

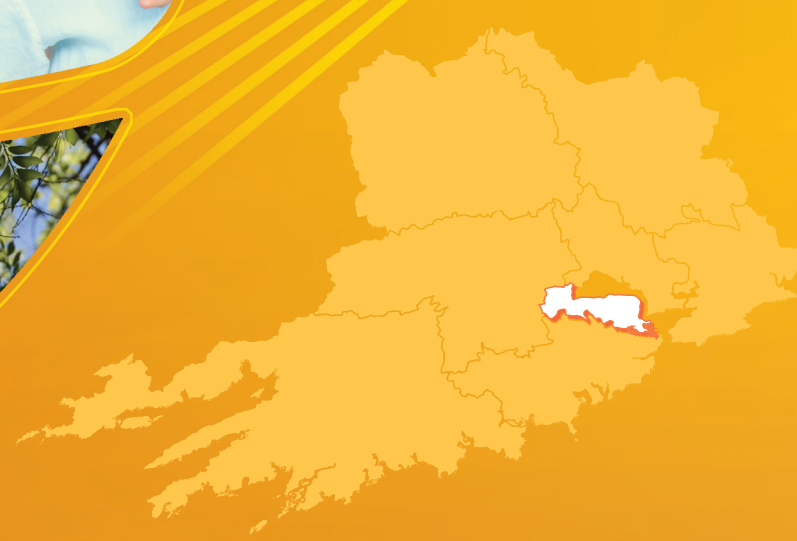


**Cork  
County Council**  
Comhairle Contae Chorcaí

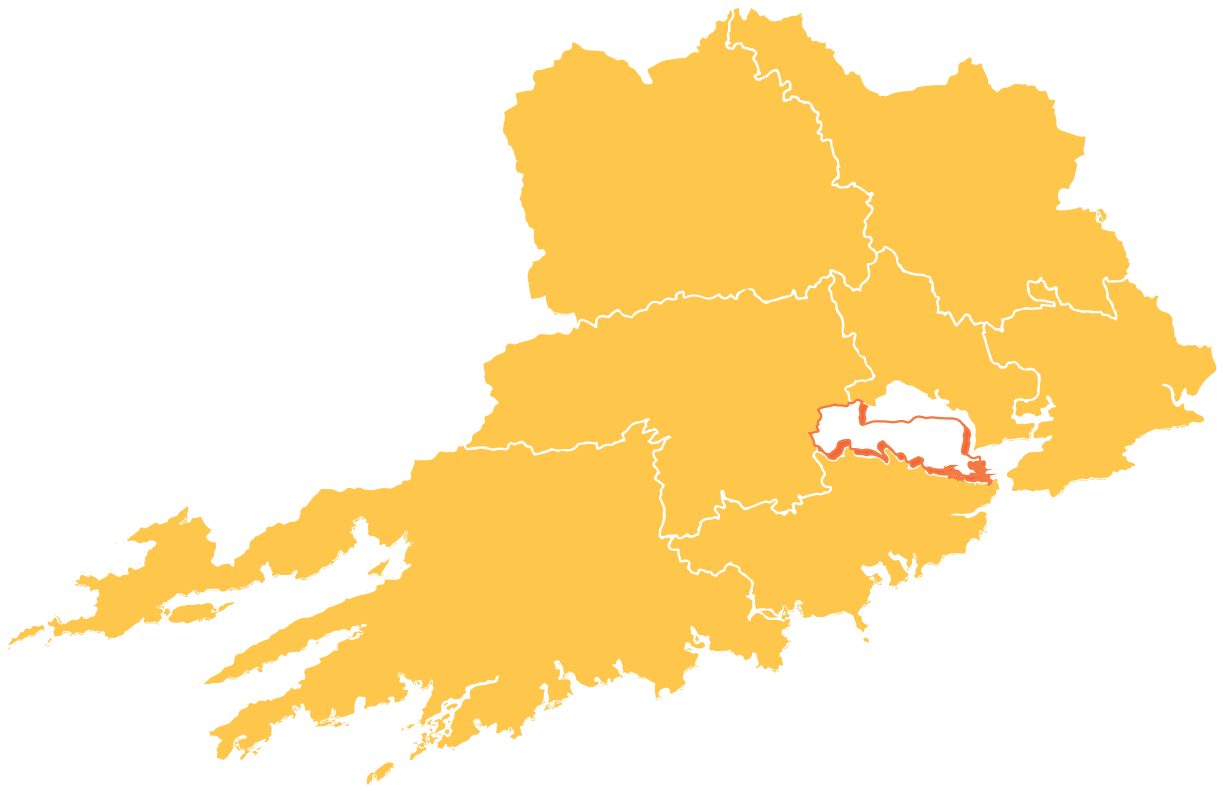


## **Ballincollig Carrigaline Municipal District**

Local Area Plan Review



**Public Consultation Document**  
14<sup>th</sup> December 2015

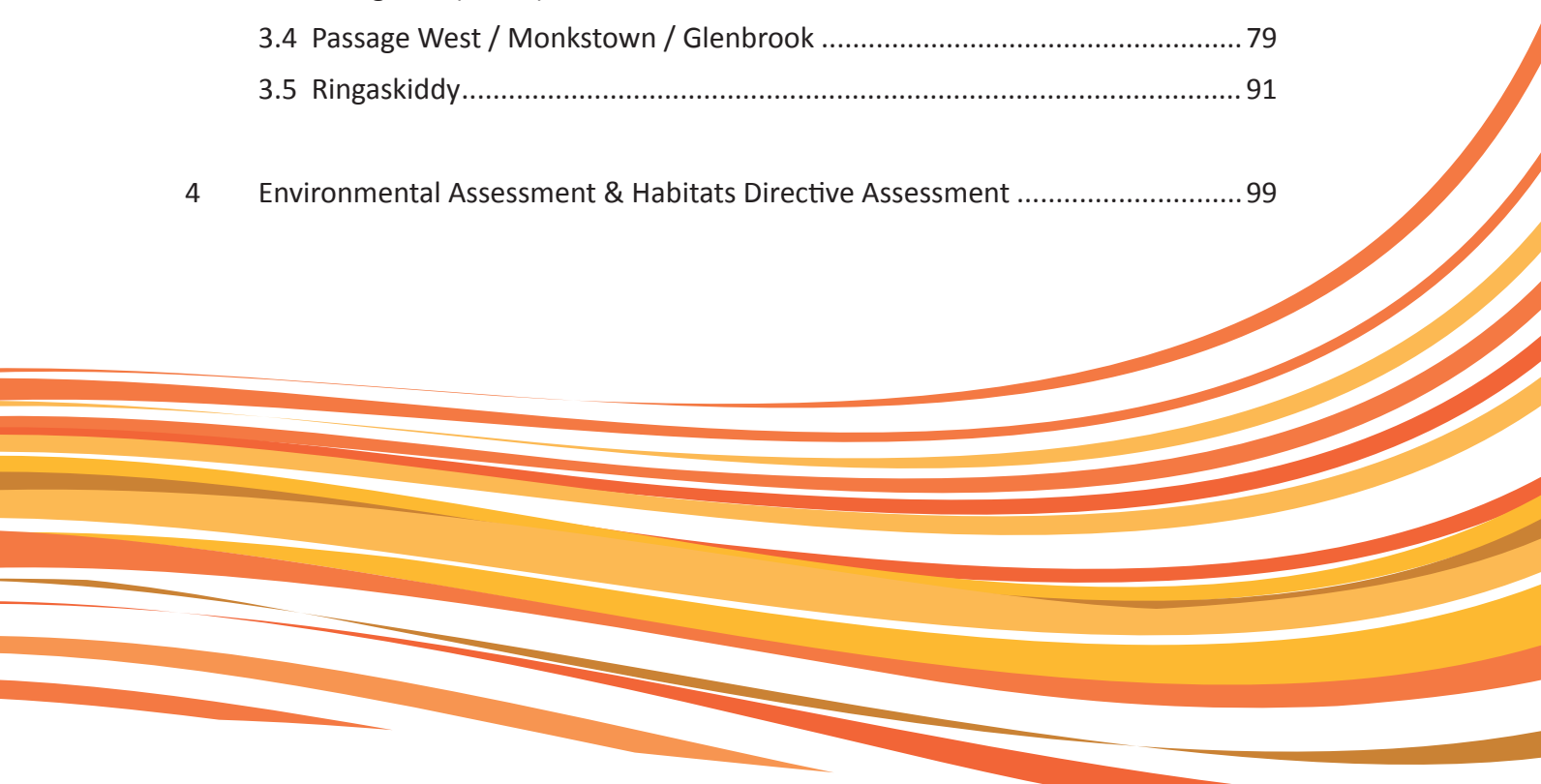




# Ballincollig Carrigaline Municipal District

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# Section 1

## Introduction

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## 1.1 The Purpose of this Document

- 1.1.1 Cork County Council sets out its land use planning strategy for the development of the towns and villages of the county in a series of Electoral Area Local Area Plans. The most recent Local Area Plans were adopted in 2011. The Plans have a six year life and the Council is now commencing the process of reviewing the plans so that new plans will be in place by August 2017.
- 1.1.2 Following the re-organisation of local government in 2014 and the abolition of the town Councils, the electoral structure of the County is based on eight Municipal Districts, see Table 1.1 and Figure 1.1. A new Local Area Plan will be prepared for each of the eight Municipal Districts in the County. The plans will set out the detail of the planning strategy and land use zoning as appropriate for each town and village in each Municipal District. **The main purpose of this document is to provide a basis for consultation with the public on those aspects of the current LAP that are considered likely to change in the new draft plan to be prepared in 2016.**
- 1.1.3 The nine Town Councils in Cork (Cobh, Clonakilty, Fermoy, Kinsale, Macroom, Mallow, Midleton, Skibbereen and Youghal) were abolished in 2014. Currently the Town Development Plans adopted by those towns Councils remain in force pending the making of the next Cork County Development Plan in 2020. Government has indicated that it intends to introduce legislation which would allow these Town Development Plans to be superseded by a Local Area Plan and on this basis it is proposed to include the former Town Council administrative areas within the Local Area Plan review. **Parties with an interest in lands within the former Town Councils administrative areas should consider the need to make a submission to the County Council as part of this consultative process.**

Table 1.1 : Municipal Districts in County Cork

Municipal District		Population 2011	Main Towns	No of villages
1	Ballincollig - Carrigaline	71,946	Ballincollig, Carrigaline, Passage West/ Monkstown/ Glenbrook, Cork City South Environs, Ringaskiddy	5
2	Bandon- Kinsale	42,454	Bandon, Kinsale	34
3	Blarney - Macroom	43,398	Blarney, Macroom	53
4	Cobh	53,544	Carrigtwohill, Cobh, Glanmire, Little Island, Cork City North Environs. (Monard is proposed new town and a designated Strategic Development Zone)	24
5	East Cork	42,399	Midleton, Youghal	30
6	Fermoy	42,226	Charleville, Fermoy, Mitchelstown	29
7	Kanturk -Mallow	47,305	Buttevant, Kanturk, Mallow, Millstreet, Newmarket	46
8	West Cork	56,530	Bantry, Castletownbere, Clonakilty, Dunmanway, Schull, Skibbereen.	67 & 7 Inhabited Islands

- 1.1.4 This document relates to the Ballincollig-Carrigaline Municipal District Local Area Plan and highlights the main areas of change proposed by the Council in the next Local Area Plan, relative to the Local Area Plan adopted in 2011. The document focuses on identifying the critical planning issues and choices now faced taking account of the amount of growth envisaged in each area, the available land supply, availability of the infrastructure required to facilitate development and the need to protect and conserve the environment.

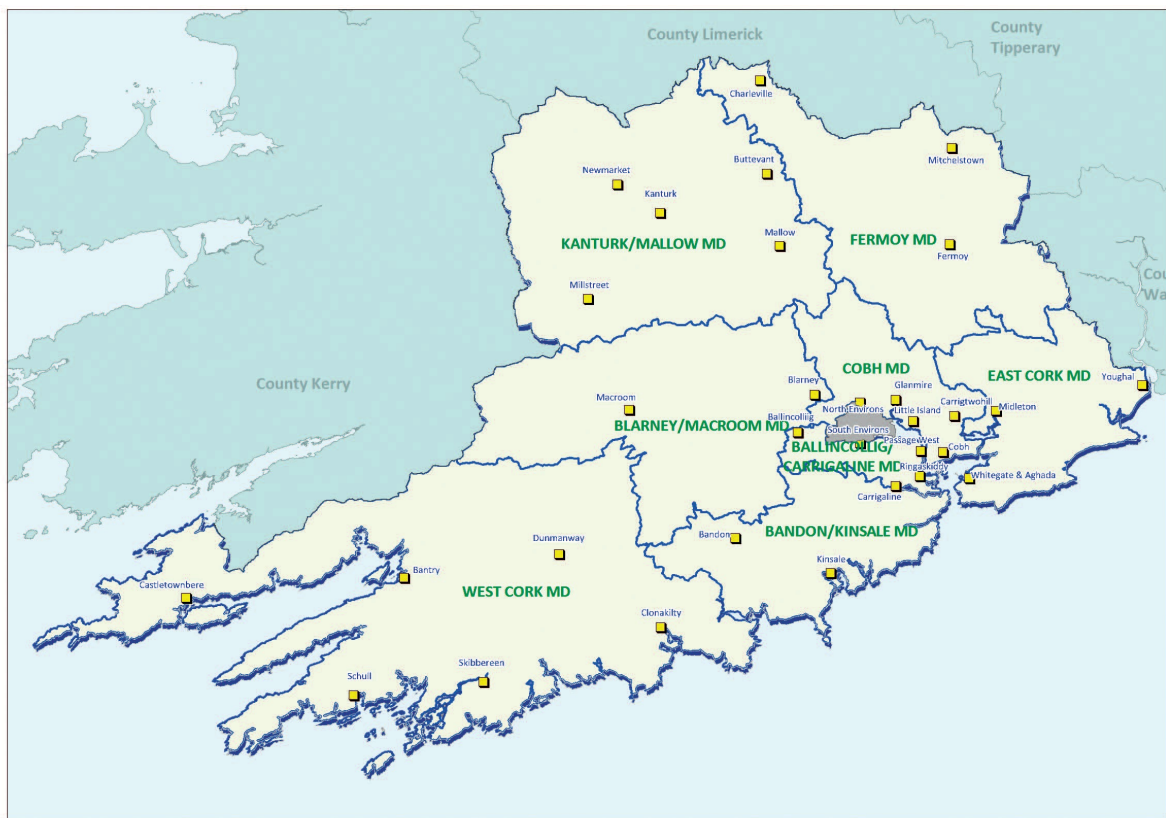


Figure 1.1: Cork Municipal Districts

- 1.1.5 The publication of this document marks the commencement of the public consultation process in relation to matters that should be addressed in the preparation of the new plan. This document has been prepared in order to promote and generate interaction and feedback. It is intended that it will act as a tool to stimulate, guide and encourage debate and discussion on the current issues impacting upon the community, to flag important factors, and to encourage and assist the public in making submissions / observations to the Planning Authority in respect of the proposed Local Area Plan. The Council is inviting feedback and suggestions in relation to the issues raised in the document and in relation to any other matters not specifically mentioned, which the public / stakeholders consider relevant to the future planning strategy for the area.
- 1.1.6 Any formal submissions received by the Council during the consultation process will be considered in the preparation of the formal Draft Local Area Plan. This Plan is expected to be published for public consultation in November 2016, at which point people will have a further opportunity to comment and make submissions on the specific proposals contained in the Draft Plan. A more detailed timeline of the plan making process is set out in Table 1.2.



## 1.2 Structure of Document

- 1.2.1 This document is set out in four sections. **Section One** provides an introduction to the process of preparing the new Local Area Plan and sets out the scope of this document.
- 1.2.2 **Section Two** of this report provides an overview of the Municipal District and outlines the strategy for the future development of the Municipal District, its towns and villages, in line with the Core Strategy set out in the County Development Plan 2014.
- 1.2.3 **Section Three** deals in detail with the Main Towns of the Municipal District and outlines the main issues which need to be considered in the formulation of the new Local Area Plan. Where changes to the zoning of land are being considered by the Planning Authority this is highlighted for each town. **It is important to note that this is not a definitive list of changes and as the review process continues other changes may arise.** It is intended that the new plan will provide more detailed guidance on some issues such as the development of the town centre and proposals in this regard are also discussed in Section 3.
- 1.2.4 **Section Four** of the report deals with issues in relation to the need for Strategic Environmental Assessment and Habitats Directive Assessment of the new plan.


## 1.3 Other Issues Affecting the Preparation of the New Local Area Plan

- 1.3.1 **Flood Risk Management:** the Government issued Guidelines to Planning Authorities on the “The Planning System & Flood Risk Management” in 2009 and the subsequent Local Area Plans made by the County Council in 2011 were subjected to Flood Risk Assessment broadly in accordance with the guidelines. The County Council used information from the following sources to carry out that assessment:
- Draft River Lee Catchment Flood Risk Assessment and Management Study (Lee CFRAMS) (OPW)
  - Floodmaps.ie (OPW); and
  - Flood Hazard Mapping for fluvial and tidal area commissioned by Cork County Council from Consultants JBA Associates.
- 1.3.2 Since 2011, OPW have commissioned new detailed CFRAMS studies for several locations in the County and, once complete, will be used by the County Council to supersede the JBA Associates Flood Hazard Mapping used by the County Council in the making of the 2011 LAP’s, in the locations where the information is available. Although these new CFRAMS studies are at an advanced stage, their final outputs were not available when this document was prepared. Therefore, in this document, references to flood risk are based on the flood risk data used in the preparation of the 2011 Local Area Plans. It is anticipated that the new CFRAMS studies will be available to inform the preparation of the draft plans themselves in 2016.
- 1.3.3 Because the 2011 Local Area Plans were subjected to a detailed flood risk assessment in line with the Government’s guidelines to planning authorities, the majority of zonings in those plans are not affected by significant flood risks and can therefore be considered for inclusion in the new Draft Local Area Plans in 2016, if appropriate. However, a small number of zonings from the 2011 Local Area Plans and some of zonings originating in Town Council Development Plans carry a residual element of flood risk. Where possible, it is intended to draw attention to those zonings in this document so that the justification for their inclusion in the new Draft Local Area Plan in 2016 can be re-assessed.

- 1.3.4 **Habitats Directive Assessment:** Similarly, because the 2011 Local Area Plans were subjected to a detailed Habitats Directive assessment in line with the Government's guidelines to planning authorities, zonings in those plans are unlikely to be considered as posing risks to the integrity of Natura 2000 sites through their inclusion in the new Draft Local Area Plan in 2016. However, some of the zonings originating in Town Council Development Plans were not subjected to Appropriate Assessment when those plans were made. Where possible, it is intended to draw attention to those zonings in this document so that the justification for their inclusion in the new Draft Local Area Plan in 2016 can be re-assessed.
- 1.3.5 **Approaches to Zoning:** Many existing town development plans use 'established' zoning categories to define the appropriate use in existing areas of development e.g. 'established residential' to denote existing residential areas. In the Local Area Plans adopted in 2011 the use of 'established' zoning categories was discontinued in favour of an 'Existing Built Up Area' classification. In preparing the new local area plans this approach will be applied to the developed areas within the former town council administrative areas.
- 1.3.6 **Approach to Housing Density:** Housing Density policy is set by the County Development Plan 2014. Lands for development in this Municipal District would generally fall within the Medium Density A category within the range of 20-50 dwellings per hectare. Within this category apartment development is permissible where appropriate but there is no requirement to include an apartment element in development proposals and lower standards of public open space provision may be considered where larger private gardens are provided. In addition a broad housing mix will normally be required including detached/ serviced sites unless otherwise specified by the Local Area Plan. On some town centre sites high density development may be appropriate which is defined as a minimum of 35 units. Such densities normally require the development of apartments in order to deliver on the density standard.
- 1.3.7 The market for higher density housing is greatest in the areas closest to the City where it is considered appropriate to provide a range of house types and sizes and opportunities for infill developments in order to meet the demands generated by the existing population and its age structure to encourage more balanced communities across the area.
- 1.3.8 It is important to broaden the range of housing units to provide accommodation for the changing needs of the area's population. Nationally, demographics highlight that we need to plan for a higher proportion of suitable accommodation for the elderly which needs to include both sheltered housing and assisted living accommodation. It is important that policy considers the specific locational needs of this type of housing as reduced mobility means that town centre locations close to services should be a priority.

## 1.4 Process of Making a Local Area Plan

1.4.1 The legal process for making a local area plan is set out in Section 20 of the Local Government Planning and Development Act 2000, as amended. The main stages of the process of making a Local Area Plan are summarised in Table 1.2.

<b>Stage</b>	<b>Actions</b>	<b>Timeframe</b>
<p><b>Preliminary Stage</b></p> <p>This is the stage we are at now.</p> 	<ul style="list-style-type: none"> <li>➤ Briefing of Elected Members at Development Committee.</li> <li>➤ Briefing Planning Special Policy Committee.</li> <li>➤ Briefing of Municipal District Committees.</li> <li>➤ Publish Consultation Documents.</li> <li>➤ Invite submissions and observations from the public and interested bodies.</li> <li>➤ Present Chief Executive's report on Submissions Received to Municipal District Committees / Development Committee.</li> </ul>	<p><b>September 2015 to March 2016</b></p>
<p><b>Draft Local Area Plan Stage</b></p>	<ul style="list-style-type: none"> <li>➤ Prepare proposed Draft Plans.</li> <li>➤ Brief Members on Proposed Draft Plans.</li> <li>➤ Commence Formal Public Consultation on Draft Plans.</li> <li>➤ Invite submissions and observations from the public and interested bodies.</li> <li>➤ Issue Chief Executives Report to Members.</li> <li>➤ Members consider Chief Executive's Report.</li> </ul>	<p><b>April 2016 to March 2017</b></p>
<p><b>Draft Local Area Plan Amendment Stage</b></p>	<ul style="list-style-type: none"> <li>➤ Consider need to Amend plans</li> <li>➤ Publication of Amendments as appropriate</li> <li>➤ Commence Formal Public Consultation on Amendments</li> <li>➤ Invite submissions and observations from the public and interested bodies</li> <li>➤ Issue Chief Executives Report to Members.</li> <li>➤ Consideration of Issues by members and Adoption of Local Area Plans</li> </ul>	<p><b>April 2017 to July 2017</b></p> <p><b>Adopted Monday 24th July 2017</b></p>

1.4.2 Throughout the preparation / review of this Municipal District local area plan, the Acts state that the Elected Members of the Council are restricted to considering only the following matters:

- The proper planning and sustainable development of the area;
- The statutory obligations of any local authority in the area; and
- Any relevant policies or objectives for the time being of the Government or of any Minister of the Government.



## 1.5 How to make a submission

1.5.1 The Ballincollig-Carrigaline Municipal District Preliminary Consultation Document is available from the Council website at [www.corkcoco.ie](http://www.corkcoco.ie). If required, a hard copy of the document may be inspected between the hours of 9.30 a.m. and 4.00p.m, from **Monday 14<sup>th</sup> December, 2015 to 4.00p.m on Monday 25<sup>th</sup> January, 2016** at the following locations:

- Planning Department, Floor 1, County Hall, Cork.
- Planning Department, Norton House, Skibbereen, Co. Cork.
- Cork County Council Offices, Mallow
- Public Libraries – Please check libraries regarding opening times and availability.

