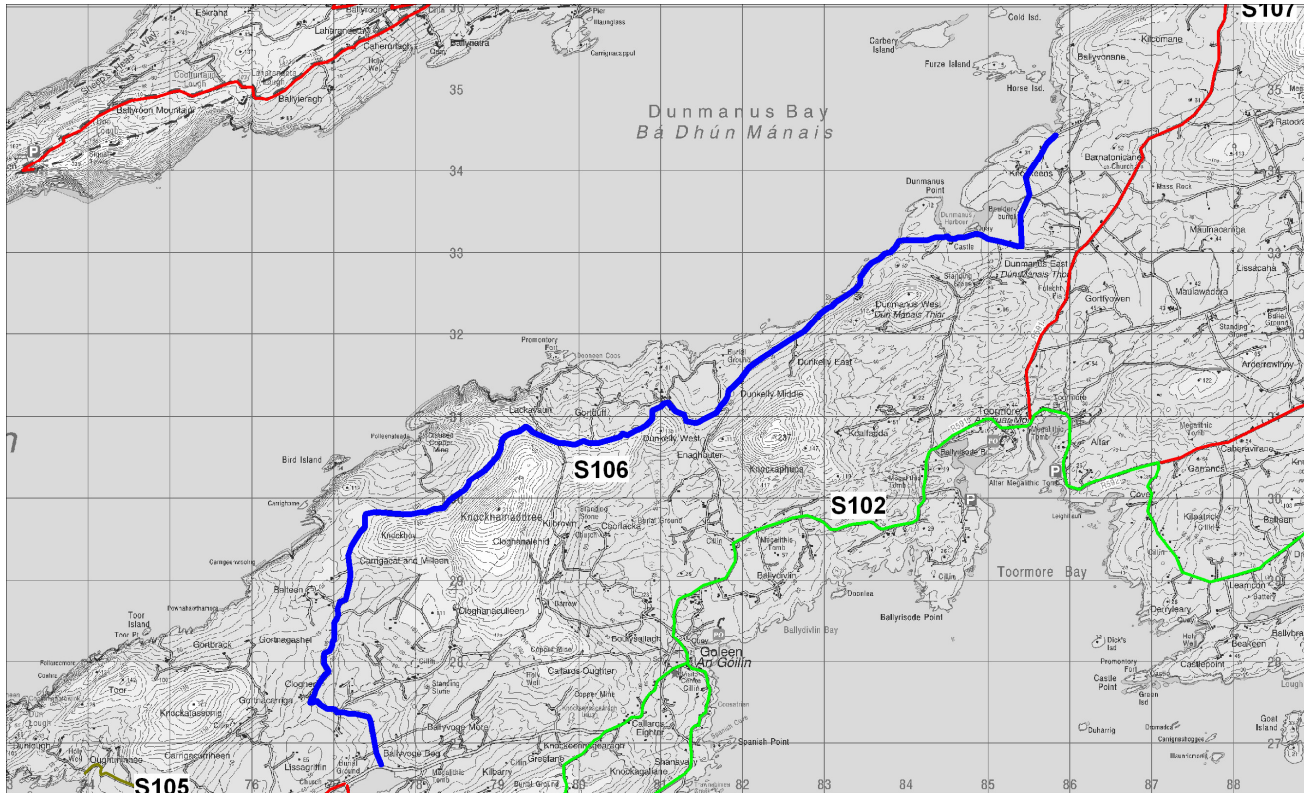
The route proposed in this instance amounts to a country laneway with a strong rural character. The proposed route although attractive is not considered merited for inclusion at a countywide level. It has a localised nature and may be more appropriately considered for inclusion as an amenity route at the Local Area Plan review stage.

7.5.5 Recommendation:

No change to the Draft Plan.

Submissions that suggest changes/alterations to text relating to scenic routes:

7.6 Scenic Route: S106/A122



7.6.1 Submission relating to Scenic Route (S106)

Reference: 1278

7.6.2 Issue:

Propose correction to text. Submission states that reference to route should be changed from 'Barley Cove to Ballyrisode Point' (Appendix B profile of the scenic route (Volume 2)) to 'Road between Dunmanus and Lisagriffin'.