1.5.2 CD copies of the documents may be requested by phone (Tel: 021-4285900) or collected from the Planning Department, Floor 1, County Hall between the hours of 9.30am and 4.00pm during the above period.

1.5.3 Submissions or observations regarding the Preliminary Consultation document are hereby invited from members of the public, children, or groups or associations representing the interests of children and other interested parties during the period **Monday 14<sup>th</sup> December, 2015 to 4.00p.m on Monday 25<sup>th</sup> January, 2016**.

1.5.4 Submissions may be made in either of the following two ways:

On-line via [www.corkcoco.ie](http://www.corkcoco.ie) following the instructions provided

### OR

In written form to the Senior Planner, Planning Policy Unit, Cork County Council, Floor 13, County Hall, Cork, T12R2NC.

1.5.5 All such submissions lodged within the above period and prior to the close of business at 4.00pm on Monday 25<sup>th</sup> January, 2016, will be taken into consideration in the preparation of the Ballincollig-Carrigaline Municipal District Draft Local Area Plan.

1.5.6 The Council regrets that for technical reasons, submissions by email CANNOT be accepted.







# Section 2

## Planning Strategy

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## 2.1 Local Area Plan Context

- 2.1.1 It is a requirement of the Planning and Development Acts that Local Area Plans must be consistent with the objectives of the development plan for their County. In County Cork, the County Development Plan 2014 sets out the overall strategy for the proper planning and sustainable development of the County including population targets for each of the main towns and the amount of new housing required to meet the needs of the population, and is consistent with national targets issued by the Department of the Environment, Community and Local Government and the Regional Planning Guidelines for the South West Region. The Plan also sets out county-wide objectives for the housing, social and community, economy and employment, town centres and retail, energy and digital economy, transportation and mobility, water services, heritage, green infrastructure and the environment and zoning and land use.
- 2.1.2 The new Local Area Plans will be informed by the current plans adopted in 2011 and by changes in national planning policy, legislation, government guidelines etc which has taken place in the interim and by changes in local circumstances, needs etc.
- 2.1.3 In considering the future development of this Municipal District proposals must be consistent with the Core Strategy for the County as set out in, Chapter 2 and Appendix B in Volume 1 of the Cork County Development Plan 2014, which details the population growth targets for each Municipal District, the expected growth in households and the corresponding amount of new housing required within the settlement network and rural areas to meet the growth target.

## 2.2 County Development Plan Strategy for Ballincollig-Carrigaline Municipal District

- 2.2.1 This Municipal District is located within the County Metropolitan Cork Strategic Planning Area. 'Metropolitan Cork' is designated as a 'Gateway' by the National Spatial Strategy and it is the main engine of population and employment growth for the South West Region. 'Metropolitan Cork' includes Cork City, the suburban areas and Metropolitan Towns within the county administrative area that adjoin the city and the surrounding villages and rural areas. The 'County Metropolitan Cork Strategic Planning Area' includes the parts of Metropolitan Cork that fall within the County Council's administrative area. Ambitious population targets have been established for Metropolitan Cork and have been allocated to Cork City and the County part of the Metropolitan Area through the Regional Planning Guidelines. In support of the development of the Gateway function of Metropolitan Cork within the Ballincollig-Carrigaline Municipal District, the County Development Plan seeks to:
- a) Recognise the importance of the role to be played by Metropolitan Cork in the development of the Cork 'Gateway' as a key part of the Atlantic Gateways Initiative and, in tandem with the development of Cork City, to promote its development as an integrated planning unit to function as a single market area for homes and jobs where there is equality of access for all, through an integrated transport system, to the educational and cultural facilities worthy of a modern and vibrant European City;
  - b) Maintain the principles of the Metropolitan Cork Greenbelt to protect the setting of the City and the Metropolitan Towns and to provide easy access to the countryside and facilities for sports and recreation;
  - c) In the Cork Harbour area generally, to protect and enhance the area's natural and built heritage and establish an appropriate balance between competing land uses to maximise the areas overall contribution to Metropolitan Cork while protecting the environmental resources of the Harbour;
  - d) Assist in the redevelopment of the Cork City Docklands by providing for the relocation and development of industrial uses and major port facilities, primarily at Ringaskiddy, to where deepwater berths are viable and appropriate infrastructure is planned to facilitate freight transport;
  - e) Recognise the longterm importance of Cork International Airport and to maintain and enhance the infrastructure and other resources likely to be required for its future development;
  - f) Develop the Cork City Environs so that they complement the City as a whole. In the south, priority should be given to consolidating the rapid growth that has occurred in recent years by the provision of services, social infrastructure and recreation facilities to meet the needs of the population.

- g) Support the existing strategic employment locations as important economic assets, particularly in terms of public transport provision and linkages to local residential populations;
- h) Support the planned for Cork Science and Innovation Park as a critical element in Cork's future employment strategy and in particular the provision of public transport infrastructure;
- i) Provide an enhanced public transport network linking the City, its environs, the Metropolitan towns and the major centres of employment;
- j) Facilitate the development of the villages as set out in the local area plans so that the rate of future population growth compliments the strategy to achieve a critical mass of population in the towns and provide protection for those areas recognised as under pressure from urban development;
- k) Support the extension of the Lee Fields to Ballincollig Regional Park and
- l) In the Cork Gateway, development to provide the homes and jobs that are necessary to serve the planned population will be prioritised in the following locations, Carrigaline (Shannon Park) and Ballincollig (Maglin). Details of the proposed development will be set out in Master Plan studies and Local Area Plans as appropriate.

## 2.3 The Ballincollig-Carrigaline Municipal District

- 2.3.1 The Ballincollig-Carrigaline Municipal District is located to the south and south west of Cork City and in 2011 the population of the area stood at 71,946. This population is spread across a network of suburbs/settlements in particular the Cork City South Environs, 3 Main Towns, 5 smaller settlements and the open countryside, as detailed in Table 2.1. The district is largely urban based with over 91% of the population living in the Cork City South Environs and 3 Main Towns, 0.3% living in smaller settlements and just over 8% living in the open countryside i.e. not within a settlement.
- 2.3.2 Cork City South Environs is the largest urban area within the Municipal District with a population of 32,635 in 2011. The other urban areas are the Main Towns of Ballincollig, 17,368, Carrigaline (North), 9,917 and Passage West 5,790.
- 2.3.3 The Municipal District boundary splits Carrigaline Town into two parts, the North (population 9,917(67%) and South (Population 4,858(33%)). Carrigaline (South) is located in the Bandon-Kinsale Municipal District. The town centre of Carrigaline is also split into two roughly equal parts. Therefore it is proposed to include a Section on Carrigaline Main Town in both the Ballincollig-Carrigaline and the Bandon-Kinsale Municipal District Preliminary Consultation Documents.
- 2.3.4 The Ballincollig-Carrigaline Municipal District includes Ringaskiddy which is designated as a Strategic Employment Area in the Cork County Development Plan, 2014. Ringaskiddy also has a small local population but is not identified as a centre for population growth.

**Table 2.1: Distribution of population within the Ballincollig-Carrigaline Municipal District 2011**

	Settlements	Estimated Population 2011	%
Cork City South Environs and Main Towns(4)*	Ballincollig (17,368) Carrigaline(North)(9,917), City South Environs (32,635), Passage West (5,790)	65,710	91.3
Villages (2)	Ballynora, Waterfall.	278*	0.4
Other Locations (3)	Curraheen, Curraghbinny and Farmers Cross		
Rural Areas		5,958*	8.3
<b>Total Population</b>		<b>71,946</b>	<b>100</b>

\*Village and Rural Populations are estimated figures

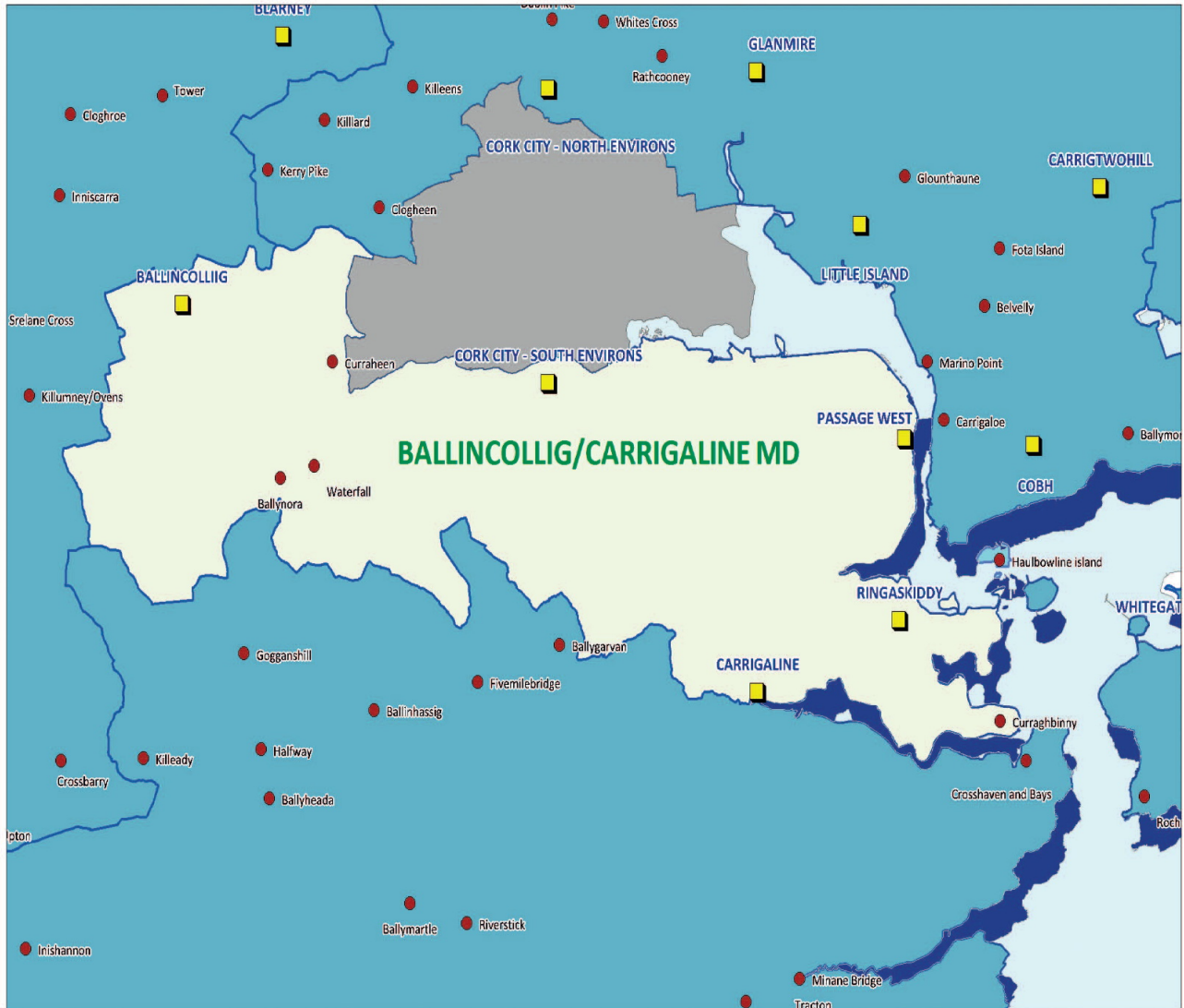


Figure 2.1 Ballincollig-Carrigaline Municipal District Settlements



## 2.4 Growth Strategy

- 2.4.1 Within the Ballincollig-Carrigaline Municipal District the County Development Plan provides for growth in population of 8,500 persons. The number of households is expected to grow by 7,685 leading to a net requirement for 9,144 new houses within the Municipal District. The County Development Plan indicates that 347ha of residentially zoned land is required.
- 2.4.2 Through its County Development Plan 2014, the Council has allocated the majority of this growth to the towns with 8,663 new houses proposed with significant new housing planned in each area, particularly in Ballincollig and Carrigaline.

	Housing Requirement				Housing Supply	
	Census 2011	Population Target	New Units Required	Net Estimated Requirement (ha)	Estimated Net Residential area zoned in LAP / TCP (ha)	Estimated Housing Yield (LAPs and TCPs)
<b>Ballincollig</b>	17,368	23,805	4,033	161	170.3	4,872
<b>Carrigaline (North)</b>	9,917	11,994	2,422	97	90.80	2,423
<b>Cork City South Environs</b>	32,635	31,308	1,284	37	93.00	1,285
<b>Passage West</b>	5,790	6,965	925	51	33.90	929
<b>Main Towns</b>	65,710	74,072	8,663	347	388.0	9,509
<b>Villages</b>	278	355	55	-	-	37
<b>Rural</b>	5,958	6,019	425	-	-	--
<b>Total Villages and Rural</b>	6,236	6,374	480			37
<b>Total Municipal District</b>	71,946	80,446	9,144	347	388	9,546

**Current Estimated Strategic Land Reserve (LAPs and TCPs) for this Municipal District is 41.3Ha**

**Source: Cork County Development Plan 2014- Volume One. Appendix B, Table B 8**

- 2.4.3 As outlined in Table 2.2, there is a net requirement within the towns of the Municipal District for 8,663 new dwelling units and capacity, in terms of the current provision of zoned lands, to accommodate 9,509. Therefore there is a potential surplus of zoned residential land within the towns with the capacity to accommodate in the order of 846 units, providing a current estimated strategic housing units reserve (headroom) for the Municipal District of 9%. The greatest number of new dwellings is planned for Ballincollig (4,033) and Carrigaline (2,422) with significant new growth also planned in the Cork City South Environs (1,284) and Passage West (925).

## 2.5 Water Services infrastructure

- 2.5.1 Water services of the all the infrastructure requirements needed to facilitate new development is the most critical, as in the absence of it, little development can take place.
- 2.5.2 Since January 2014 Irish Water is responsible for the operation of public water services (drinking water and wastewater) including management and maintenance of existing water services assets. Those intending to carry out development must now obtain consent to connect to Irish Water Infrastructure for new development. Irish Water also has responsibility for planning for future infrastructure needs and for the delivery of new infrastructure and future decisions in relation to investment in new water services infrastructure will be made by Irish Water. Developers must also satisfy themselves that Irish Water will make adequate services available in order to meet the needs of any development they propose.
- 2.5.3 The Cork County Development Plan, 2014 and the new Municipal District Local Area Plans are important documents that Irish Water should take into account in formulating its plans and programmes. As part of the review of the Local Area Plans it is proposed to prepare a companion document outlining the Water Services Infrastructural Investment needs in each Municipal District.

### *Approach to Water Services Provision*

- 2.5.4 In this Municipal District modern, high quality drinking water and waste water infrastructure will be in place to serve the existing main towns of Carrigaline and Passage West by the time the new Local Area Plan comes into force in mid 2017 and it is anticipated that capacity will be available to accommodate planned development.
- 2.5.5 Within this Municipal District as illustrated in Table 2.4, the water services infrastructure needed to deliver the 2011 housing targets in the other main town/suburb of Ballincollig and Cork City South Environs is not fully in place. So far as the villages are concerned, in both cases (see Table 2.4) the water services infrastructure needed to deliver the 2011 housing requirements is not in place.
- 2.5.6 In general the Councils approach to this, which is summarised in Table 2.3, is that where Irish Water already have water services infrastructure in a town or village then Irish Water will need to upgrade that infrastructure as necessary to meet the demands of current and future customers in the settlement.

Table 2.3: Strategy for Water Services Provision		
	Normally Expected Level of Water Services	Policy Approach
Towns	Public Drinking Water and Waste Water Treatment	Adequate water services infrastructure to be prioritised.
Key Villages		
Villages	Public Drinking Water	Adequate drinking water services to be prioritised.
	Public Waste Water Treatment	Adequate waste water treatment facilities to be prioritised for villages which already have some element of public infrastructure.
		For smaller villages where services are not available or expected, development will be limited to a small number of individual houses with their own treatment plant.
Village Nuclei	Public Drinking Water	Where already present, adequate drinking water services to be maintained. In the absence of public drinking water, individual dwellings may be permitted on the basis of private wells subject to normal planning and public health criteria.
	Public Waste Water Treatment	In these smaller settlements within no public services, it is proposed to limit development to a small number of individual houses with their own treatment plant.

- 2.5.7 Therefore, while the current water services infrastructure may not immediately be able to deliver the scale of growth set out in the LAP, **the proposal generally is to retain the scale of growth with the expectation that the infrastructure will be delivered over time by Irish Water.** Settlements in this category are denoted by the letter 'R' in the final column of Table 2.4.
- 2.5.8 In some areas where water services infrastructure is not available, nor likely to be available, it may be necessary to adjust the scale of growth and limit development within such settlements to a small number of individual houses. Settlements in this category are denoted by the letter 'A' in the final column of Table 2.4. Within this Municipal District, Ballynora and Waterfall fall into this category.

Table 2.4: Ballincollig-Carrigaline Municipal District – Suggested Scale of Development

Name	Existing Number of Houses Q1 2015 (Geo directory)	Outstanding Planning Permissions Q1 2015 (No. of houses)	Scale of Development (CDP 2014 and LAPs 2011)	Drinking Water Status	Waste-Water Status	Suggested Scale of Development
<b>Main Towns (4)</b>						
Ballincollig	-	-	4,033			Target as per CDP 2014
Carrigaline (North)	-	-	2,422			Target as per CDP 2014
Cork South Environs	-	-	1,284			Target as per CDP 2014
Passage West	-	-	925			Target as per CDP 2014
<b>Total Main Towns</b>			<b>8,664</b>			
<b>Villages (2)</b>						
Ballynora	26	-	15		None	A
Waterfall	89	42	22		None	A
<b>Total Villages</b>			<b>37</b>			
<b>Overall Total</b>			<b>8,701</b>			
<b>Water Services Key</b>	Irish Water Services in place with broadly adequate existing water services capacity.					
	Irish Water Services in place with limited or no spare water services capacity.					
	None – No existing Irish Water Services.					
<b>Suggested Approach Key</b>	R=It is intended to broadly retain the overall scale of growth as set out in the current 2011 Local Area Plan.					
	A = The overall scale of growth as set out in current 2011 Local Area Plan will need to be adjusted to reflect available water services capacity. Development will be limited to a small number of individual houses with their own treatment plant.					

- 2.5.9 In relation to the Villages the County Development Plan 2014 indicates that, in the villages of this Municipal District, provision has been made for 37 dwelling units. An analysis of water services capacity in the villages indicates that without further investment in Water Services, it may only be possible to deliver 14 housing units.
- 2.5.10 Within the village network it is suggested that the new local area plan should maintain the scale of growth established in the 2011 Local Areas Plans as it is considered the scale and character of the villages is such that they could not reasonably assimilate any additional development in excess of the targets established in 2011, and there are already significant deficits in water services infrastructure. Ample land is available within the development boundaries of the villages to accommodate the expected level of growth and at this stage of the process it **is not intended to alter the development boundaries of any of the villages**. The main factor constraining development in the villages is likely to be inadequate water services infrastructure. As outlined in Table 2.2 there is enough land available within the Main Towns to accommodate any development which cannot take place within the villages due to lack of infrastructure.
- 2.5.11 The Settlement network of this Municipal District also includes three 'Other Locations' Curraghbinny, Curraheen and Farmers Cross. County Development Plan Strategy recognises "Other Locations", as areas which may not form a significant part of the settlement network, but do perform important functions with regard to tourism, heritage, recreation and other uses. No changes are proposed to the strategy for 'Other Locations' as part of the review of the Local Area Plans.

## 2.6 Summary of the proposed Development Strategy for Villages

- 2.6.1 In relation to the villages of this Municipal District the suggested approach for the new local area plans is as follows:
- a) The main factor constraining development in the villages is likely to be inadequate water services infrastructure and for this reason, the scale of growth provided for in some settlements may need to be adjusted downwards to reflect this.
  - b) It is not intended to alter the development boundaries of any of the villages.
  - c) In the two villages of Ballynora and Waterfall public (Irish Water) waste water treatment infrastructure is not available (see Table 2.4), therefore consideration should be given to adjusting the scale of growth to a level appropriate to the provision of individual houses with their own treatment plant.

## 2.7 Strategic Land Reserve

- 2.7.1 This Municipal District is located within 'Metropolitan Cork', which (together with Cork City) is considered to be 'a single market in terms of housing and jobs'. Here, it is important that the adequacy of the supply of land for housing is considered at a Strategic Planning Area level rather than at an individual main settlement level because of the local physical and infrastructure limitations that apply to different towns.
- 2.7.2 The purpose of maintaining a 'Strategic Land Reserve' is to provide choice in the housing market. In addition, it also provides a contingency in the event that, some of the larger sites in Metropolitan Cork are either not delivered or delayed and also to a lesser extent, where smaller settlements and rural areas do not deliver the housing units required, perhaps because of limitations in water services, but also in road and transportation infrastructure.
- 2.7.3 Core Strategy Table 2.2 of the Cork County Development Plan 2014 currently shows that there is 37% headroom of residentially zoned land across the County as a whole. However the headroom in the County Metropolitan Cork Strategic Planning Area is only 14% (153ha). This level of reserve (or 'headroom') is considered too low for the likely needs of the nation's second city and its Metropolitan Region. If the reserve remains at this level, then it is considered that, in future, this could restrain the supply of housing in the critical metropolitan area leading to unnecessary house price inflation and unplanned pressure for housing in other parts of the county. Taken together, these two issues could limit the competitiveness of Cork's recovery and the contribution that the City and its Metropolitan region makes to national recovery.
- 2.7.4 The Development Plan Guidelines, issued to planning authorities by Government in 2007, state that in order to ensure continuity of supply of zoned and serviced residential land Planning Authorities should ensure that at the time they make a development plan, enough land will be available to meet residential needs for at least the next 9 years i.e. 150% of the amount of land required over the lifetime of the plan. The Guidelines also require Local Authorities to consider the provision of adequate zoned land in excess of the targets for each of their settlements (i.e. headroom).
- 2.7.5 Therefore in order to address this short fall in the County Metropolitan Cork Strategic Planning Area the County Development Plan states that **it is intended to identify additional residential land to add to the current strategic land reserve in the County Metropolitan Cork Strategic Planning Area and this may include proposals within this Municipal District.**
- 2.7.6 These additional lands have yet to be identified but will be considered as part of the preparation of the Draft Local Area Plans for the relevant Municipal Districts, and may include additional lands within the Ballincollig-Carrigaline Municipal District. At this stage, no firm locations have been identified but those which adjoin the main towns (or planned extensions to them), have access to Irish Water services (with capacity for future development) and can provide access to established public transport corridors will be considered for inclusion in the new Draft Local Area Plan to be issued in 2016.



## 2.8 Employment

2.8.1 Analysis of Census 2011 data for the Municipal District provides information in relation to the jobs that are located within the Municipal District and on the place of employment for the people who live within the Municipal District. Each “place of work” represents a single job and there were 22,415 ‘places of work’ / jobs in the District in 2011. This includes 1,052 home workers. Excluding home workers there are 21,363 “Places of Work”/ jobs in the District.

2.8.2 Jobs located within the Municipal District fall into the following key categories:

- 29.7% - Wholesale, Retail, Transportation and Storage, Accommodation and food service activities;
- 12.6% Education, Human health and Social Work Activities.
- 21.8% Manufacturing, mining /quarrying, Electricity/Gas /Water Supply / waste management.
- 0.9% Agriculture, forestry or fishing.
- 25.1% Information / Communication, Financial, professional administration etc.

2.8.3 Census data also provides information in relation to the number of people within the District who are working, where they work and how they travel to work etc. Key findings of the analysis include the following:

- The total number of employees (people at work) who live within the District is 31,847. This includes home, mobile and ‘uncodeable’ workers and corresponds to 44% of the population of the District.
- Of the employees living in the District, the main categories of employment are as follows:
  - 24.1% are employed in Wholesale, Retail, Transportation and Storage, Accommodation and Food service activities;
  - 22.2% are employed in Education, Human Health and Social Work Activities.
  - 16.6% are employed in Manufacturing, Mining /Quarrying, Electricity/Gas /Water Supply / Waste Management.
  - 0.8% are engaged in Agriculture, Forestry or Fishing.
  - 19.3% are engaged in Information and Communication, Financial, Professional Administration etc.
- Of the 31,847 employees living in the District ,
  - 7743 or 24.3% work within the Municipal District (including 1,591 home workers).
  - 12,707 or 39.9% work within Cork City.
  - 11,647 or 36.6% work within the County Metropolitan Cork area.
  - 1,178 or 3.7% work within the Greater Cork Ring
  - 167 or 0.5% work within the West Cork area
  - 874 or 2.7% work outside Cork County.
- A total of 75.7% of employees who live within the District travel to work by car (as a driver). A further 5.7% drive a van, lorry or other vehicle while approximately 4.4% travel as a passenger in a car.
- In terms of sustainable modes of transport for employees who live within the District only 5% travel to work on foot, 1.4% by bicycle and 3.6% by bus.

## *Employment Land Supply*

- 2.8.4 The Cork City South Environs is the largest centre of employment within the area. The 2011 Census recorded a total number of places of work within the South Environs of 12,576 people (includes Cork Airport). The other main employment centres include Ballincollig (6290), Carrigaline-Ringaskiddy (6112) and Passage West (598). This would indicate that for the 31,847 employees residing in the area there are 25,576 jobs located within the 4 main employment centres. A significant number of employees residing in this area (39.9%) work within Cork City, and highlights the key employment role that the City plays for this area.
- 2.8.5 This Municipal District plays a key role in accommodating employment types which would not be possible to locate in the City due in particular to their size and scale e.g. Pharma / Biochem industry in Ringaskiddy.
- 2.8.6 The Cork Science and Innovation Masterplan (CSIP) 2011 proposed a 100ha innovation park at Curraheen. This will be the first innovation park in the Country. Innovation parks are a critical piece of modern economic infrastructure. They strive to create an attractive and dynamic environment that facilitates the interaction of academics, researchers, entrepreneurs and support personnel within the research and product development fields. This interaction, in turn, drives the innovation process. Successful science & innovation parks are an important delivery mechanism and growth engine for the evolving economy towards an innovation led economic base. Its aims are to:
- To encourage and support the start up and incubation of innovation led, high growth, knowledge based businesses;
  - To provide an environment where larger and international businesses can develop specific and close interactions with a particular centre of knowledge creation for their mutual benefit;
  - To have formal and operational links with centres of knowledge creation such as universities, higher education institutes and research organizations.
- 2.8.7 The Douglas Land Use and Transportation Strategy (DLUTS), August 2013 identifies Douglas Village as a District Centre in line with the requirements of the Retail Planning Guidelines (2012) and the draft Cork Metropolitan Joint Retail Strategy (2013). Within this District Centre area, there is a mixture of retail, employment, residential, recreation and community uses. Douglas LUTS has identified a number of town centre zonings that are distinct precincts which have established retail uses, where mixed use development can and should take place. By 2022, it is recommended that at least 50% of current retail vacancy would be filled and that support be given to the fulfilment of current retail commitments. It is forecast that by 2032, if the required transport measures have been implemented, these precincts could accommodate an additional 175 residential units and up to 25,000m<sup>2</sup> of mixed use (60% offices and 40% retail) development.

- 2.8.8 There is an uneven supply of employment land within the Municipal District as set out in the current Local Area Plans. The new local Area Plans should seek to address this issue and ensure that lands identified for employment use can be readily developed for such and address any barriers to development. There may be a requirement for some adjustment to the supply of employment land within the main settlements and any suggested changes are highlighted under the respective town headings in Section Three.

<b>Table 2.5: Employment Land Supply in Current Local Area Plans</b>			
<b>Location</b>	<b>Enterprise</b>	<b>Business Land (Ha)</b>	<b>Industrial Land (Ha)</b>
<b>Ballincollig</b>	20*	-	-
<b>Carrigaline</b>	-	15.9	-
<b>Cork City South Environs</b>	-	-	-
<b>Passage West</b>	-	-	-
<b>Ringaskiddy</b>	-	-	353.02
<b>Cork Science and Innovation Park</b>	100		
<b>Cork Airport</b>	-	-	16.86
<b>Total</b>	120	15.9	369.88

\*Located within the current X-01 site in Ballincollig

## 2.9 Strategic Infrastructure Requirements

<b>Table 2.6 Strategic Infrastructure for the Ballincollig-Carrigaline Municipal District</b>	
	<b>Strategic Infrastructure</b>
<b>Overall</b>	<ul style="list-style-type: none"> <li>• M28 Cork to Ringaskiddy Motorway Scheme.</li> <li>• M8 (Dunkettle Interchange Upgrade).</li> <li>• Cork Northern Ring Road (N22/N20/M8).</li> <li>• Carrigaline Inner Relief Route.</li> <li>• Douglas East – West Link Bridge.</li> <li>• R613 (Ringaskiddy to N71).</li> <li>• N40 Demand Management Study.</li> </ul>
<b>Ballincollig</b>	<ul style="list-style-type: none"> <li>• Local road infrastructure.</li> <li>• Provision and extension of sewer infrastructure.</li> <li>• Water Supply Upgrade (reservoir).</li> <li>• Major road infrastructure Improvements.</li> <li>• Public Transport Infrastructure/CATS.</li> </ul>
<b>Carrigaline</b>	<ul style="list-style-type: none"> <li>• Cork Lower Harbour Sewerage Scheme.</li> <li>• Water supply upgrade.</li> <li>• N28/public transport upgrade.</li> </ul>
<b>Ringaskiddy</b>	<ul style="list-style-type: none"> <li>• N28/public transport upgrade.</li> <li>• Lower Harbour Towns Waste Water.</li> </ul>
<b>Cork Science and Innovation Park</b>	<ul style="list-style-type: none"> <li>• Water supply infrastructure.</li> <li>• Wastewater infrastructure.</li> <li>• Local Road Access.</li> <li>• Enhanced Public Transport Infrastructure.</li> <li>• N40 Junction Improvement.</li> </ul>
<b>Cork Airport</b>	<ul style="list-style-type: none"> <li>• Cork Airport Phase II.</li> <li>• Enhanced public transport.</li> <li>• Wastewater Upgrade.</li> <li>• Water Supply Upgrade.</li> <li>• Secondary airport access road.</li> </ul>







# Section 3

## Main Settlements

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## 3.1 Introduction

3.1.1 The Ballincollig-Carrigaline Municipal District includes the Cork City South Environs City suburb, the three Main Towns of Ballincollig, Carrigaline and Passage West and the Strategic Employment Area of Ringaskiddy.

3.1.2 This Section outlines some of the key issues in relation to the city suburb, the main towns and the Strategic Employment Area which the new Local Area Plan will address. The section also identifies the focuses on the main areas where changes are being considered relative to the plan which was adopted in 2011 and the issues which the Council would like to engage with the people / stakeholders on. The main issues are

- Where will people live – issues around the location for lands for new housing development?
- Where can people work – the availability of land for new employment uses?
- Are there sufficient community facilities and public spaces?
- How can the town centre be strengthened – location of new shops and services.
- Are the public spaces of the town attractive? Is the public realm of high quality?
- How to deal with congestion and improve accessibility within the town?
- What are the water services needs of the town and how can they be delivered?



# Section 3.1

## Cork City South Environs including Douglas

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### 3.1.1 The Vision for Cork City South Environs including Douglas

- 3.1.1.1 Cork City South Environs is a city suburb located in the County Area and forms part of the County Metropolitan Cork Strategic Planning Area and the Cork Gateway. The Cork City-South Environs refers to the southern suburbs of Cork City, which lie outside the Cork City Council Area. These include areas such as Doughcloyne, Togher, Frankfield, Grange, Donnybrook, Douglas, Maryborough and Rochestown. These make up a patchwork of residential communities interspersed with a number of significant employment centres spread across the whole area.
- 3.1.1.2 The Cork County Development Plan 2014 aims to facilitate growth in both the housing supply and in the level of employment in the area so that the Cork Gateway can compete effectively for investment and jobs. It is envisaged that future development in the Cork City South Environs will complement and consolidate the development of the city as a whole in line with the strategic objectives of both the Cork County Development Plan and the Cork Area Strategic Plan Update 2008.
- 3.1.1.3 Within this context the preparation of the new Local Area Plan for Cork City South Environs offers the opportunity to take stock in terms of our vision of what kind of suburban area this can be, the lessons learned over recent years and the landuse framework that should be put in place to help us progress towards achieving that vision. The existing Local Area Plan for this area sets out the following vision:

“The strategic aims for the South Environs in this Local Area Plan will be the consolidation of the southern suburbs within the existing development boundary. The promotion of the suburban centres as important locations for residential, community and recreational facilities. Ensure the clear demarcation of the inner metropolitan greenbelt. Finally, support appropriate proposals for urban regeneration initiatives in Douglas and elsewhere in the Tramore Valley”.

Preparation of a new plan offers the opportunity to refine or update these goals as necessary.

## 3.1.2 Residential Land Supply

- 3.1.2.1 The Core Strategy of the Cork County Development Plan 2014 has set a population target for the South Environs of 31,308 persons, representing a small reduction in the population of 1.327 persons on the 2011 population Census figure. It should be noted that between 2006 and 2011 the population increased by 2,533 persons. However in order to take account of household formation trends arising out of the continuing trend of falling average household sizes a housing unit requirement of 1,284 was identified in the Cork County Development Plan, 2014.
- 3.1.2.2 It is proposed to utilise all the land currently identified for housing development in the area which will deliver 1,285 units approximately.
- 3.1.2.3 The current policy approach as set out in CASP Update is to recognise that the majority of new housing units would be accommodated within the existing development boundary of the Cork City South Environs, therefore avoiding any unnecessary incursions into the green belt and restricting the scale of future development in the area. In order to achieve this there needs to be major urban regeneration initiatives in Douglas and elsewhere in the Tramore Valley. The Douglas Land Use and Transportation Study is now completed and the key elements of it incorporated into the current Local Area Plan.
- 3.1.2.4 In light of the concerns about the small size of the strategic land reserve (headroom) in the County Metropolitan Cork Strategic Planning Area consideration may need to be given to the contribution if any that the Cork City South Environs could make to address this issue. However while the Cork City South Environs has been a very successful suburb any significant expansion of the housing land supply would be difficult given the need to address traffic and transportation infrastructure deficits, limitations on the current water services infrastructure, the elevated sloping nature of the potential development lands and impact on the Metropolitan Greenbelt.
- 3.1.2.5 Table 3.1.1 details the residential zonings currently in operation in Cork City South Environs. It is suggested that there be no change to the existing residential zonings as set out in the current Carrigaline EA LAP 2011, see Figure 3.1.1. These have been categorised in terms of the likely time frame within which infrastructure will be available in order to facilitate development.

<b>Table 3.1.1: Current Residential Zonings / Land Supply in Cork City South Environs including Douglas</b>			
<b>Site Ref.</b>	<b>Area (Ha)</b>	<b>Comment</b>	<b>Suggested Approach</b>
<b>Infrastructure available to facilitate development within 0-2 year timeframe</b>			
R-02	2.1	Undeveloped.	Retain Zoning.
R-03	4.5	Undeveloped.	Retain Zoning.
R-04	11.9	Undeveloped.	Retain Zoning
R-08	8.8	Undeveloped.	Retain Zoning
<b>Total</b>	<b>27.3</b>		
<b>Developable within 2-6 years subject to additional infrastructure provision</b>			
R-05	0.5	Undeveloped. Need to improve water pressure.	Retain Zoning
R-06	16.5	Undeveloped. Water pressure needs to be improved and public sewer network extended to serve site.	Retain Zoning.
R-07	1	Undeveloped. Improved road access required and water main needs to be extended.	Retain Zoning
R-10	4.6	Undeveloped. No foul sewer available.	Retain Zoning.
<b>Total</b>	<b>22.6</b>		
<b>Infrastructure requirements suggest delivery more than six years down the line</b>			
R-01	6.5	Undeveloped. Access needs to be provided, no foul sewer available, water mains need upsizing.	Retain Zoning.
R-09	1.6	Undeveloped. Poor water pressure on the lower part of the site and upper part of site too high to be serviced.	Retain Zoning.
<b>Total</b>	<b>8.1</b>		
<b>Overall Total</b>	<b>58</b>		



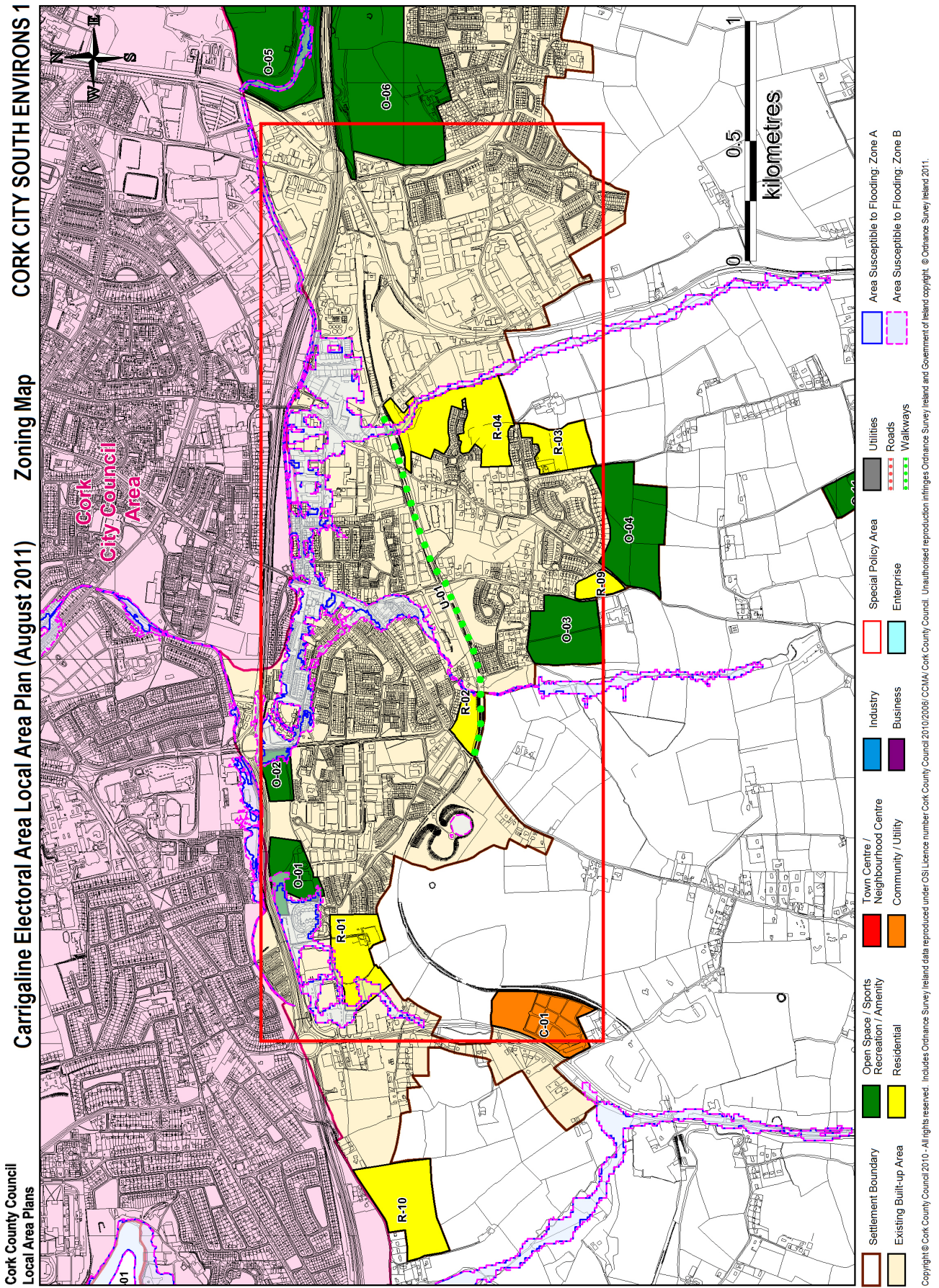


Figure 3.1.1: Residential Land Supply – South Environs 1



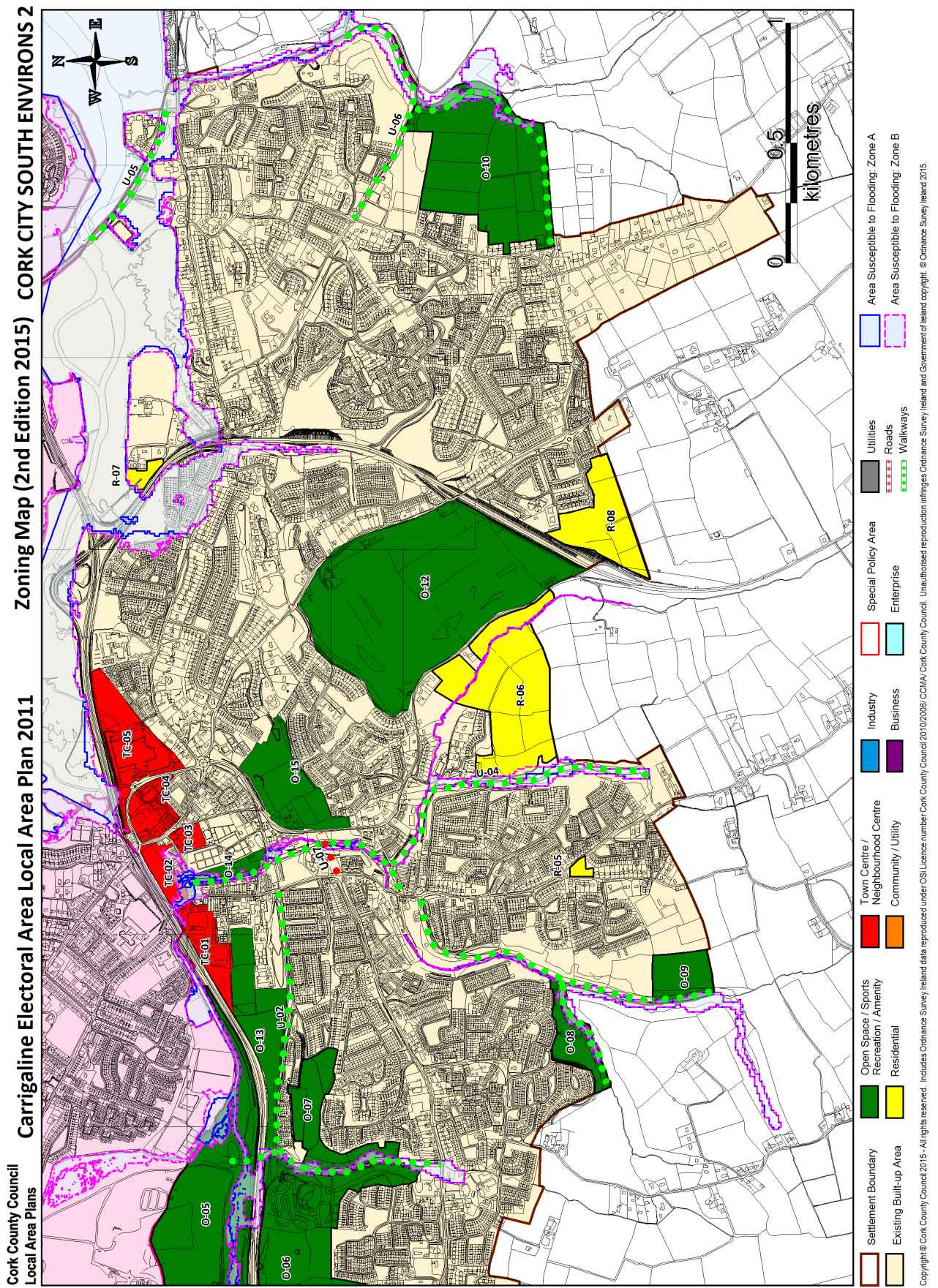


Figure 3.1.1: Residential Land Supply – South Environs 2

### 3.1.3 Employment Land Supply

- 3.1.3.1 The Cork City South Environs employs 12,576 people, more than any other main settlement or urban area in the County. This employment, however, is not concentrated in any one area or in any one particular sector or activity and is in fact dispersed throughout the urban area stretching from Douglas to Bishopstown. The South Environs has a wide range of industrial/business parks which are concentrated mainly in the Airport and the Togher /Pouladuff area but there are also pockets located in Douglas, Frankfield, Sarsfield Road and Bishopstown.
- 3.1.3.2 The importance of the Cork City South Environs as an employment location was highlighted in the CASP Update 2008, which highlighted the potential of the significant clusters of brownfield lands in Douglas Village and the Tramore Valley as the future location for the majority of new jobs proposed in the area. The vision was to develop the existing low density industrial areas of the South Environs into higher quality office based employment destinations developed in a high density mixed use environment.
- 3.1.3.3 The Douglas LUTS Study has addressed issues in this regard relevant to Douglas. It is intended to carry the key elements of the Douglas LUTS forward into the draft plan. The future form of development and mix of land uses in the Tramore Valley needs careful consideration with the need to articulate a shared vision for a wide area covering both parts of the city and county. A key element of any plan for this area should include the identification of suitable sites for the relocation of any inappropriate uses in the area and address the issues identified in the current Local Area Plan.
- 3.1.3.4 The key employment lands within the Cork City South Environs are identified in Table 3.1.2.