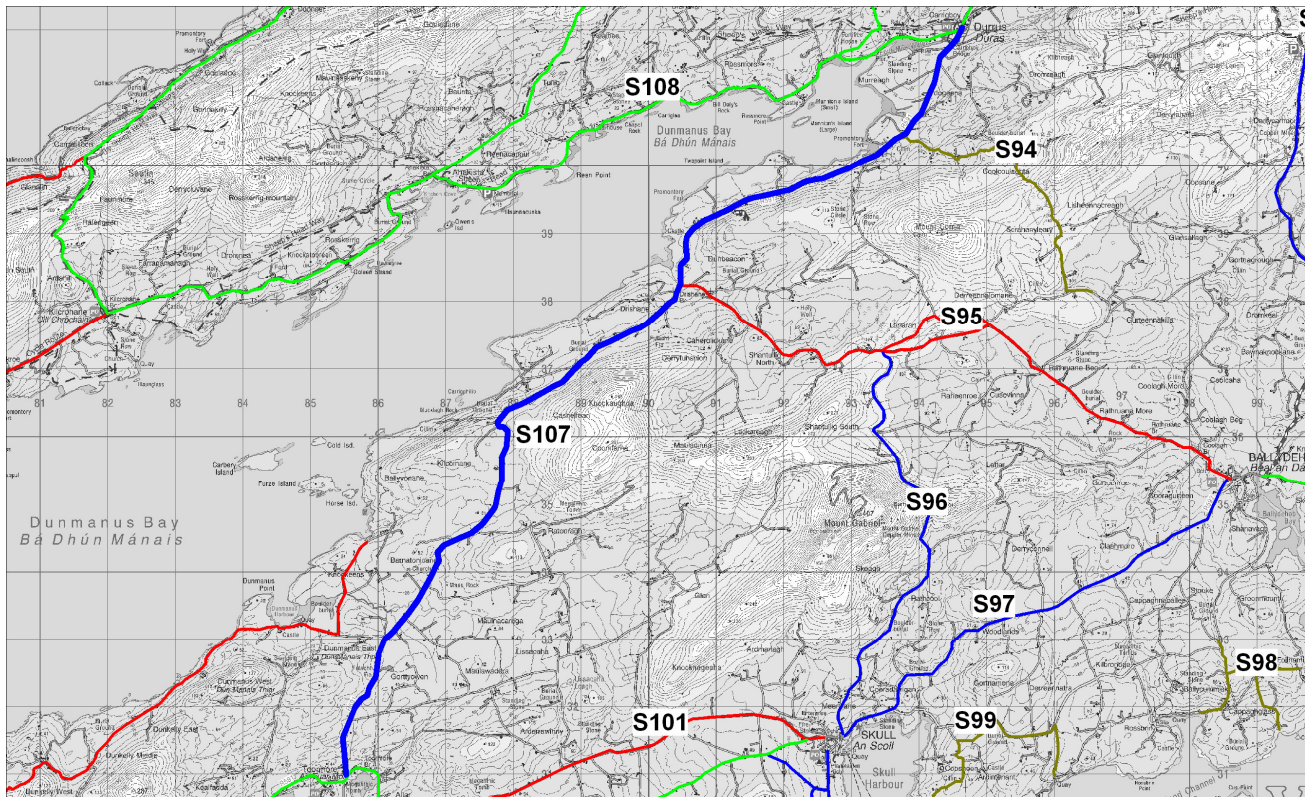
7.6.3 Response to Issue:

The reference to 'Barley Cove to Ballisode Point' pNHA & SAC is appropriate as it refers to the Special Area of Conservation which runs along the coastline from the end point of the scenic route at Lisagriffin.

7.6.4 Recommendation:

No change to the Draft Plan.

7.8 Scenic Route: S107/A123 (west)



7.8.1 Submissions relating to Scenic Route (S107)

Reference: 1278

7.8.2 Issue:

Propose correction to text. Submission states that there is no reference to 'Dunbeacon Castle' in scenic route profile.

7.8.3 Response to Issue:

Recorded monument Dunbeacon castle is noted as a visible feature along this scenic route.

7.8.4 Recommendation:

Propose change to Draft Plan to include 'Dunbeacon Castle' in scenic route profile for S107