Table 3.1.2 Review of Employment Zonings in the Cork City South Environs including Douglas		
Site Ref.	Current Status	Suggested Approach
X-01	<b>Cork Science and Innovation Park.</b> A 100 ha Site that is the subject of a non statutory masterplan	Masterplan is complete and an application for the provision of strategic infrastructure on site has been approved by An Bord Pleanala. Suggest Draft Plan give appropriate statutory support.
X-02	<b>Tramore Valley.</b> Preparation of an Integrated Area Plan considering higher density mixed-use housing and employment together with a detailed traffic and transportation study.	Review Zoning Objective with a view to considering how best to proceed with the future planning of this area.
X-03	<b>Douglas Land Use and Transportation Study (DLUTS)</b>	DLUTS is complete and an amendment to the LAP has been approved to incorporate the key elements into the current local area plan and consideration should be given to carrying these forward into the Draft Local Area Plan.
X-04	<b>Cork Airport Special Local Area Plan</b> – office based industry requiring an airport location. Proposals will include traffic impact assessment and mobility management plan.	Cork Airport SLAP is currently in place. It will expire in September 2016. Consideration should be given as whether the SLAP be extended or incorporated into the new Draft Local Area Plan.
I-01	Logistics, warehousing and distribution uses which require an airport location. Any proposal for this site will include a traffic impact assessment and mobility management plan. Development proposals will include comprehensive provision of a safe and satisfactory access to the site.	Retain Zoning.

### 3.1.4 Retail

- 3.1.4.1 The Retail Strategy set out in the Cork County Development Plan 2015 identifies Douglas as an existing District Centre where it is an objective to support the vitality and viability of District Centres to ensure that such centres provide an appropriate range of retail and non-retail functions to serve the needs of the community and respective catchment areas, in order to protect the primacy of the City. The DLUTS has provided more detailed analysis of the retail issues in Douglas and included a set of short and long term proposals to consolidate the existing town centre. Short term proposals focus on attracting retailers to occupy the existing 10,000m<sup>2</sup> (20%) of vacant units within the recently redeveloped Douglas Shopping Centre and build new developments on lands with existing planning permissions. In the longer term, when transport proposals have been implemented it is proposed to consolidate the town centre into five precincts: St. Patrick's Woollen Mills; Douglas Village Shopping Centre; Barry's Field; Cinema Site and Douglas Court Shopping Centre.



### 3.1.5 Community Facilities/Green Infrastructure

3.1.5.1 The Cork City South Environs is such an extensive area with a large population located on the edge of Cork City, it is not surprising that there is a need for a considerable amount of community, social and recreational infrastructure. Previous work carried out on behalf of the County Council identified a total of 583 communities, social and recreational facilities within the South Environs.

3.1.5.2 There would appear to be a deficit of usable open space in the Cork City South Environs. It is proposed to consider the quality of open space in the South Environs and how to achieve the best value from existing sites, while there were significant areas zoned for this use in previous plans, there are issues with the usability and accessibility of some of these lands. The opportunity to create connectivity between existing larger open spaces and any proposed adjacent open space development in the City will be considered, this will maximise the use of some of the more marginal areas. The provision of walking and cycling links from the southern suburbs to the Tramore Valley Park will need to be considered.

### 3.1.6 Transport and Mobility

3.1.6.1 One of the key challenges facing the future development potential in the South Environs is how to retrofit a modern transportation network into the existing movement network and delivering a major modal shift to green modes in line with Smarter Travel targets. The South Environs is characterised by critical congestion issues at peak times, a car dominated environment, poor public realm and a disjointed land-use framework. The DLUTS made a number of traffic and transport recommendations to optimise the carrying capacity of the existing road network including the provision of bus priority measures at 23 key junctions, school travel planning programmes, speed reductions through the town centre, public transport priority on East Douglas St., provision of a new Douglas East-West Bridge and delivery of 36km of walking and cycling routes. Elsewhere within the South Environs, the County Development Plan includes objectives to encourage the improvement and extension of public transport services particularly in parts of the South Environs.

### 3.1.7 Water Services Infrastructure

3.1.7.1 **Water Supply:** A water supply is available to accommodate proposed development in Cork City South Environs. However the upgrading of high level supplies including reservoir and watermains is required to provide adequate water pressures to some high level sites. Extension of water mains is required to provide water supply to some sites.

3.1.7.2 **Wastewater:** It will be necessary for new development to make connection to the public sewer network. Pumping of stormwater due to combined sewers is an issue. Upgrading of Ronayne's Court Pump Station may be required. Carrigrennan WWTP has compliance issues.

### 3.1.8 Surface Water

3.1.8.1 Surface water generally discharges to one of a number of local watercourses that feed into the Tramore Valley. At times of heavy rainfall, the extent of development in recent years has sometimes led to floods occurring where flows have exceeded the capacity of this river system. Future development proposals will require detailed analysis to ensure that the rate and volume of projected surface water discharge is within the capacity of the receiving system

3.1.8.2 **Flooding:** Parts of South City Environs have been identified as being at risk of flooding. The areas at risk follow the path of the Tramore River and its tributaries through the built up areas. In particular, the area

south-east of the Bandon Road roundabout is shown at risk of flooding and parts of Rochestown near the Bloomfield intersection.

### 3.1.9 Suggested Changes to the Current Local Area Plan

3.1.9.1 The following is a list of possible suggested changes to be considered in the preparation of the Cork City South Environs Section of the Draft Local Area Plan. This is not an exhaustive list and additional items can be added as the local area plan review process progresses.

Table 3.1.3: Suggested Changes	
Topic	Suggested Approach
<b>Overall</b>	<ul style="list-style-type: none"> <li>Consider giving greater recognition to the constituent parts of the Cork City South Environs suburb by highlighting the fact that the suburb is made up of a patchwork of residential communities interspersed with a number of significant employment centres spread across the whole area.</li> </ul>
<b>Residential Land Supply</b>	<ul style="list-style-type: none"> <li>Retain existing residential zonings.</li> <li>Consider how best to maximise the delivery of housing land within the existing development boundary.</li> </ul>
<b>Employment Land Supply</b>	<ul style="list-style-type: none"> <li>Consider how best to give the Cork Science and Innovation Park Masterplan: Draft Plan appropriate statutory support.</li> <li>Tramore Valley: Review Zoning Objective with a view to considering how best to proceed with the future planning of this area.</li> <li>Douglas Land Use and Transportation Study: Suggest carry key elements forward into Draft Plan to support the continued implementation of the recommendations of the study.</li> <li>Cork Airport SLAP: Consider whether the SLAP should be extended or incorporated into the next Draft Local Area Plan.</li> </ul>
<b>Retail</b>	<ul style="list-style-type: none"> <li>Douglas District Centre: Suggest continued implementation of the provisions of the DLUTS to consolidate the existing town centre. Short term proposals to focus on attracting retailers to reduce the levels of vacancy within the Douglas Shopping Centre and build new developments on lands with existing planning permissions.</li> </ul>
<b>Community Facilities/Green Infrastructure</b>	<ul style="list-style-type: none"> <li>Consider how best to protecting the strategic landscape setting of the southern environs of the City.</li> <li>Consider what community facilities are required to serve the communities of the Cork City South Environs and where should these facilities be located?</li> <li>Consider if there is a requirement to provide additional healthcare facilities such as a primary care centre in the area.</li> <li>Consider how best to develop a network of open space amenities, linked together across the area.</li> <li>Consider how links to the Tramore Valley Park can be delivered from the adjoining residential areas.</li> </ul>

**Table 3.1.3: Suggested Changes**

Topic	Suggested Approach
<b>Transport and Mobility</b>	<ul style="list-style-type: none"> <li>• Douglas LUTS: Optimise the carrying capacity of the existing road network including the provision of bus priority measures at 23 key junctions, school travel planning programmes, speed reductions through the town centre, public transport priority on East Douglas St., provision of a new Douglas East-West Bridge and delivery of 36km of walking and cycling routes.</li> <li>• Consider the outcome of the N40 Demand Management Study.</li> <li>• Consider how best to provide the necessary transport infrastructure to deliver the Cork Science and Innovation Park.</li> <li>• Consider what measures the Plan should implement to encourage higher levels of walking/ cycling usage for shorter trips and improve connectivity.</li> <li>• It is also suggested that consideration be give to the outcome of the consultations on the emerging junction solution in the Carr's Hill/Mount Oval/Maryborough Hill areas in the preparation of the draft plan.</li> </ul>
<b>Water Services Infrastructure</b>	<ul style="list-style-type: none"> <li>• Extension of watermains and upgrading of high level supplies including reservoir is required to provide adequate water pressures to some high level sites.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>• Take account of the latest flood study.</li> </ul>





# Section 3.2

## Ballincollig

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### 3.2.1 The Vision for Ballincollig

- 3.2.1.1 Ballincollig is the largest town in the county located 8km west of Cork City centre and has been one of the fastest growing towns in the county, experiencing high levels of growth and development over the last two decades. The town has a modern town centre and is well provided for in terms of schools, community facilities and amenities and enjoys an attractive green belt setting within the Lee Valley. The town enjoys excellent access to the national road network which together with its proximity to Cork City, third level institutions, Cork University Hospital and the wider city environs, makes it an attractive and convenient residential and employment location.
- 3.2.1.2 Under the Cork County Development Plan 2014 Ballincollig is defined as one of nine “Metropolitan Towns” within the Cork Gateway. The strategic aims of large metropolitan towns like Ballincollig are to accommodate critical population growth and act as service and employment centres within the Cork Gateway, providing high levels of community facilities and amenities with infrastructure capacity and high quality and integrated public transport facilities.
- 3.2.1.3 Within this context the preparation of the new Local Area Plan for Ballincollig offers the opportunity to take stock in terms of our vision of what kind of town Ballincollig can be, the lessons learned over recent years and the landuse framework that should be put in place to help us progress towards achieving that vision. The existing Local Area Plan for Ballincollig sets out the following vision for the town:

“That it will continue to grow as a major centre for population and employment within the Metropolitan Area. The Local Area Plan will identify suitable locations for both residential and employment growth in the town and co-ordinate this growth with the upgrading of infrastructure services and the delivery of the green route and the high quality rapid transit link to Ballincollig”

Preparation of a new plan offers the opportunity to refine or update these goals as necessary.

### 3.2.2 Residential Land Supply

- 3.2.2.1 The strategy for Ballincollig, as set out in the Cork County Development Plan 2014 provides for the population of the town to grow to 23,805, representing growth of just over 6,400 people on Census 2011 figures (17,368). In order to accommodate this level of population growth, an additional 4,033 housing units will be required. A net housing land requirement of 161 ha has been identified to cater for this level of housing provision.
- 3.2.2.2 The current Local Area Plan (2011) for Ballincollig makes provision for a residential land supply of 170.3ha with the capacity to provide approximately 4,872 units (CDP figures). The majority of this supply (4,000 units / 117ha approximately) is located within the “Maglin” land bank to the south of the town between the current developed area and the N22. The 2011 Local Area Plan required the provision of a masterplan to establish the overall framework for the co-ordinated development of this land bank. It has not proved possible to prepare this during the lifetime of the current plan. A study is underway to resolve the roads/transport issues relating to these lands. Consideration will be given in preparing the new Draft Local Area Plan to setting out the overall framework for these lands so that development will not be delayed any further.
- 3.2.2.3 Within this area it is proposed to accommodate an additional 4,000 new houses, employment uses (20ha office park), an educational campus with primary and secondary schools to cater for the additional population, open space, new roads and transport infrastructure. In order to minimise the impact of this development on the National Road network, new non national roads and enhanced public transport provision will be required to improve connectivity between Ballincollig, the city and wider city environs.

- 3.2.2.4 In the short/medium term the land supply can deliver approximately 800 units. In addition to this supply there are a small number of unfinished housing schemes which will deliver approximately 160 additional units on completion – Fionn Laoi (36), Classes Lake (39) and Old Quarter (90). As the lands at Old Quarter are currently zoned for town centre uses it is suggested that the zoning be changed to residential use instead. Table 3.2.1 details the residential zonings currently in operation in Ballincollig.

<b>Table 3.2.1: Current Residential Zonings / Land Supply in Ballincollig</b>			
<b>Site Ref.</b>	<b>Area (Ha)</b>	<b>Comment</b>	<b>Suggested Approach</b>
<b>Infrastructure available to facilitate development within 0-2 year timeframe</b>			
R-04	15.6ha	School reduces site area to 15.6ha	Retain Zoning
R-05	2.2	Council land. Part 8 done.	Retain Zoning
<b>Total</b>	<b>17.8</b>		
<b>Developable within 2-6 years subject to additional infrastructure provision</b>			
R-02	4.6	Undeveloped	Retain Zoning.
R-06	4.8	Undeveloped	Retain Zoning
<b>Total</b>	<b>9.4</b>		
<b>Infrastructure requirements suggest delivery more than six years.</b>			
R-01	11.8	Undeveloped	Retain Zoning
R-03	14.3	Undeveloped	Retain Zoning.
X-01	117*	Undeveloped. Masterplan needed.	Prepare Masterplan. Framework
<i>Total</i>	<i>143.1</i>		
<b>Overall Total</b>	<b>170.3</b>		

\*117ha Net figure reflects more accurately the possible housing yield, overall gross area is 180.7ha.

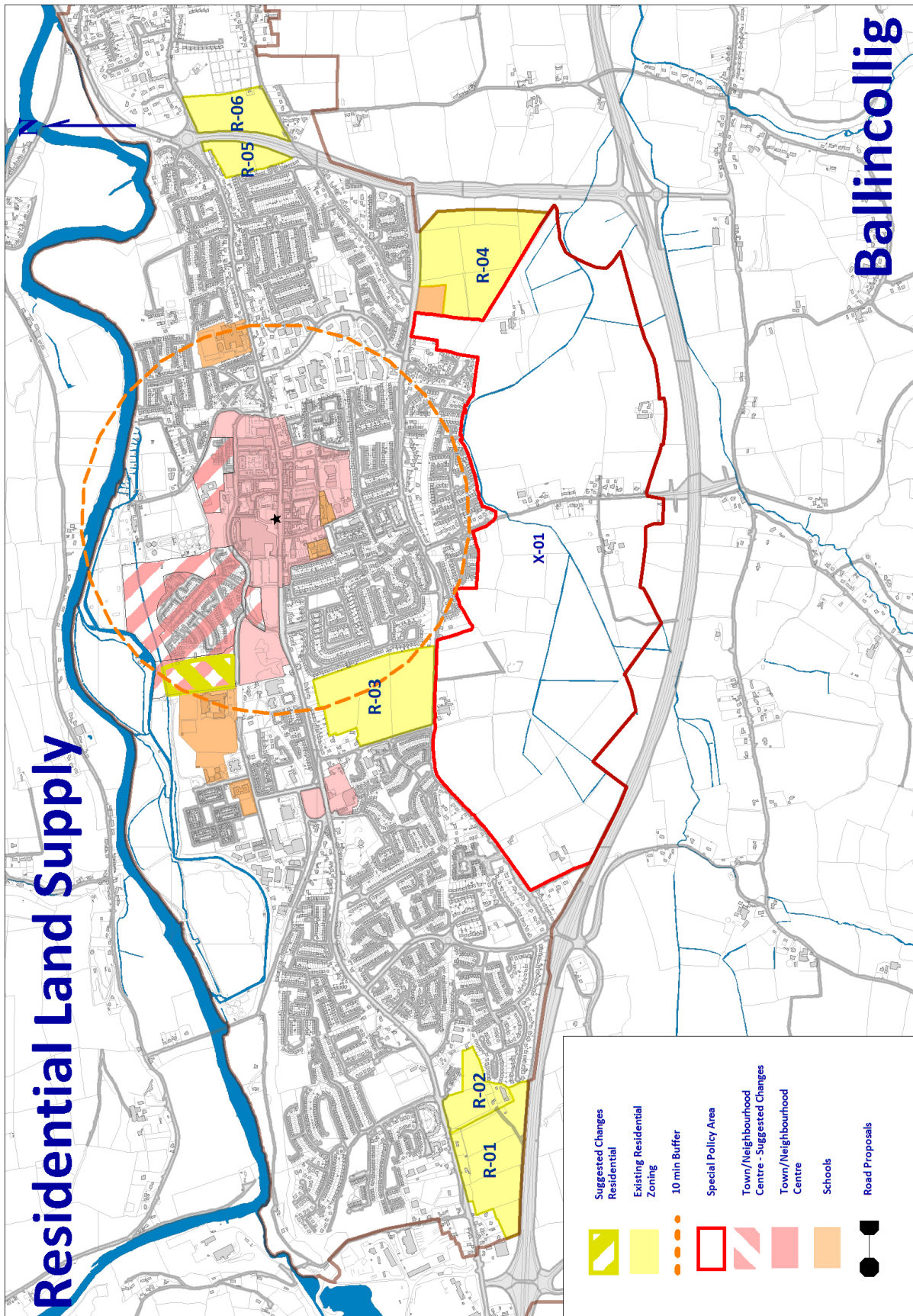


Figure 3.2.1: Residential Land Supply

### 3.2.3 Employment Land Supply

- 3.2.3.1 The main employment uses in Ballincollig are currently concentrated around the older business/ industrial estates on the Link Road/ Leo Murphy Road, at Innismore and at the EMC<sup>2</sup> facility at Killumney to the west of Ballincollig. In recent years the modern office scheme at Barrack Square in the town centre has also become an important employment centre. Retail and service sector employment is largely based in the town centre and at the western end of the town at the Supervalu complex.
- 3.2.3.2 Ballincollig is not a separate census town but results from the 2011 Census for the DED's which include Ballincollig show a daytime working population within those DED's of 6,290 persons, with Manufacturing/ Quarrying/ Electricity/ Water Supply/Waste management being the largest industrial group at 26% of employees followed by Information & Communication / Financial / professional sector at 25% and Wholesale/ Retail/Transport/ Accommodation / Food sectors at 21%.
- 3.2.3.3 While EMC<sup>2</sup> has been established in the area since 1988, in recent years additional IT firms have located in Ballincollig and in total the sector now employs about 3,000 people there. EMC<sup>2</sup> have recently sought planning permission to expand their facility in Ovens, further strengthening their base in the area. The continued availability of modern office space within the town is crucial to the continued presence and expansion of the IT sector in the town. A number of sites are available to accommodate such use. The availability of good public transport links connecting Ballincollig to the city and wider city environs is also very important for businesses thinking of setting up in Ballincollig and employees seeking to work there.
- 3.2.3.4 Additional employment growth in the town is essential to underpin the sustainable growth of the population and to support an expansion of the retail base. The Cork County Development Plan 2014 promotes Ballincollig as a Cork Gateway employment location suitable for enterprise development. Enterprise development describes a broad range of economic and employment generating developments including activities such as software development, IT, university and commercial research and development, data processing and telemarketing.
- 3.2.3.5 Ballincollig is also very close to the proposed Cork Science and Innovation Park at Curraheen which may be an important employment location for residents of Ballincollig in the future. Improving access from Ballincollig to the Science Park via the non national road network and improved public transport is essential.
- 3.2.3.6 Under the current local area plan for Ballincollig the only lands specifically designated for employment use are the 20 hectares set aside for Enterprise use within the Maglin masterplan lands (X-01) to the south of the town. Consideration could be given to identifying additional employment lands within and adjoining the town's development boundary. It is suggested that there are a number of infill sites within Ballincollig which may be suitable for the re development for employment uses, such as:
- Lands east of Lidl. Former industrial site which has been cleared.
  - Lands at Ovens. There is an existing low intensity industrial use on this site.
- 3.2.3.7 Also consider identifying additional lands for business/industry zoning at the following locations;
- East and south east of Killumney, south of N22.
  - South east of Ballincollig between the Kanturk Road and the Cork Science and Innovation Park.



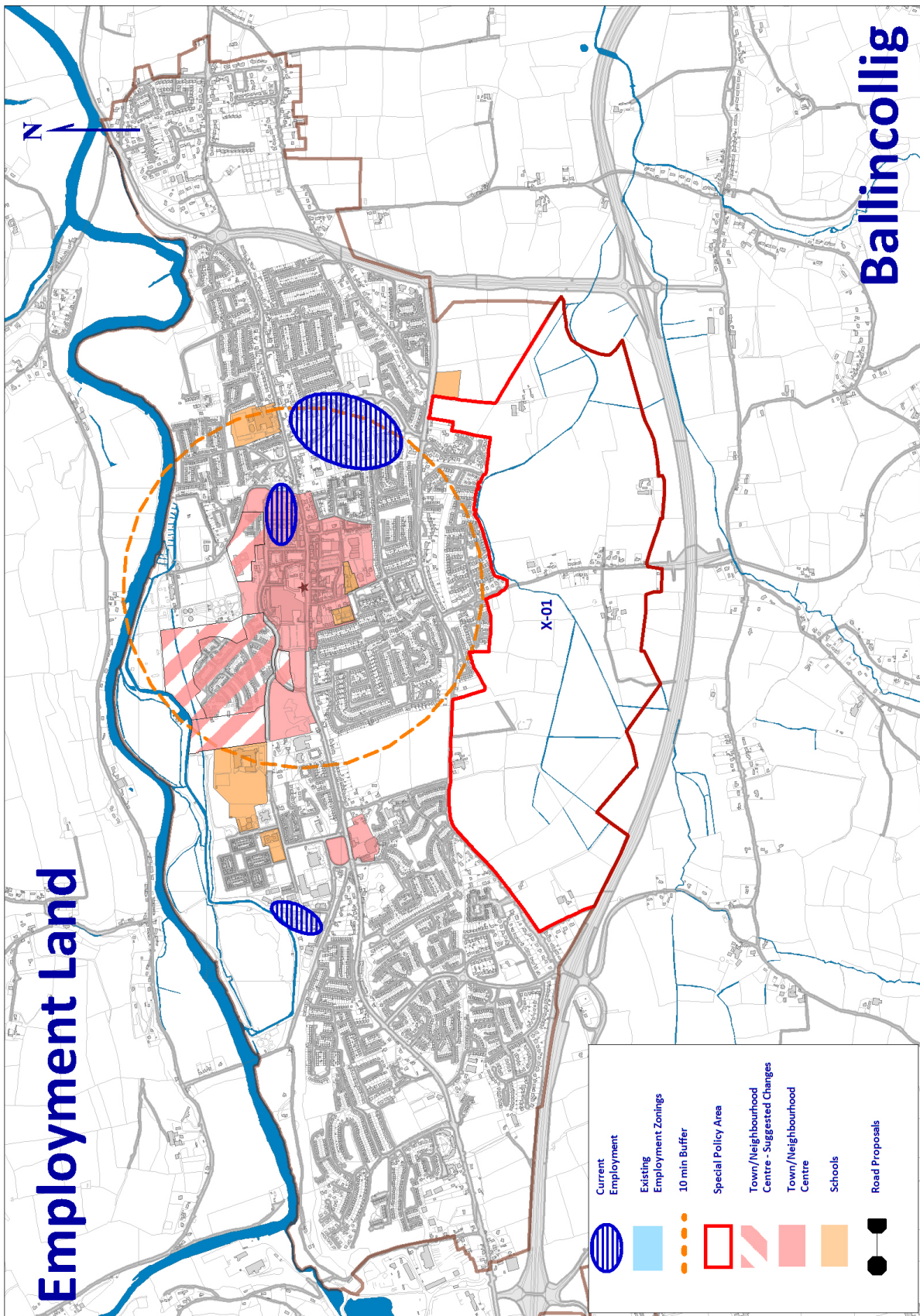


Figure 3.2.2: Employment Land Supply

### 3.2.4 Town Centre/Retail

- 3.2.4.1 Ballincollig has a modern town centre with a large supply of retail space, although there is a significant amount of vacancy at present. The town has a strong convenience retail base with all the main multiples represented but the comparison offer is weaker, although space is available to accommodate new retailers as the economy improves.
- 3.2.4.2 To the south of the main street there are opportunities for regeneration around Times Square, the retail warehouse complex behind the Cinema and at the site of the old Shopping Centre on Station Road. Off main street parking is well provided for in the town which allows for the provision of an attractive main street public realm. While the public realm along the Main Street was improved as part of the new town centre development, the definition and quality of the public spaces south of the main street could be further enhanced.
- 3.2.4.3 It is suggested that the extent of the existing town centre should be adjusted as follows;
- Omission of areas used as open space from the town centre so they can be rezoned as open space.
  - Rezone the unfinished portion of the Old Quarter estate for Residential use.
  - Omit existing residential areas/ community hospital and include them in the existing built up area.
  - Retain the neighbourhood centre status of the Supervalu Shopping Scheme at western end of the town.
- 3.2.4.4 In line with the requirements of the Retail Planning Guidelines it is proposed to define the 'Retail Core' of the town in the new Local Area Plan. The retail core is the primary shopping area.



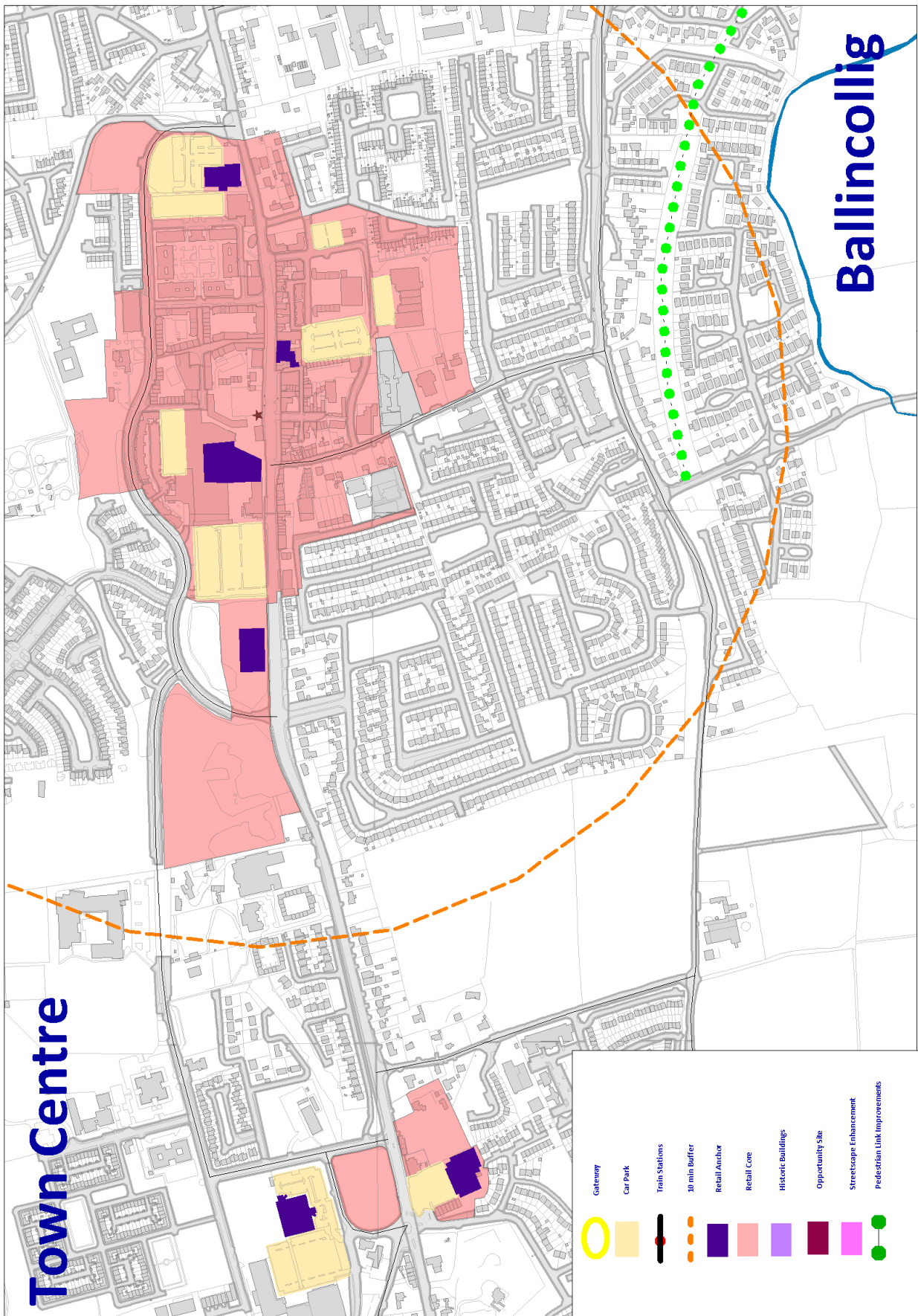


Figure 3.2.3: Town Centre



### **3.2.5 Community Facilities/Green Infrastructure**

- 3.2.5.1 Ballincollig has a good range of community facilities and amenities, with a number of health clinics, community hall, and public library. There is a private swimming pool located in the Oriel House Hotel. Ballincollig is also located in close proximity to Cork University Hospital and the Leisure World Bishopstown Sports Complex.
- 3.2.5.2 There are four primary schools and two secondary schools in the town. Additional primary and secondary schools will be provided as part of the development of the additional land bank to the south of the town at Maglin.
- 3.2.5.3 Ballincollig Town is well served by a range of sports and recreational facilities most of which have been developed to a high standard. These include the GAA Club, Rugby Club, and playgrounds, Pitch and Putt Course and the Regional Park. The town also has a cemetery and lands have been identified for the extension of this cemetery.
- 3.2.5.4 Ballincollig Regional Park is the main public amenity space in the area and provides a range of facilities including surfaced paths and more informal trails, a playground, skate park, fitness zone and sports pitches. In addition to these formal facilities significant areas of the park comprise of natural woodland, scrub and grassland habitats giving it a natural character. Cork County Council has an ongoing investment programme for the park to upgrade and enhance facilities.

### **3.2.6 Transport and Mobility**

- 3.2.6.1 In general Ballincollig has good roads infrastructure, parking facilities and enjoys excellent access to the National Road network. The town also has a good internal road network. However as the town grows it is important that other roads are improved in order to cope with the additional traffic volumes particularly from new development areas to the south. Improvements to pedestrian facilities are also required.
- 3.2.6.2 The Cork Area Transit Study (CATS) recommended that a Bus Rapid Transit (BRT) corridor from Ballincollig to Mahon would be constructed in three phases as follows: Phase 1a: Bishopstown/ CIT to Docklands, Phase 1b: Bishopstown/ CIT to Ballincollig, and Phase 2: Docklands to Mahon, with Phase 1b linking Ballincollig to Cork City. It is important for Ballincollig that the recommendations of this study be implemented.
- 3.2.6.3 Ballincollig is served by Bus Eireann which offers a service to the city centre, and onwards to Carrigaline, every 30 minutes on weekdays and an hourly service on a Sunday. Public transport usage is relatively low with only 10% of people working in Cork City using public transport to get to work. Improved public transport provision is proposed in the long term.
- 3.2.6.4 Consideration will need to be given to providing suitable pedestrian/cycle/vehicular access from the town centre and local schools to the Maglin (X-01) lands to the south.

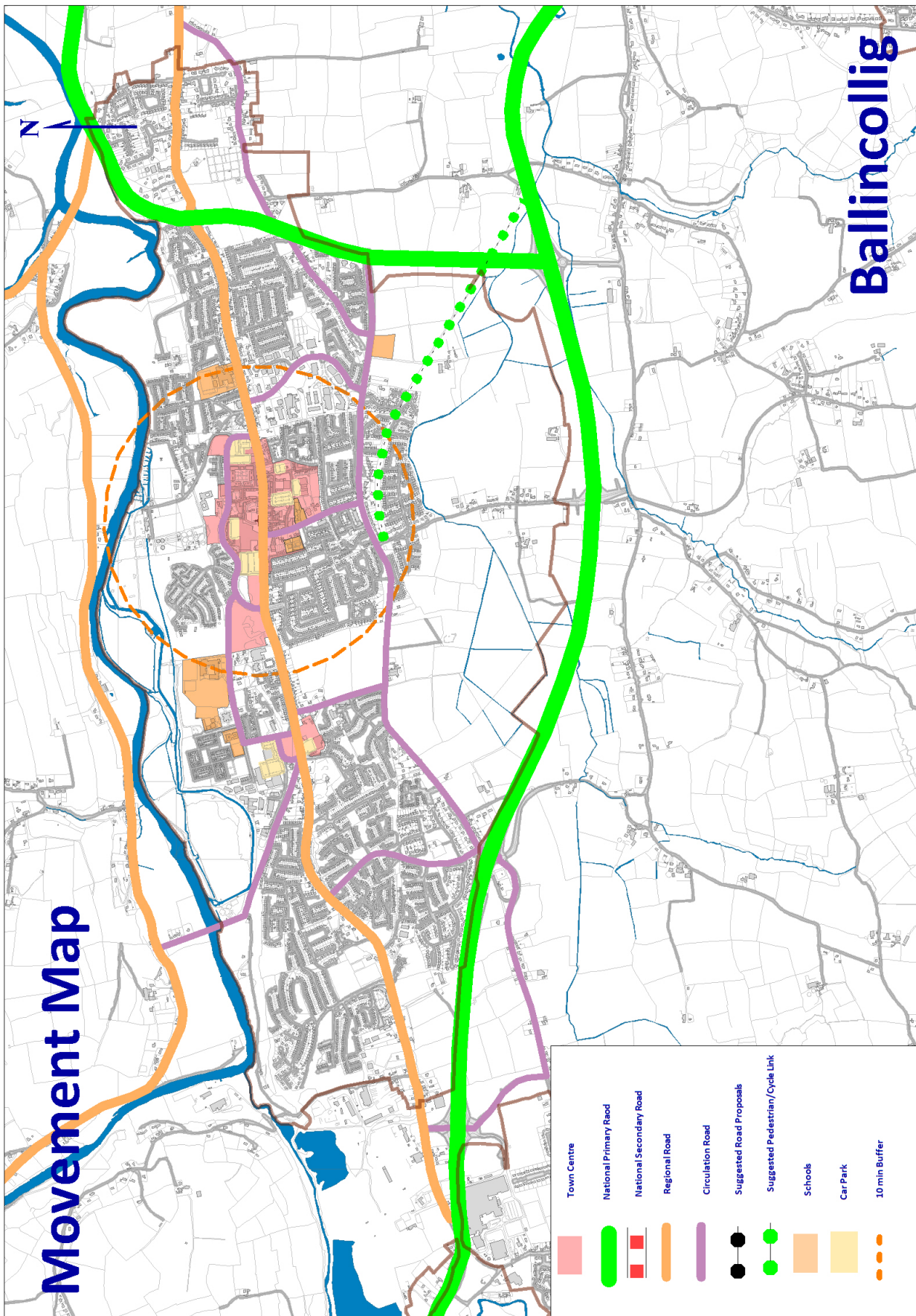


Figure 3.2.4: Transport and Mobility

### **3.2.7 Water Services Infrastructure**

#### *Water Supply*

- 3.2.7.1 Drinking water is available. A new reservoir may be required to provide storage for Ballincollig. Existing network will need to be upgraded and extended to service some locations.

#### *Wastewater*

- 3.2.7.2 The WWTP Upgrade (Advanced Works) is completed. Upgrading of WWTP will be required to accommodate target growth in Ballincollig. Extension, upgrading of sewers required to service some locations.

### **3.2.8 Surface Water**

- 3.2.8.1 There is a requirement to provide storm water sewers to serve most of the development sites in the town. All new development should include attenuation measures in accordance with Sustainable Urban Drainage systems.

#### *Flooding*

- 3.2.8.2 The northern parts of the town along the banks of the River Lee, mainly within the Ballincollig Regional Park have been subject to recurring flood events due to the low lying nature of the lands. Parts of the X-01 site are also at risk of flooding and this issue will need to be addressed as part of the preparation of the framework masterplan for those lands.

### 3.2.9 Suggested Changes to the Current Local Area Plan

3.2.9.1 The following is a list of possible suggested changes to be considered in the preparation of the Ballincollig Town Section of the Draft Local Area Plan. This is not an exhaustive list and additional items can be added as the local area plan review process progresses.

Table 3.2.2: Suggested Changes	
Topic	Suggested Approach
<b>Residential Land Supply</b>	<ul style="list-style-type: none"> <li>• Retain existing residential zonings.</li> <li>• Rezone the unfinished portion of the Old Quarter development from Town Centre to Residential.</li> </ul>
<b>Employment Land Supply</b>	<ul style="list-style-type: none"> <li>• Suggest that there are a number of infill sites within Ballincollig which may be suitable for the re development for Employment uses: <ul style="list-style-type: none"> <li>○ Lands east of Lidl. Former industrial site which has been cleared.</li> <li>○ Lands at Ovens. There is an existing low intensity industrial use on this site.</li> </ul> </li> <li>• Consider identifying additional lands for business/industry within and adjoining the town's development boundary.</li> </ul>
<b>Town Centre/Retail</b>	<ul style="list-style-type: none"> <li>• Consider adjusting the town centre zonings to remove substantial parts which are predominately residential in character, act as major open space areas and sites suitable for residential development.</li> <li>• Identify a Core Retail Area within the existing Town Centre.</li> </ul>
<b>Community Facilities/Green Infrastructure</b>	<ul style="list-style-type: none"> <li>• Consider zoning for any additional community facilities required in the town.</li> <li>• Consider need to identify a site for a Primary healthcare Centre in the town.</li> <li>• Consider whether existing and proposed educational facilities are sufficient to meet the future requirements.</li> </ul>
<b>Transport and Mobility</b>	<ul style="list-style-type: none"> <li>• Consider provision of new roads throughout the X-01 site to the south of the town to provide additional connectivity in an east /west and north / south direction through these lands.</li> <li>• Consider how best to provide suitable pedestrian/cycle/vehicular access from the X-01 lands to the town centre and local schools.</li> <li>• It is also suggested that the following need to be addressed; <ul style="list-style-type: none"> <li>○ Consider existing traffic arrangements including how existing junctions function within the town.</li> <li>○ Consider how best to address transport difficulties between the western side of the town and the town centre.</li> <li>○ Consider how to provide and improve public transport services both internally and with other centres.</li> <li>○ Consider how to address any traffic/transportation issues arising from the development of the Maglin Lands.</li> </ul> </li> <li>• Consider how to ensure that traffic issues do not impact on the town's attractiveness for both existing and future employers.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>• Take account of the latest flood study.</li> </ul>





# Section 3.3

## Carrigaline (North)

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### 3.3.1 The Vision for Carrigaline

- 3.3.1.1 Under the Cork County Development Plan 2014 Carrigaline is defined as one of nine “Metropolitan Towns” within the Cork Gateway. The strategic aims of large metropolitan towns like Carrigaline are to accommodate critical population growth and act as service and employment centres within the Cork Gateway, providing high levels of community facilities and amenities with infrastructure capacity and high quality and integrated public transport facilities.
- 3.3.1.2 Within this context the preparation of the new Local Area Plan for Carrigaline offers the opportunity to take stock in terms of our vision of what kind of town Carrigaline can be, the lessons learned over recent years and the landuse framework that should be put in place to help us progress towards achieving that vision. The existing Local Area Plan for Carrigaline sets out the following vision for the town:

“The strategic aim for Carrigaline is to consolidate the rapid growth of recent years broadly within the town’s existing development boundary, protecting its important greenbelt setting while maintaining its distinctiveness as a self contained Metropolitan Town with improvement of the town centre and the town’s residential amenities”.

Preparation of a new plan offers the opportunity to refine or update these goals as necessary.

### 3.3.2 Residential Land Supply

- 3.3.2.1 The County Development 2014 established a population target of 17,870 for Carrigaline representing growth of just over 3,000 people on Census 2011 figures (14,775). In order to accommodate this level of population growth, an additional 2,422 housing units will be required.
- 3.3.2.2 The existing Carrigaline Electoral Area Local Area Plan has made provision for a residential land supply of 90.8ha with the capacity to provide approximately 2,423 units, however, analysis of the land supply indicates that this has been reduced to 1,886 units through completion of the existing housing estate on R-07 and provision of schools on a portion of land zoned R-06. Just over 1,000 units will be accommodated in a single site at the northern fringes of the town, close to Shannonpark roundabout. A framework masterplan has been prepared for this site.
- 3.3.2.3 Table 3.3.1 details the current residential zonings in Carrigaline. These have been categorised in terms of the likely time frame within which infrastructure will be available in order to facilitate development. Within the 0-2 year time frame it is estimated that sufficient land is available to deliver 138 units. A further 689 units could be delivered within 2-6 year with the remaining 1000+ units in the greater than 6 years timeframe. The Cork Lower Harbour Sewerage Scheme is currently under construction and this will resolve outstanding wastewater constraints in the town. This will lead to improved water quality conditions in Cork Harbour and the tidal area near Carrigaline.
- 3.3.2.4 Analysis of the housing land within the town highlights there has been some activity in the housing market. Lands zoned R-07 (Forrest Hill) is now near completion and occupied. Nearby, lands zoned R-06 has been partially developed by the Department of Education and Science for a primary school (1.48ha) and there is a pending application for 600 pupil post primary school on another portion of the site (3ha). The potential yield for this site will be to be reduced. Similarly, there are servicing issues, flood risk and ecological constraints on lands zoned R-04 and a reduction in the potential yield of this site is recommended. There are two unfinished estates (R-01 and R08) within the town, symptomatic of the recent property crash with some vacancy evident in R-08.
- 3.3.2.5 A framework masterplan has been prepared for the X-01 site at Shannonpark and this is intended to be incorporated as an amendment to the existing Carrigaline Electoral Area Local Area Plan. This proposed amendment is currently on public consultation.

- 3.3.2.6 The remaining available land supply highlights a potential shortfall in the residentially zoned land to meet the County Development target. There may be a need to identify additional residential lands adjoin the existing development boundary, including consideration of lands east of the town which currently form a strategic gap between Carrigaline and Ringaskiddy.

<b>Table 3.3.1: Current Residential Zonings/ Land Supply in Carrigaline</b>			
<b>Site Ref.</b>	<b>Area (Ha)</b>	<b>Comment</b>	<b>Suggested Approach</b>
<b>Infrastructure available to facilitate development within 0-2 year timeframe</b>			
R-01	3	Unfinished estate.	Retain Zoning
R-02	1.9	Undeveloped.	Retain Zoning
R-07	(10)	Near completion.	Change to existing built up area
R-10	(0.4)	Developed.	Change to existing built up area
<b>Total</b>	<b>15.3 (4.9)</b>		
<b>Developable within 2-6 years subject to additional infrastructure provision</b>			
R-03	1.8	Undeveloped.	Retain zoning
R-04	1.1	Undeveloped. Ecological assessment required & part of site subject to tidal flooding.	Reduce yield – may be suitable for a small number of self-builds/detached houses.
R-05	2.7	Undeveloped.	Retain zoning
R-06	8.52 (4.48)	Primary school permitted & developed (1.48ha); Pending application for 600 pupil post primary school on 3ha.	Retain Zoning amend site boundary & reduce yield accordingly.
R-08	15	Unfinished estate.	Retain zoning
<b>Total</b>	<b>29.12 (4.48)</b>		
<b>Infrastructure requirements suggest delivery more than six years down the line</b>			
R-09	5.9	Undeveloped.	Retain zoning

<b>Table 3.3.1: Current Residential Zonings/ Land Supply in Carrigaline</b>			
<b>Site Ref.</b>	<b>Area (Ha)</b>	<b>Comment</b>	<b>Suggested Approach</b>
X-01	36	Undeveloped. Framework masterplan being progressed. Flood risk on part of the site.	Revise zoning Objective as per proposed Local Area Plan Amendment.
<b>Total</b>	<b>41.9</b>		
<b>Overall Total</b>	<b>90.8 (81.42)</b>		

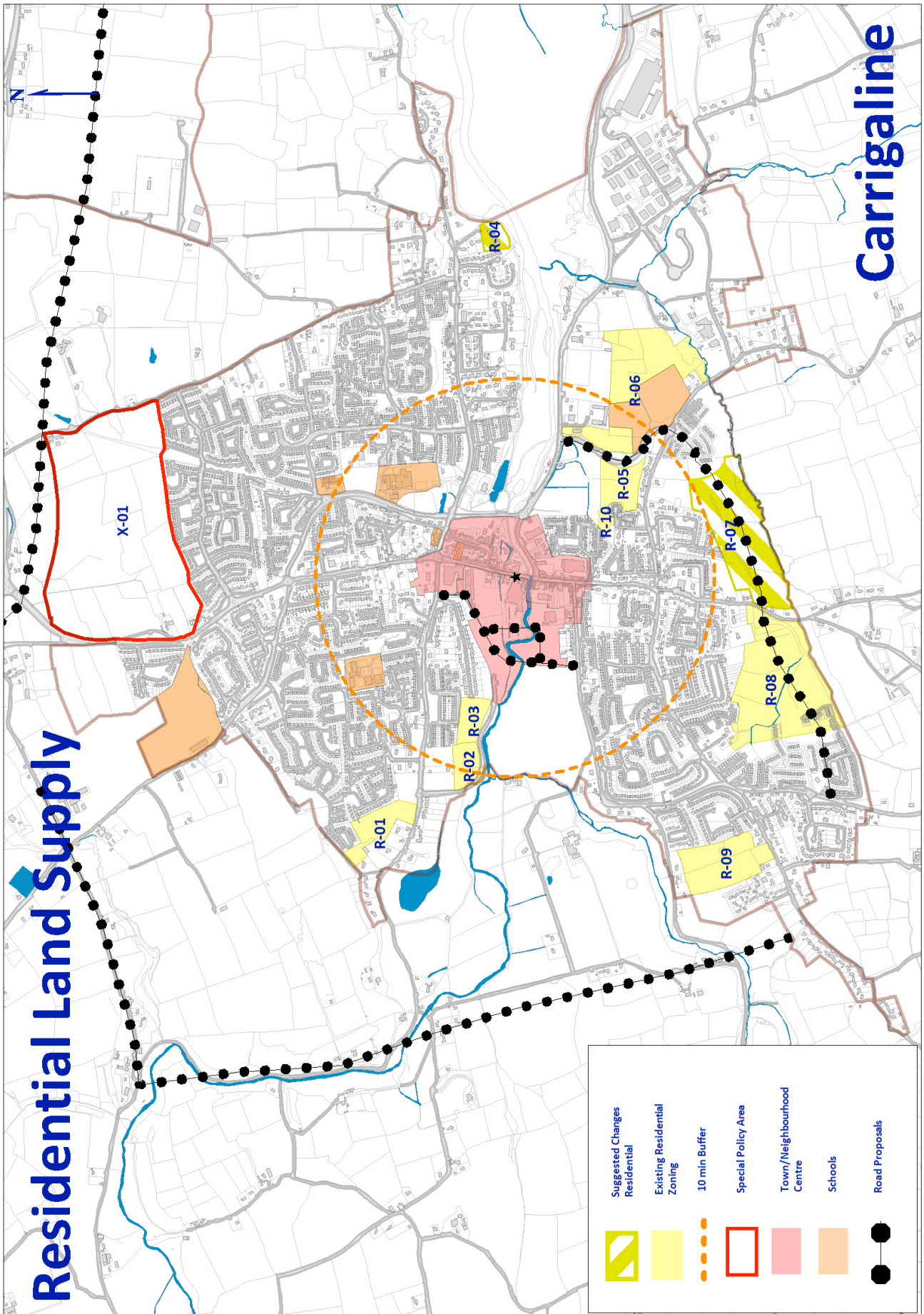


Figure 3.3.1: Carrigaline Residential Land Supply

### 3.3.3 Employment Land Supply

- 3.3.3.1 Carrigaline has a limited employment land supply due to its proximity to the Strategic Employment Area in Ringaskiddy which has the largest cluster of pharmaceutical industries nationally. Results from the 2011 Census highlight there were 7,305 persons aged 15 years and over in the labour force and of these 85% (6,211) were at work. In 2011 the town had a 15% unemployment rate, compared to 19% nationally. The daytime working population (resident and non-resident) was 1,781 people with commerce and trade being the largest industries represented in the town. Of the 6,211 workers enumerated in the area, 4,481 worked outside the area, reflecting the dormitory nature of the town.
- 3.3.3.2 The existing employment land supply for Carrigaline is focussed to the south of the town on B-01 and B-02, between an existing industrial estate and small business Park, these lands remain undeveloped. There is currently good footpath connectivity to this area. There is no zoned employment land-supply to the north of the town and little options available given topographical constraints and proximity to the national road network which forms a natural limit to the town. Consideration may be given to identifying additional employment lands in that direction within the built-up area of the western limits of the Ringaskiddy development boundary to provide a more balanced employment land supply close to the Carrigaline and with good access to the national road network.
- 3.3.3.3 POWSCAR data analysis available for Carrigaline includes Ringaskiddy within its study area. The number of employees rises to 7,521 within this enlarged geographical area. This analysis finds the majority of the employees are working either within the Study Area (21% - largely Ringaskiddy given the limited employment base of Carrigaline), within the County Metropolitan Area (46%) or Cork City (29%).
- 3.3.3.4 The POWSCAR analysis highlights that the usual means of travel was by car (77.4%) with public transport usage very low at 2.3%. There is a regular bus service to Cork City but no public transport route linking the town to Ringaskiddy. Given the limited jobs numbers within Carrigaline, it can be assumed that a significant proportion of the employees working “within the Study Area” are travelling to Ringaskiddy. There are opportunities to address the high car dependancy rates in Carrigaline with the introduction of a public transport link to Ringaskiddy and investment in walking and cycling infrastructure to encourage a greater proportion of green modes to this employment destination.

<b>Site Ref</b>	<b>Area (Ha)</b>	<b>Comment</b>	<b>Suggested Approach</b>
B-01	9.7	Undeveloped. Business development.	Retain Zoning.
B-02	6.2	Undeveloped. Business development.	Retain Zoning.



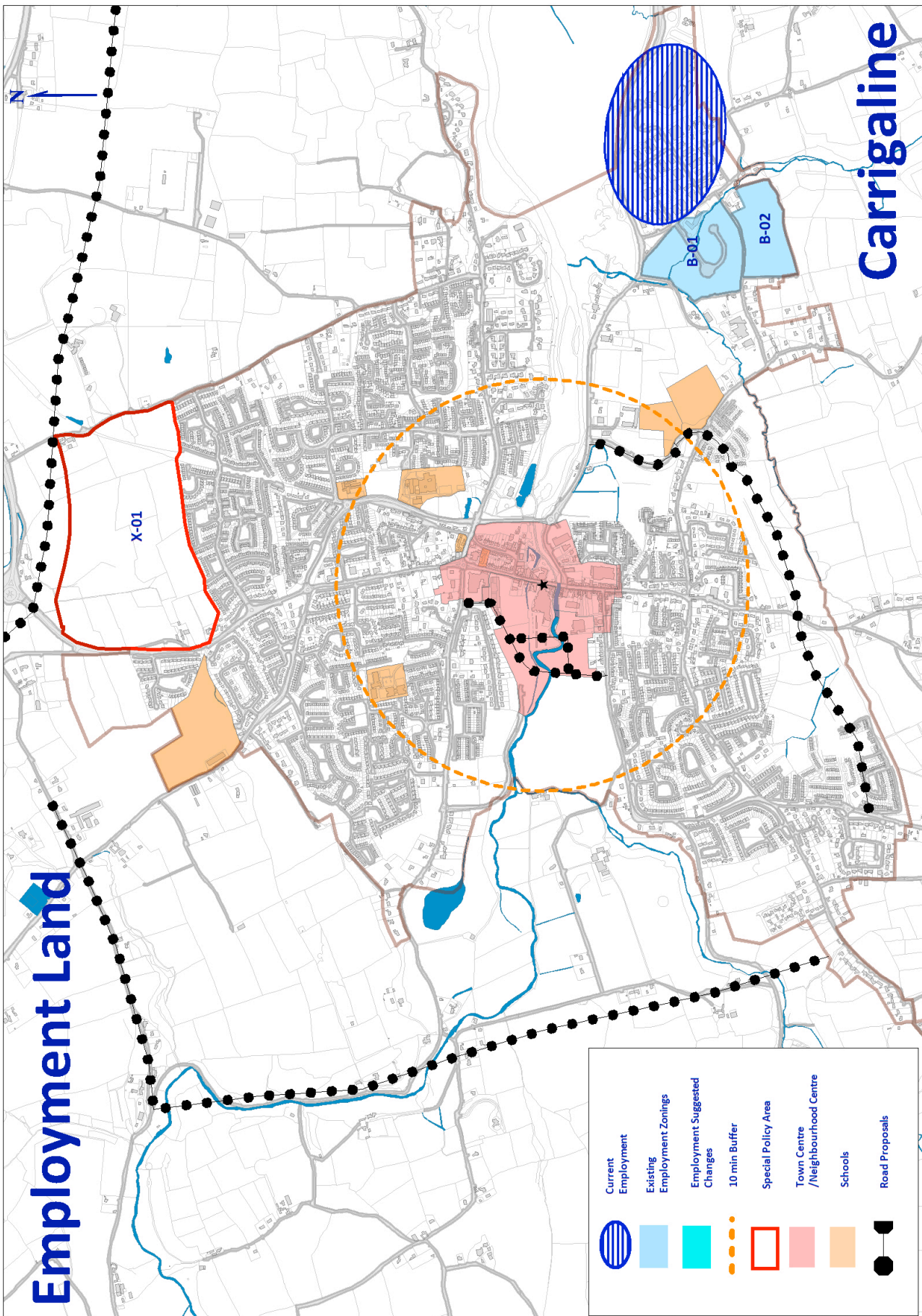


Figure 3.3.2: Carrigaline Employment Land Supply

### 3.3.4 Town Centre / Retail

- 3.3.4.1 Carrigaline has evolved from a small rural village in the 1970s to one of the fastest growing “commuter” towns serving Cork City. The traditional town centre largely comprises of a long “Main Street” laid out on a north-south axis. Buildings are generally two storeys high, 3-bays wide and largely demonstrate a consistent frontage. On street parking dominates the town centre although there are a number of car parks adjacent to the Main Street. An eastern relief road has been completed but plans to provide an inner and outer relief roads west of the town centre have not been delivered to date. These are critical pieces of infrastructure needed to remove traffic from the town centre, improve movement throughout the town and provide access to backlands west of the town centre.
- 3.3.4.2 The extent of the retail core and town centre has been defined in the Figure 3.3.4. Currently the main convenience anchor stores are provided by Supervalu within the town core along with Dunnes Stores and Lidl which are at edge of the town centre locations. There are opportunities to improve pedestrian connectivity between the Main Street and the edge of town anchor stores by the provision of new pedestrian links and a new pedestrian bridge.
- 3.3.4.3 Recent survey work by Cork County Council highlighted that the town has a low representation of comparison retail units. Overall vacancy was low at 12%; however, there was evidence of a number of long-term vacant properties (Carrigaline Pottery/ The old library building) which were detracting from the town centre appearance. The survey findings also demonstrate that certain retail uses are emerging within the Business Park and this may be symptomatic of the lack of available units within the town centre. Future expansion within the town centre will need to include suitable sized units to address this issue.
- 3.3.4.4 The 2011 LAP designated a large area of backlands to the west of the Main Street as “Town Centre” (T-02) which incorporates part of the existing retail core and this remains undeveloped. The review will seek to provide an urban design framework to guide the desired urban structure of any future town centre expansion in this area including the use of perimeter blocks, provision of additional small-medium sized retail units, identifying access points and specifying building heights. Further town centre enhancement measures can be delivered on completion of the western relief roads which should focus on providing a more pedestrian friendly streetscape with the inclusion of a new community focussed public space at the heart of the town, wider pavements, rationalised on-street parking and a more coherent approach to signage, shopfronts and utilities.
- 3.3.4.5 Apart from recent new convenience stores (Dunnes Stores and Lidl); there has been little expansion in the retail environment in parallel with its significant population growth. In order to strengthen the core area and promote increased footfall levels, it is essential that the location of any future significant retail development consolidates the core and relates positively to the planned inner western relief road.
- 3.3.4.6 There are 2 sites zoned for Town Centre within the current plan and it is suggested that these be retained. Figure 3.3.4 defines the core retail area. Some regeneration sites have been identified within the town centre to promote and prioritise the key sites which can fulfil appropriate town centre uses. There is also an opportunity to introduce a new public space as part of the development of the back lands within the T-02 site.



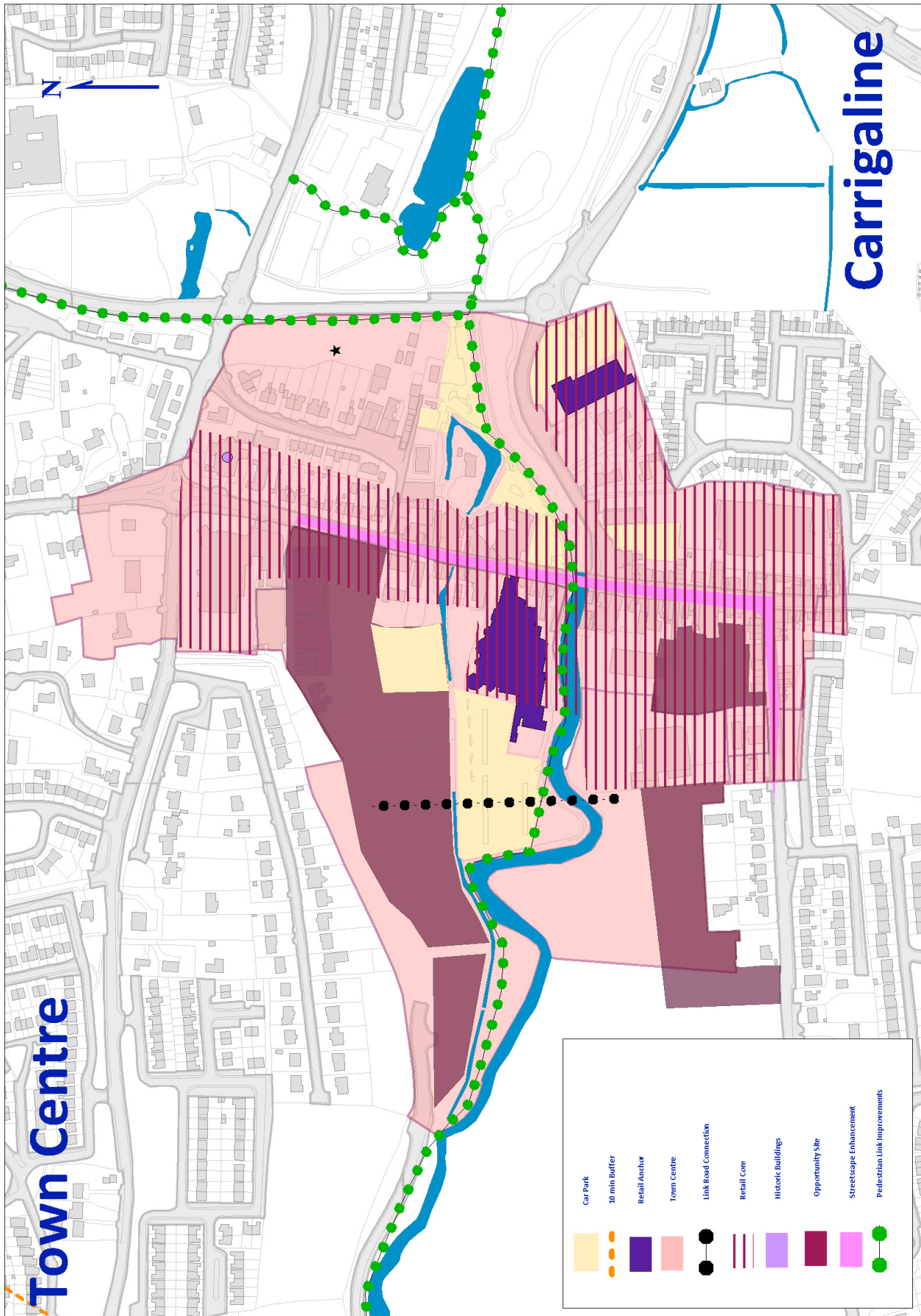


Figure 3.3.3: Town Centre

### *Town Centre Opportunity Sites*

- 3.3.4.7 There are a number of brownfield/ backland opportunity sites within the town centre, most notably The Old Pottery site (No. 1) within the area zoned T-01, a backland area between the Main Street and the Co-operative to the south of the town core (No. 2) and a backland area west of the Co-op (No. 3) adjoining the planned Relief Road. Site Number 4 can be developed in tandem with Site No 1 or separately. The location of these lands relative to the existing town centre can help deliver town centre expansion in a sustainable manner and can help deliver a new series of mixed use, modern town centre precincts.
- 3.3.4.8 The delivery of the western relief road can improve overall movement within the town and presents opportunities to deliver a series of public realm enhancements along the Main Street. Carrigaline demands an updated and modern town centre environment reflective of its role as a key Metropolitan Town. A new public space is identified along with public realm improvements at key locations which can create a safe, people-focussed environment. Further riverside public spaces should be incorporated as part of the development of Opportunity Sites 1 and 3 to create a series of linked, flexible spaces which can perform a diversity of uses such as facilitating a farmers market; concert/ festival spaces etc.

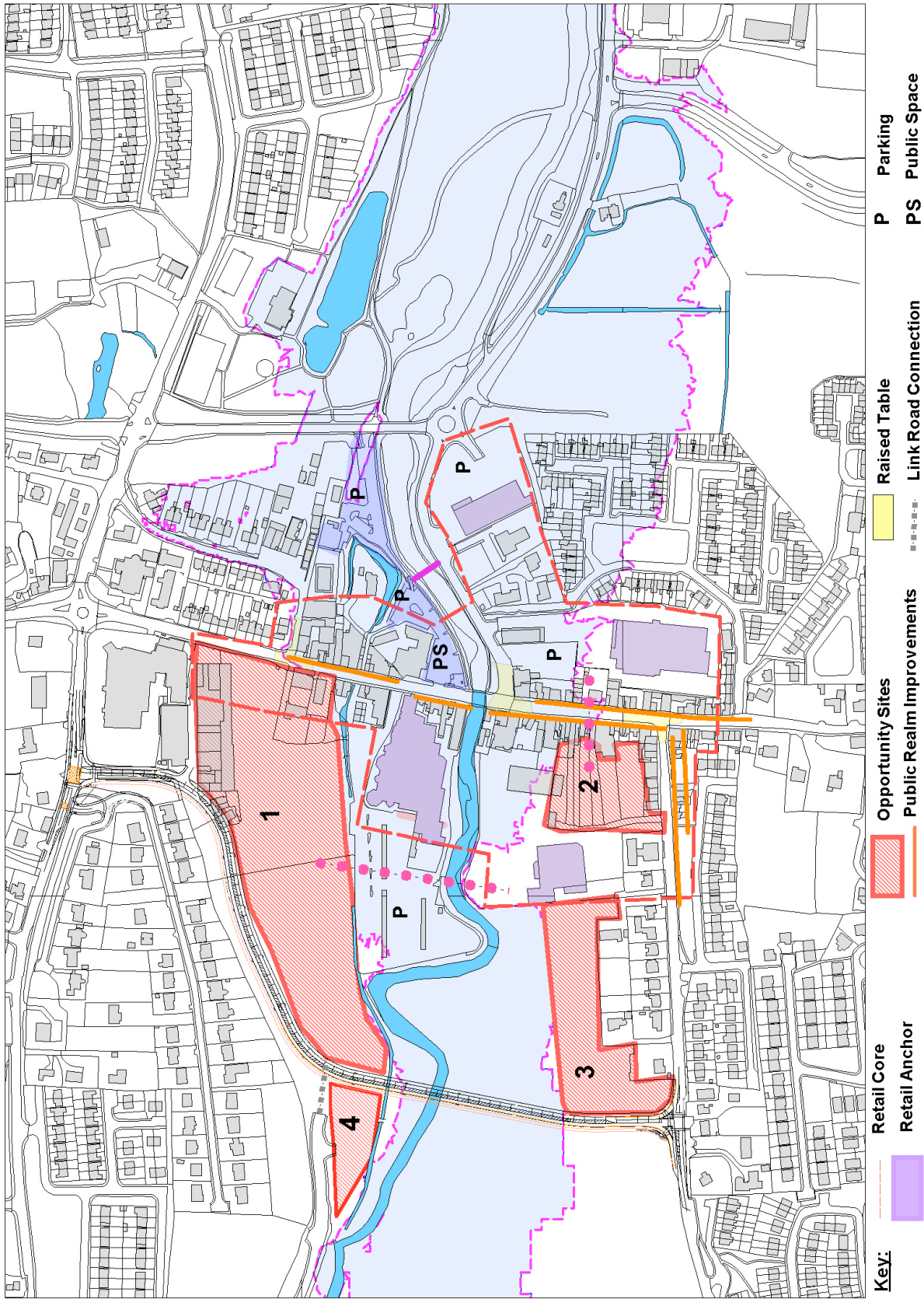


Figure 3.3.4 Town Centre Opportunity Sites



### 3.3.5 Community Facilities / Green Infrastructure

- 3.3.5.1 Community facilities are located throughout the town including a library, garda station, fire station, a community centre/sports hall adjoining the park and 2 no. churches. The Carrigaline Court Hotel contains a gym and swimming pool facilities. The town has no nursing home and this review should consider the most appropriate location for such a use to future-proof the healthcare needs of the community. There is currently an application being progressed for a Primary Healthcare facility in the Estuary Business Park. The town centre is the preferred location for such healthcare and community uses as it offers an accessible location to users and can help strengthen the vitality of uses in the core of the town.
- 3.3.5.2 The town has a good range of educational facilities. There is a large community secondary school at Waterpark and a further two secondary schools are currently being progressed through the planning process (a new Gaelcolaiste on lands zoned C-01 and a new Educate Together Secondary School on lands zoned R-06). There are four primary schools and a special needs school located close to the town centre. The Gaelscoil is proposing to relocate to lands C-01 along with a special needs school to form part of a new Educational Campus near the proposed X-01 Shannonpark site and established residential areas. The County Development Plan 2014 identifies a need to accommodate one 16 classroom primary school. It is unclear whether this has been met by the construction of the new Educate Together primary school on lands R-06. There are some opportunities to improve connectivity from residential areas to schools which can help encourage a greater uptake of green modes and promote a healthier lifestyle.
- 3.3.5.3 The town has a good supply of active open space including a GAA complex, rugby grounds, soccer pitches and a golf course at Fern Hill. There is also an attractive riverside walk along the old railway line linking the town with Crosshaven. There are plans to extend this link further along the old railway line to link Carrigaline with Raffeen and Monkstown (U-05). There is one small park with playground facilities adjoining the community centre but there is a clear need to develop a better network of pocket parks and linked spaces to serve the town's existing large population.
- 3.3.5.4 Carrigaline's attractive location where the Owenboy River enters the Estuary has produced a variety of important areas of local biodiversity. There are two natural heritage designations at this location, namely, the Cork Harbour Special Protection Area (SPA- 004030) and the Owenboy River proposed Natural Heritage Area designation (Site Code pNHA 001990), west of the town. An amenity walk has been developed along the southern banks of the Estuary (along the route of the Old Railway line) and there are objectives to extend this link further along the old railway line to link Carrigaline with Raffeen and Monkstown (U-05). There are objectives in the existing Plan to develop a further amenity walk to the north of the estuary (U-07) which should be retained.
- 3.3.5.5 The future development of the town offers enormous opportunities to develop an integrated open space strategy which can perform a number of functions including passive and active amenity areas, wildlife corridors and carbon filters to offset impacts of increased development and traffic within the town. The attractive estuary and river valley setting of the town offers opportunities for the development of new east-west recreational spine for the town which would enhance the overall quality of life for residents. Within the green fringes of the town there are clusters of attractive historic hedgerows and tree-lines which should be retained as part of any future town development.
- 3.3.5.6 The review should consider how the Plan can facilitate greater access to the Owenboy River Corridor and Estuary Area, and provide opportunities for water-based recreation such as kayaking, fishing, etc. subject to compliance with nature conservation designations.



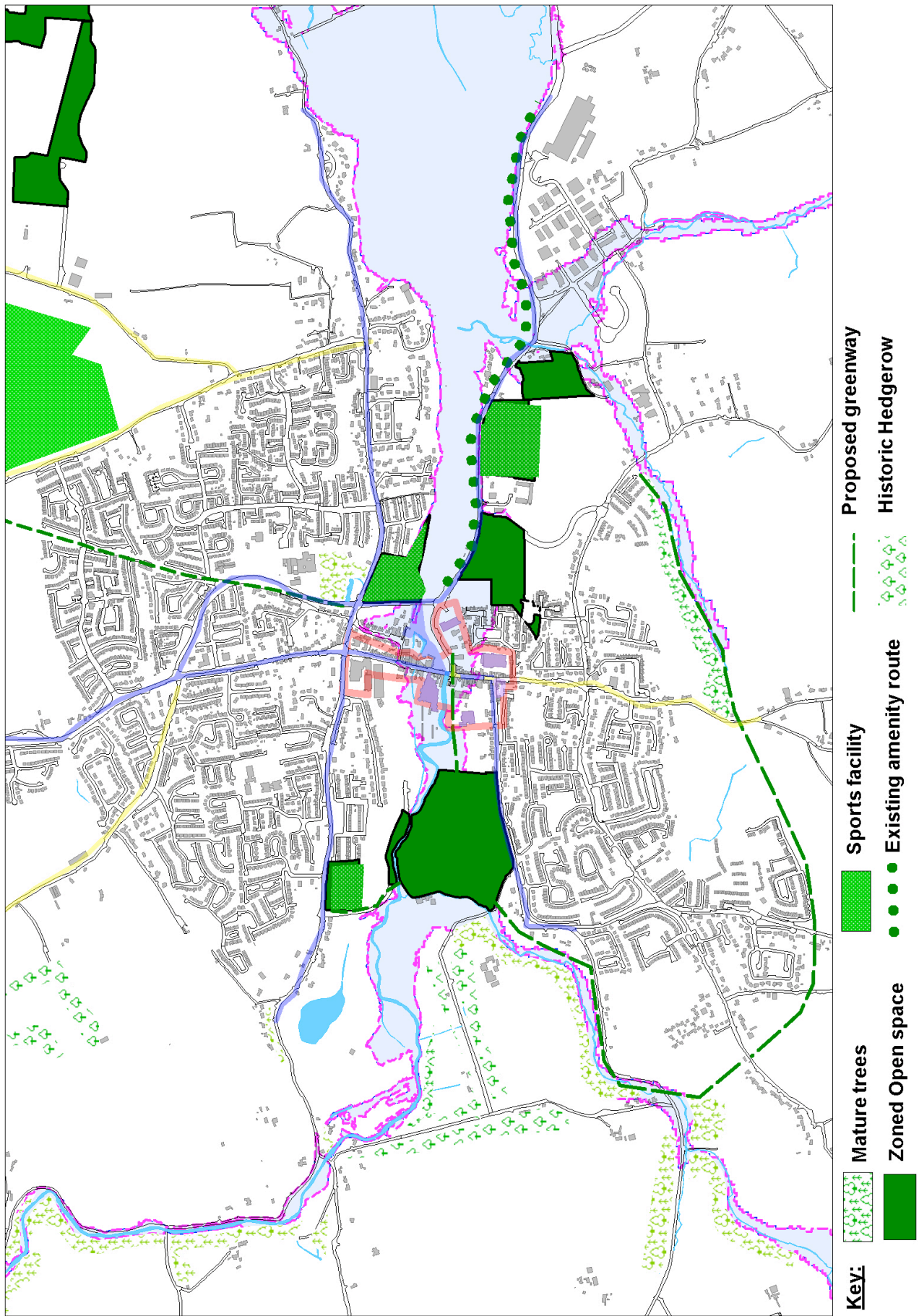


Figure 3.3.5: Green Infrastructure Strategy

## Public Realm

- 3.3.5.7 Carrigaline's streetscape and public realm are generally poor quality and would benefit from a public realm strategy which should focus on reducing the dominance of on-street parking, widening and improving the quality of the street and introducing a series of new people friendly public spaces at key locations within the town. Delivery of the planned inner relief road west of the town is key to the implementation of this and offers the Council opportunities to update and expand the urban structure of the town centred on a series of new public spaces. There are a number of opportunities to provide new public spaces within the existing town centre including the existing car-park site between the River & retail units in the town centre and within the planned town centre expansion site, west of the town centre. Any new space should be designed to provide a number of functions such as a meeting place, seating area, market space, festival space etc. The land-use zoning regime should be updated to include these objectives.

## 3.3.6 Transport and Mobility

- 3.3.6.1 Carrigaline is served by an important network of regional roads and is connected to Cork City via the N28 National Primary Road at Shannonpark Roundabout. Capacity issues on the National Road network together with high levels of commuter-based travel in the town creates queuing at peak times at Shannonpark Roundabout. The movement network is one of the key influences on the future development of the town. The Carrigaline Area Transportation Study was adopted in 2007 and some of its recommendations have been delivered, most notably the eastern relief road. The planned western relief roads have not been delivered to date. The proposed western Inner Relief Road is a key element in the future expansion of the town centre. An updated strategy may be required to reassess proposals for the Western Outer Relief Road.
- 3.3.6.2 Census 2011 recorded 77.4% of residents commuted to work by car with the average journey time being 24 minutes. Bus Eireann operates regular services through the town connecting to Cork City, C.I.T. and to Crosshaven and Fountainstown. A planned public transport facility (U-09) has not been developed to date. A bus service is not available to Ringaskiddy, one of the main local employment destinations for the town's population. The provision of a regular bus service with priority lanes at peak times linking the town with the cluster of industries in Ringaskiddy and Cork City would help address some of the high car dependency levels within the town.
- 3.3.6.3 Similarly, there are opportunities to enhance walking and cycling facilities between the town and Ringaskiddy given the short distance and level topography available. The R613 is the shortest route to the majority of the industries but this coastal road is narrow, poorly aligned and subject to flooding. Within the town, improvements to the walking and cycling network can be achieved through the provision of an additional riverside walk on the northern banks of the Estuary and the provision of further pedestrian bridges over the River to achieve more direct access between different quadrants of the towns. Some traffic calming measures and enhanced bus parking at schools could also promote higher levels of walking and cycling amongst school-goers and help reduce congestion levels within the town.



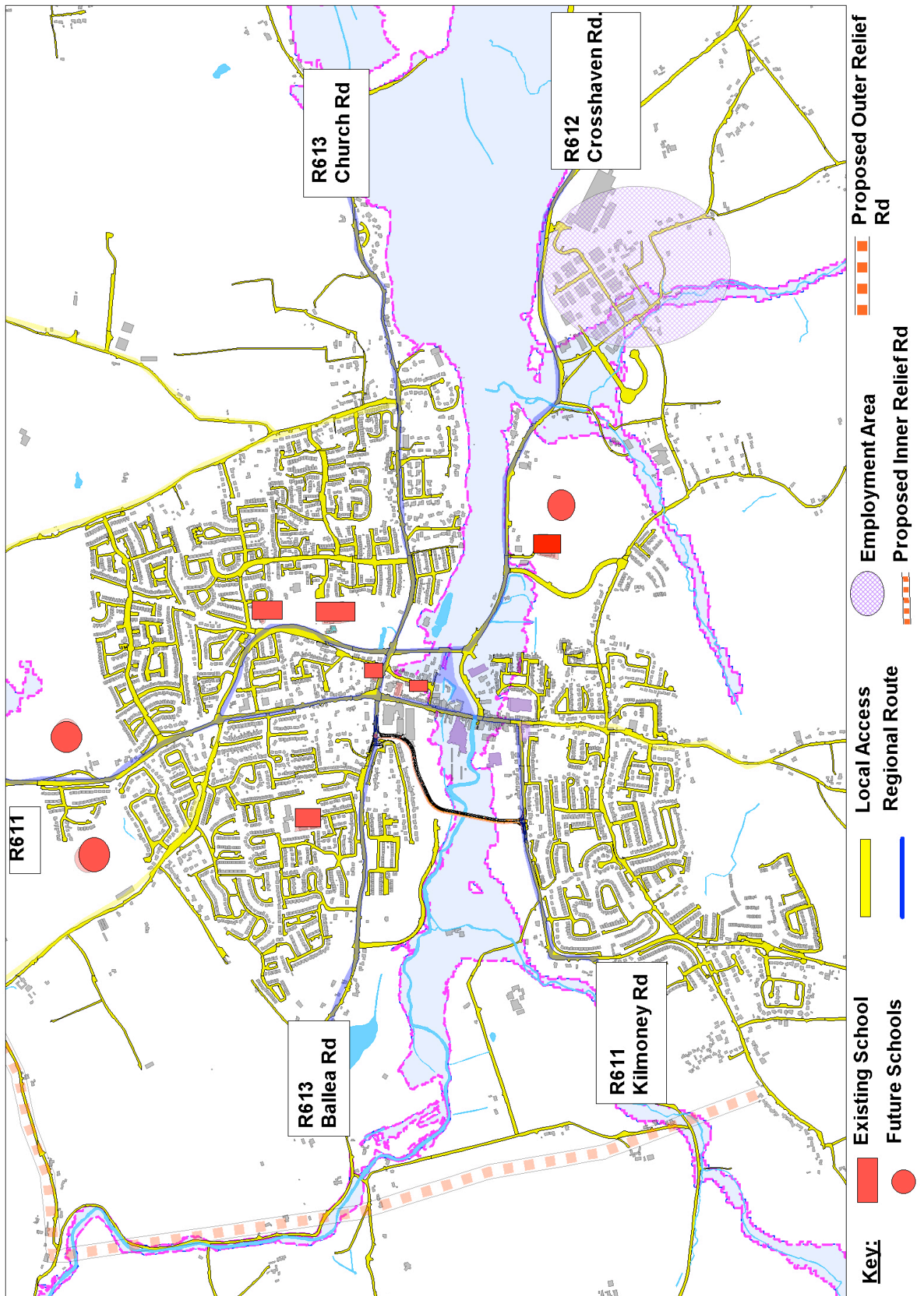


Figure 3.3.6: Movement Strategy

### 3.3.7 Water Services

#### *Water Supply*

- 3.3.7.1 Carrigaline receives its drinking water from the Innishannon WS and from the Cork Harbour and City WS at Inniscarra. At present the Innishannon WS has limited spare capacity and there is an issue concerning the availability of adequate reservoir storage. However the Cork Harbour and City WS has capacity to provide a water supply for proposed development in Carrigaline. Upgrading / extension of local watermains will be required to service some locations in Carrigaline.

#### *Wastewater*

- 3.3.7.2 There is no Wastewater Treatment Plant serving Carrigaline. Wastewater from Carrigaline is conveyed via a largely combined sewer system to the Coolmore Pumping Station from where it is pumped to ultimately discharge at the Dognose Bank in Ringaskiddy. The Lower Harbour Sewerage Scheme currently under construction will address this issue. Extension, upgrading of sewers is required to service some locations in Carrigaline.

### 3.3.8 Surface Water

- 3.3.8.1 Surface water is currently disposed of to a combined sewer. There is a need to separate these as problems occur in periods of heavy rainfall and in order to protect the capacity of the planned wastewater treatment plant. This will be resolved as part of the planned Carrigaline Collection system.

#### *Flooding*

- 3.3.8.2 Carrigaline has been subject to recurring flood events due to the low lying nature of the town centre and the tidal influences on the Owenboy River. A large section of the town centre is within the “flood risk” zone and any proposals here will need to follow the approach required under national Guidelines relating to flood risk management.

### 3.3.9 Suggested Changes to Current Local Area Plan

- 3.3.9.1 The following is a list of possible suggested changes to be considered in the preparation of the Carrigaline Town Section of the Draft Local Area Plan. This is not an exhaustive list and additional items can be added as the local area plan review process progresses.

<b>Table 3.3.3 Suggested Changes</b>	
<b>Topic</b>	<b>Proposed Approach</b>
<b>Overall</b>	<ul style="list-style-type: none"> <li>It is suggested given that Carrigaline Town is split between the Ballincollig-Carrigaline MD and the Bandon-Kinsale MD that the town be included in both Municipal District Preliminary Consultation documents and respective draft plans.</li> </ul>
<b>Residential Land Supply</b>	<ul style="list-style-type: none"> <li>Retain existing residential zonings.</li> <li>Change R-07 and R-010 to "Existing built-up area".</li> <li>Adjust boundary of R-06 to take account of educational developments.</li> <li>Consider identifying additional land for housing adjoining the existing development boundary, including consideration of lands to the east which currently form a strategic gap with the Ringaskiddy.</li> </ul>
<b>Employment Land Supply</b>	<ul style="list-style-type: none"> <li>Retain existing employment zonings.</li> <li>Consider identifying additional employment lands for business use to the north west of the town possibly within development boundary of Ringaskiddy.</li> </ul>
<b>Town Centre/ Retail</b>	<ul style="list-style-type: none"> <li>Suggest adjusting the extent of the town centre zoning.</li> <li>Define the core retail area within the town centre zoning.</li> <li>Consider provision of a robust town centre strategy which seeks to consolidate and strengthen the core retail area by providing for an appropriate mix of uses and suitably sized units.</li> <li>Identifying opportunity sites which can help facilitate retail expansion.</li> <li>Consider a programme of town centre enhancements on completion of the western relief road.</li> </ul>
<b>Community Facilities/Green Infrastructure</b>	<ul style="list-style-type: none"> <li>Consider most suitable location for a new nursing home.</li> <li>Consider the adequacy of land zoned to meet the future educational needs of the town.</li> <li>Consider identifying land for a Primary Healthcare Facility.</li> <li>Consider locations which would offer potential for new pocket parks within the town.</li> <li>Consider how best to deliver a new park for the town.</li> </ul>
<b>Transport and Mobility</b>	<ul style="list-style-type: none"> <li>Consider how best to deliver the Western Inner Relief Road to address congestion, improve movement and unlock a large section of "backland" west of the town centre.</li> <li>Consider how can to encourage green modes of travel between the town and the Strategic Employment Area at Ringaskiddy.</li> <li>Consider measures to encourage a greater proportion of walking/ cycling to school at peak times.</li> </ul>
<b>Water Services Infrastructure</b>	<ul style="list-style-type: none"> <li>Provision of the Lower Harbour Sewerage Scheme.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>Take account of the latest flood study.</li> </ul>







# Section 3.4

## Passage West / Monkstown / Glenbrook

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### 3.4.1 The Vision for Passage West/ Monkstown/ Glenbrook

- 3.4.1.1 Passage West, Glenbrook and Monkstown are a series of linked Lower Harbour settlements within the County Metropolitan Cork Strategic Planning Area. For the purposes of the Local Area Plan, Passage West, Glenbrook and Monkstown are considered as a single entity, as per previous Plans. Under the Cork County Development Plan 2014 Passage West/Monkstown/Glenbrook is defined as one of nine “Metropolitan Towns” within the Cork Gateway. The strategic aim of such large metropolitan towns is to accommodate critical population growth and act as service and employment centres within the Cork Gateway, providing high levels of community facilities and amenities with infrastructure capacity and high quality and integrated public transport facilities.
- 3.4.1.2 The vision for the area is to facilitate continued population and housing growth within this attractive harbour side setting in tandem with delivering an urban design strategy to help address issues of commercial vacancy, a poor town centre environment and promoting the development of key town centre sites in Passage West.

### 3.4.2 Residential Land Supply

- 3.4.2.1 Over the past few decades the residential function of the settlement has expanded westwards up the undeveloped, steep hillsides. The existing, undeveloped land supply within the local area plan follows this linear hillside development pattern. Some of these sites (R-06, R-07 & R-08) are very difficult to access due to their relationship with existing built-up areas and narrow road network serving the area. There may be more suitable lands available adjoining Monkstown Golf Course and in the built-up area which would be less prominent and easier to service and could replace the lands zoned R-06, R-07 and R-08 if it was decided to remove these zonings. Lands zoned R-04 and R-05 are located close to the existing schools and the key issue for these sites is ensuring permeability opportunities are maximised to the town centre, the primary and secondary schools and existing/proposed residential developments.
- 3.4.2.2 The Core Strategy of the Cork County Development Plan 2014 has set a population target of 6,965 persons, representing a population growth of 1,175 persons on the 2011 Census figure. The existing available land supply within the local area plan has 33.9ha of zoned land with an estimated yield of 929 units. The County Development Plan identifies a net requirement of 37ha to meet the target growth. Therefore the current land supply represents a small shortfall; however, there are unfinished units and brownfield opportunity sites within the town which can offset some of the requirement for additional land. No change to the overall amount of residential land is suggested at this stage.

<b>Table 3.4.1: Current Residential Zonings / Land Supply in Passage West/Monkstown/Glenbrook</b>			
<b>Site Ref.</b>	<b>Area (Ha)</b>	<b>Comment</b>	<b>Suggested Approach</b>
<b>Infrastructure available to facilitate development within 0-2 year timeframe</b>			
R-02	8.7	Undeveloped.	Retain Zoning but consider amending text of objective to exclude need for medical centre.
R-03	2.7	Undeveloped	Retain Zoning
<b>Total</b>	<b>11.4</b>		
<b>Developable within 2-6 years subject to additional infrastructure provision</b>			
X-02	1.6	Current Convent Site	Consider incorporating site into expanded Town Centre
<b>Total</b>	<b>1.6</b>		
<b>Infrastructure requirements suggest delivery more than six years down the line</b>			
R-01	2.5	Largely undeveloped.	Retain Zoning.
R-04	7.2	Undeveloped. Requires provision for relief road linking Maulbaun to Lackaroe.	Retain Zoning.
R-05	3.1	Undeveloped. Requires provision for relief road linking Maulbaun to Lackaroe	Retain Zoning.
R-06	4	Undeveloped. Significant access and water pressure issues.	Consider Removing Zoning.
R-07	2.5	Undeveloped. Significant access and water pressure issues.	Consider Removing Zoning.
R-08	1.6	Undeveloped. Significant access and possibly water pressure issues.	Consider Removing Zoning.
<b>Total</b>	<b>20.9</b>		
<b>Overall Total</b>	<b>33.9</b>		



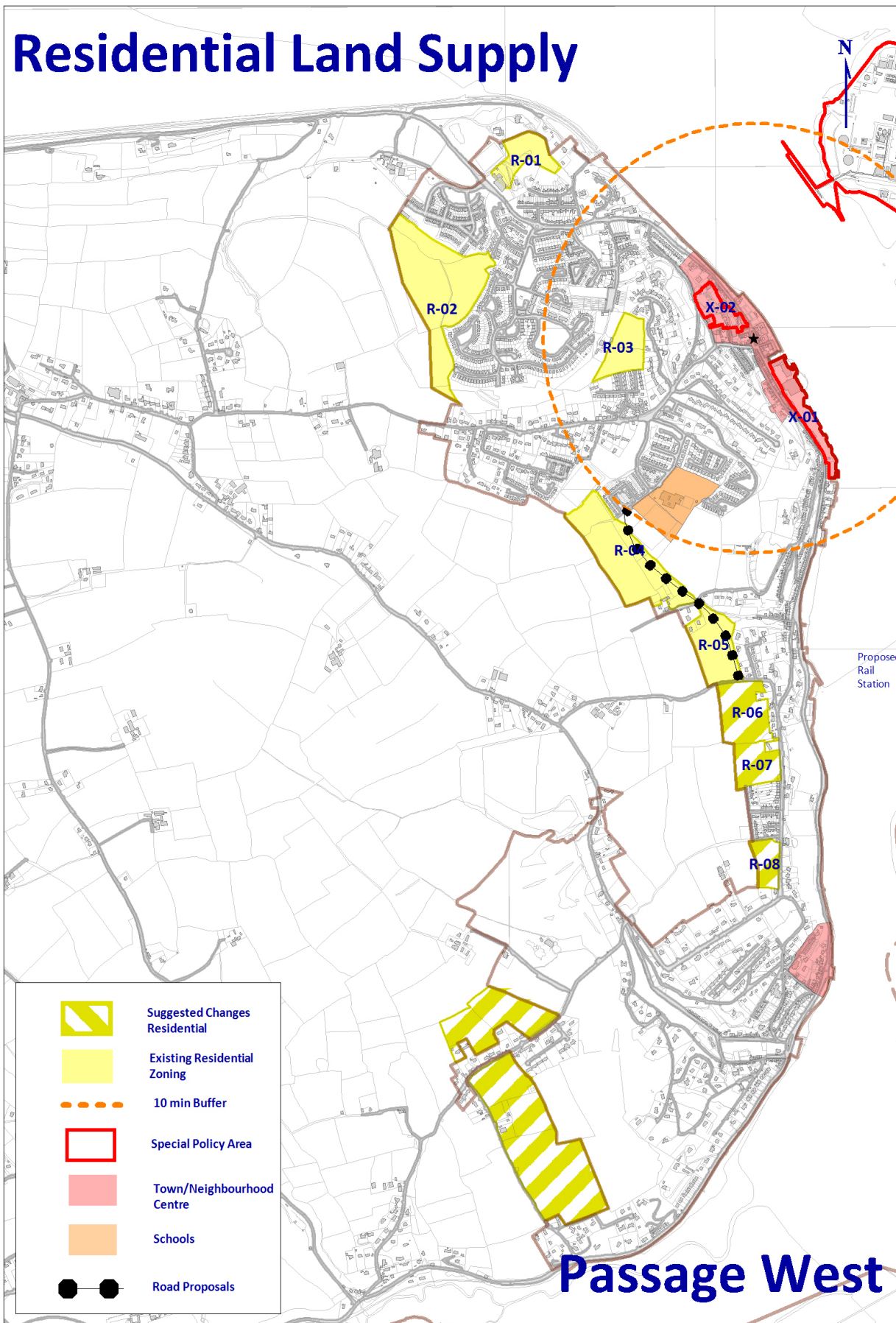


Figure 3.4.1: Residential Land Supply

### 3.4.3 Employment Land Supply

- 3.4.3.1 The settlement does not have any specific employment-related land supply. The traditional town centre of Passage West has been significantly eroded over the past 30 years. A slowdown in the shipbuilding industry in the 20th century hit trade in the town together with local job losses in the 1980s resulting in high unemployment rates. Passage West was one of the few towns in Ireland which continued to decline during the national boom in the 1990s.
- 3.4.3.2 The town now largely functions as a commuter settlement with good access to the employment nodes of Ringaskiddy and Cork City. There are currently 2 no. brownfield opportunity sites within the historic core of Passage West; X-01 Cork Dockyard and X-02 Convent site which offer a range of possible future land uses, including employment. Some additional guidance in the form of a non-statutory planning brief may be useful in attracting investment to these sites, as they offer enormous potential in reversing the recent negative trends in decline and urban decay within the town centre.

### 3.4.4 Community Facilities / Green Infrastructure

- 3.4.4.1 Community facilities are primarily focussed in Passage West which has a library, medical centre and P.A.C.E. which provides services for the elderly. There are a numerous places of worship in all three settlements. There is a Garda Station (restricted hours) in Glenbrook and a community hall in Monkstown associated with the Church.
- 3.4.4.2 Post-primary education facilities (Secondary school and technical college services) re-located from the Convent complex in the town centre of Passage West in the 1990s to a periphery site on the northern fringes of the town. There are 2 no. primary schools in the settlements; one in Monkstown and one adjoining the secondary school campus at the northern fringes of Passage West. It is considered the recently vacated primary school site should retain a community use and it is suggested that the draft plan include support for this approach. Improving walking and cycling links between residential areas and schools should be improved to encourage green modes for shorter trips and help ease congestion.
- 3.4.4.3 The settlement has a good supply of active open space, including a GAA grounds, soccer pitches, Monkstown golf course and tennis courts at both Passage West and Monkstown. There are a number of water-based recreation facilities also including a rowing club, sailing club, sea angling club and marina at both Passage West and Monkstown. The Railway Walk is a very popular local walking and cycling route along the riverside which links Passage West to Mahon and Blackrock Castle. This is planned to be extended via a green route to Carrigaline and Crosshaven along the route of the former railway line (U-05).
- 3.4.4.4 There is a small town park in both Passage West and Monkstown. There are opportunities to develop additional riverside open spaces, especially on the site of the Dockyard and it is suggested that this approach be supported in the draft plan.
- 3.4.4.5 The new Local Area Plan should seek to improve the attractiveness and functionality of Passage West/ Glenbrook/ Monkstown by protecting and enhancing the local character of these settlements, including key historic buildings, its landscape setting; open spaces; trees and hedgerows, and ensuring that the development of the town does not have any adverse impacts on the Lower Harbour which contains two important natural heritage designations; namely, the Cork Harbour Special Protection Area (SPA- 004030) and the Monkstown Creek proposed Natural Heritage Area (pNHA 001979).
- 3.4.4.6 The waterfront setting of these towns together with their archaeological and built heritage legacy has produced a variety of important areas of local biodiversity and cultural value. The future development of the town offers enormous opportunities to develop an integrated open space strategy which can perform a number of functions including passive and active amenity areas, wildlife corridors and carbon filters to offset impacts of increased development and traffic within the town. There is a need to identify areas of local biodiversity importance within the plan area so these can form part of the open space network.

### 3.4.5 Town Centre/Retail

- 3.4.5.1 The Retail Strategy set out in the Cork County Development Plan 2014 identifies Passage West as a smaller Metropolitan Town where it is an objective to strengthen and consolidate its retail role and to provide retail development in accordance with their planned population growth to serve their local catchments. There are currently 2 no. areas zoned for town centre, one in Passage West and one in Monkstown.
- 3.4.5.2 Within Passage West the extent of the town centre zoning reflects the parameters of the retail focus of the town, however, it excludes the two opportunity sites; X-01 & X-02 in the current Local Area Plan. It may be appropriate to include these sites within the area zoned “town centre” and highlight them as town centre expansion areas.
- 3.4.5.3 The Dockyard is a long established business use within the town centre but its operations have declined significantly over the past number of decades and the nature of the use often generates serious traffic congestion and negative environmental effects (odours, dust) when cargo is loaded/unloaded at the quayside. The dockyard facility is not identified as being of strategic value as part of the Port of Cork Lower Harbour infrastructure. The regeneration of this waterfront site is key to raising the overall profile of Passage West and securing its future sustainable growth as a Metropolitan Town where people have opportunities to shop and work locally and enjoy a broader mix of uses within the town centre. The planning parameters of any redevelopment on site must include a mix of uses such as retail/ cultural, residential, business and a possible hotel and marina. The layout should be subdivided into a series of blocks focussed around a hierarchy of public spaces including a central public waterfront plaza, secondary public squares, and semi-private communal gardens and plazas for residents. Permission was granted on the site (X-01) in 2008 for a large mixed-use scheme which included a hotel, several residential blocks, retail and a series of public spaces focussed around the seafront but the proposal was never realised.
- 3.4.5.4 The Convent site (X-02) is a large vacant complex of buildings which has remained unoccupied since the Department of Education relocated their post-primary campus to Maulbaun in the 1990s. This is the priority brownfield redevelopment focus within the town. There is a further waterfront opportunity site adjoining the inlet just north of the Dockyard. This could perform an important regeneration function for this historic part of Passage West.
- 3.4.5.5 The town centre environment is quite restricted and difficult to navigate, as a pedestrian, cyclist and by car. There is a significant opportunity to provide better connectivity between the town centre and its riverside setting. There is a clear lack of cohesion in the treatment of signage, shopfronts and utilities within the town centre resulting in an unattractive and cluttered core for Passage West. The town centre experience is further compromised by a dominance of on-street parking and poorly aligned pavements. Consideration could be given to setting out a framework for the development of an urban design /public realm strategy which would greatly benefit the historic core and enhance the profile of the town.
- 3.4.5.6 In Monkstown, the town centre zoning is reflective of the existing small cluster of bar/restaurants and community uses within the historic seaside settlement. No alterations are suggested.

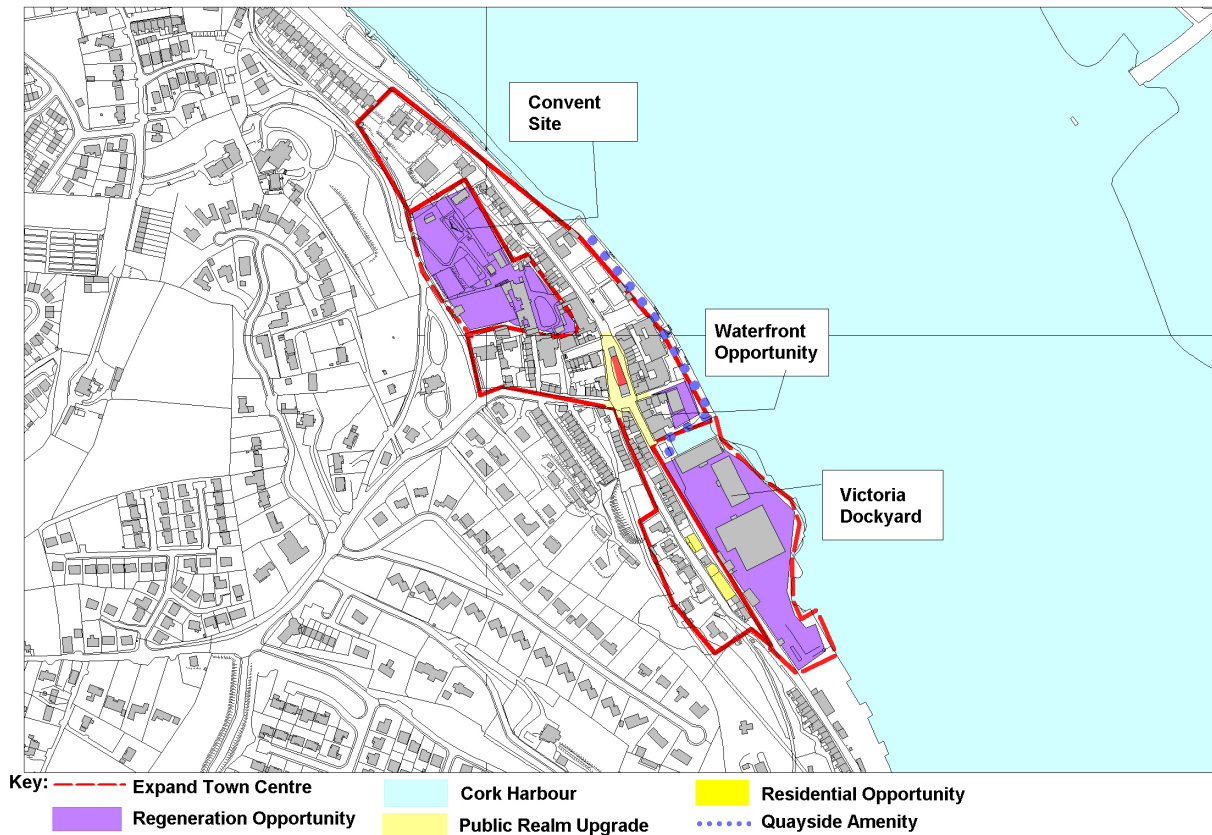


Figure 3.4.2: Suggested Town Centre Expansion Opportunities

Table 3.4.2: Review of Existing Zonings in Passage West/ Glenbrook/Monkstown		
Site Ref	Comment	Suggested Approach
T-01	Town Centre	Expand to include opportunity sites X-01 & X-02.
X-01	Dockland area currently under utilised.	Include within expanded Town Centre Zoning
X-02	Convent Site, currently vacant/derelict.	Include within expanded Town Centre Zoning

### 3.4.6 Transport and Mobility

- 3.4.6.1 The settlement is served by the R610 which follows the coastline linking the towns with Douglas to the north and the N28 at Raffeen Bridge. A cross river ferry operates from Glenbrook to Carrigaloe giving good linkages between these settlements and Cobh and East Cork. Bus Eireann operates a regular bus service to these towns which is very popular for post-primary students travelling to the city for school. Some improvements to bus passenger facilities including provision of additional sheltered facilities at the seafront in Monkstown and at Passage West would be welcome.
- 3.4.6.2 The Old Railway line provides a popular walking and cycling amenity route linking the towns with Rochestown and onto Blackrock Castle. Further expansion of the route southwards is planned via a green route (U-05) which will link Passage West/ Glenbrook and Monkstown to Carrigaline and onto the amenity walk at Crosshaven.
- 3.4.6.3 There are a number of important marine facilities including a marina and sailing club in Monkstown and a new marina, slipways and harbour facilities in Passage West. Protecting and enhancing access to these important assets will need to be considered.
- 3.4.6.4 The key movement issues within these settlements is providing suitable access to some of the zoned residential lands where the existing road network is narrow, topography is steep and the relationship of some lands to the established built-up area creates accessibility constraints. There may be more suitable, alternative lands available to the south and south west of the settlement where servicing issues are not as serious a constraint.



### **3.4.7 Water Services**

#### *Drinking Water*

- 3.4.7.1 Passage West / Monkstown / Glenbrook receives its drinking water from the Cork Harbour and City WS at Inniscarra. The Cork Harbour and City WS has capacity to provide a water supply to Passage West / Monkstown / Glenbrook. In order to provide a water supply for all of proposed development in Passage West / Monkstown / Glenbrook it will be necessary to upgrade the trunk watermain network from Monsfieldstown, Mount Prospect and Rochestown Road. Upgrading of existing reservoir storage may also be required. Upgrading / extension of local watermains will be required.

#### *Wastewater*

- 3.4.7.2 There is no Wastewater Treatment Plant serving Passage West / Monkstown / Glenbrook. Wastewater in Passage West / Monkstown / Glenbrook is conveyed via a largely combined sewer system to the Lough Mahon / Cork Harbour. Provision of the Lower Harbour Sewerage Scheme will be required prior to any further development in Passage West / Monkstown / Glenbrook. Construction of the Lower Harbour WWTP in Shanbally has commenced. Extension and upgrading of sewers required to service some locations.

### **3.4.8 Suggested Changes to the Current Local Area Plan**

- 3.4.8.1 The following is a list of possible suggested changes to be considered in the preparation of the Passage West/Monkstown/Glenbrook Town Section of the Draft Local Area Plan. This is not an exhaustive list and additional items can be added as the local area plan review process progresses.

**Table 3.4.3: Suggested Changes**

Topic	Suggested Approach
<b>Overall</b>	Consider how best to prioritize the regeneration of the brownfield/town centre opportunity sites within Passage West which could act as a catalyst for wider improvements in the urban environment.
<b>Residential Land Supply</b>	Retain existing residential zonings. Consider a review of the suitability of sites zoned R-06, R-07 and R-08 due to access and service constraints. Consider alternative lands for residential development at the southern and south western side of the settlement.
<b>Town Centre/Retail</b>	Consider expanding the town centre zoning to include the Dockyard including lands to the north and the Convent site. Define the core retail area within the town centre zoning. Consideration should be given to setting out a framework for the development of an urban design /public realm strategy for the town centre of Passage West.
<b>Open Space /Green Infrastructure</b>	Consider how best to enhance the network of open spaces within the town. Maintain a community use within the vacant primary school building/site. Consider how best to allow greater connectivity between Passage West town centre and the waterfront. Consider how best to facilitate the route corridor of the proposed green route.
<b>Transport and Mobility</b>	Consider how to improve parking and movement for all modes within Passage West Town centre.
<b>Water Services Infrastructure</b>	Lower Harbour Sewerage Scheme under construction.
<b>Flooding</b>	Take account of the latest flood study.



# Section 3.5

## Ringaskiddy

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### 3.5.1 The Vision for Ringaskiddy

- 3.5.1.1 Ringaskiddy is one of the key employment locations in Cork County. Its importance has been recognised in the 2014 County Development Plan with its Strategic Employment Area designation. The aim of this Local Area Plan is to reaffirm Ringaskiddy's function as a strategic employment centre within the County Metropolitan Cork Strategic Planning Area and has developed into one of the most significant employment areas of the county. The objective EE 4-1; Strategic Employment areas, sets out the County Development Plan objective for Ringaskiddy.

### 3.5.2 Employment Land Supply

- 3.5.2.1 Outside of the Greater Dublin Area, Ringaskiddy has the largest foreign direct investment employment centre in Ireland. Many of the world's leading pharmaceutical companies are located there. In 2011 over 7,500 people were employed in the area. There are 350 acres of IDA industrial zoned land available. The Port of Cork's deepwater berth at Ringaskiddy is the principal port facility in the region. Facilities at the deepwater berth can handle a range of cargo types, including roll-on roll-off, lift-on and lift-off and dry bulk. Planning permission has been granted for the relocation and expansion of the port of Cork at Ringaskiddy and this will see the relocation of container traffic from Tivoli Docks to Ringaskiddy. Future expansion of port activities in Ringaskiddy is important to deliver the Cork City's plans for the Docklands area close to the city centre.
- 3.5.2.2 Ringaskiddy is a significant centre of pharmaceutical manufacture which within the global community has earned an international reputation as a location of choice for mobile pharmaceutical investment. Firms such as Pfizer, Novartis, Moog, GlaxoSmithKline, Hovione and DePuy all have major production facilities at Ringaskiddy. These create high-quality employment opportunities while contributing to both the local and national economy. Recently a number of these companies have erected wind turbines to meet a significant part of their electricity needs and reduce their carbon footprint; such initiatives increase the attractiveness of the area for further investment by such companies.
- 3.5.2.3 In addition to the pharma industry, a 52 million state of the art National Maritime College of Ireland (NMCI) opened its doors to students in October 2004. Located near the bridge to Haulbowline Island on a Naval Service site, the college is one of the most sophisticated centres of its kind in the world. National Maritime College offers naval training/education using Navy staff and Merchant Navy training using staff from the Cork Institute of Technology.
- 3.5.2.4 Plans to expand the existing facility eastwards to provide a maritime campus adjacent to the college, accommodating the Irish Maritime and Energy Cluster Ireland (IMERC) have been completed and are now operational. This includes facilities for UCC's Coastal and Marine Resources Centre (CMRC) and Hydraulics and Maritime Research Centre (HMRC), as well as maritime IT, incubator and marine business accommodation. Renewable ocean energy is seen as one of the niche areas the campus will focus on initially. Work has recently been completed of the national Beaufort Laboratory adjacent to the NMCI and this will be extended into a maritime energy, science campus.
- 3.5.2.5 The Carrigaline Electoral Area Local Area Plan 2011 zoned 350 hectares of land for industrial related development. A significant portion of this land supply is still available to accommodate future growth. The land remaining under the ownership of IDA is approximately 170 Ha available for marketing in 6 sites:- Loughbeg West (54 Ha), Martello Tower(29 Ha), Shanbally (27 Ha), Upper Shanbally(18.2 Ha), Castlewarran (29 Ha) and Coolmore (13 Ha).
- 3.5.2.6 In addition to this greenfield land supply, there are a number of redevelopment opportunities available in Ringaskiddy, including the old ADM site between Shanbally and Ringaskiddy villages. At the western end of Ringaskiddy consideration could be given to changing an area currently zoned "Existing Built Up Area" to "Business".

- 3.5.2.7 It should be noted that Ringaskiddy provides the only road access to the Irish Navy Base at Haulbowline Island. The continuing Irish Navy presence, the planned remediation work and the proposals for the future development of the area will provide significant employment opportunities, particularly in the tourism/amenity areas while providing new amenities for both local people and the wider region.
- 3.5.2.8 Three of the major employers within the development boundary of Ringaskiddy are designated under the Major Accidents (Seveso) Directive. These are Novartis Ringaskiddy Ltd, Pfizer Ireland Pharmaceuticals and Glaxo Smithkline Beecham (Cork) Ltd.

**Table 3.5.1: Review of Employment Zonings in Ringaskiddy**

Site Ref	Current Status	Suggested Approach
I-01	Undeveloped.	Retain zoning
I-02	Undeveloped.	Retain Zoning
I-03	Undeveloped.	Retain zoning.
I-04	Undeveloped.	Retain zoning.
I-05	Undeveloped.	Retain zoning
I-06	Undeveloped.	Retain zoning
1-07	Undeveloped.	Retain zoning
I-08	Undeveloped.	Retain zoning
I-09	Undeveloped.	Retain zoning
I-10	Undeveloped.	Retain zoning
I-11	Undeveloped.	Retain zoning
I-12	Undeveloped.	Retain zoning
I-13	Undeveloped.	Retain zoning
I-14	Undeveloped.	Retain zoning
I-15	Undeveloped.	Retain zoning
1-16	Undeveloped.	Retain zoning
I-17	Undeveloped.	Retain zoning
I-18	Undeveloped.	Retain zoning

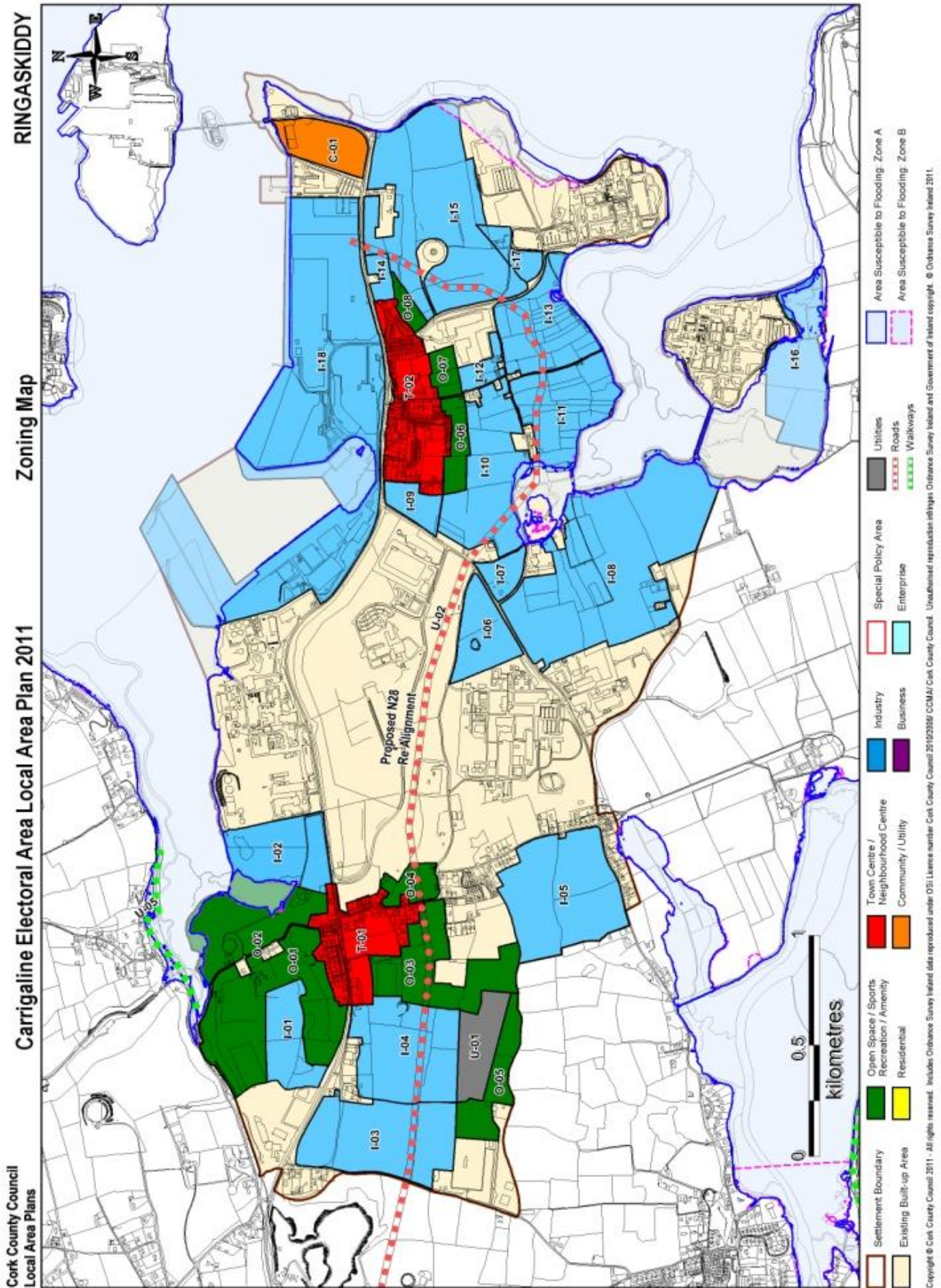


Figure 3.5.1: Employment Land Supply



### 3.5.3 Population and Housing

- 3.5.3.1 According to the CSO Small Area Population Statistics, the population of Ringaskiddy in 2011 was 478. This is a 7% decline on the 2006 population of 514. The 2011 population data for Shanbally was 337. The population decreases in Ringaskiddy and Carrigaline might be explained by the economic downturn and outmigration of economically active people seeking work elsewhere in the state or overseas.
- 3.5.3.2 Carrigaline Town will provide the main supply of housing land for this area. However there will be opportunities for small scale infill development in both Ringaskiddy and Shanbally Villages. While the Local Area Plan does not intend to provide for any significant additional population growth, there is a need to ensure that the amenity and quality of life experienced by the residents will not be compromised by development of Ringaskiddy as a strategic employment centre.

### 3.5.4 Transport and Mobility

- 3.5.4.1 Ringaskiddy is served by bus route number 223 with up to 20 services in both directions during the week. Depending on the time of travel the journey duration is between ½ hour and 55minutes. There is no public bus service throughout the settlement development area which is a drawback as the bus route only follows the N28 and some workplaces are a distance from this bus route. Ample car parking is provided for staff and visitors within the area with a heavy reliance on car usage, with 93% using the car as the principle means of transport.
- 3.5.4.2 Provision was made in the 2011 LAP to upgrade the existing the N28. A route corridor has been identified bypassing the existing settlements of Shanbally and Ringaskiddy village. The N-28 National Primary route links Ringaskiddy to Cork City and onwards to the wider regional area. It is proposed to improve the existing N28 between the Bloomfield interchange with the N40 South Ring Road and Ringaskiddy village. The review of the LAP will include provision to increase the connectivity from Ringaskiddy to Carrigaline.
- 3.5.4.3 The improved road will have a greater capacity particularly for freight vehicles making journeys to and from the port and this will substantially improve the standard of the existing N28. The development of this road scheme is being promoted by Cork County Council and is funded by the National Roads Authority. It is critical that the N28 project be finalised as quickly as possible in order to bring certainty and assurance of commitment to existing and future investment in the Ringaskiddy area. This planned upgrade represents an important catalyst for the economic development of Cork and the South-West region.

### 3.5.5 Suggested Changes to Current Local Area Plan

- 3.5.5.1 It is envisaged that Ringaskiddy will continue to act as a Strategic Employment Centre and indeed should see significant industrial employment growth, which will serve the Ballincollig-Carrigaline Municipal District and Cork County as a whole. While it is the Councils intention to develop Ringaskiddy as a Strategic Employment Centre within Metropolitan Cork, there is a need to protect the amenity afforded to the existing communities of Ringaskiddy and Shanbally Villages. Balancing these two requirements is a challenge which will require much consideration. While Cork County Council will continue to promote the employment role of Ringaskiddy, greater recognition will be given to the needs of the established residential population in the area.
- 3.5.5.2 The following is a list of possible suggested changes to be considered in the preparation of the Ringaskiddy Section of the Draft Local Area Plan. This is not an exhaustive list and additional items can be added as the local area plan review process progresses.

**Table 3.5.2: Suggested Changes**

Topic	Proposed Approach
<b>Overall</b>	The construction of the new N28 will remove much of the port related traffic from the villages of Ringaskiddy and Shanbally presenting an opportunity to improve the public realm and pedestrian connectivity within these villages.
<b>Residential Land Supply</b>	Consider how to facilitate infill housing development in both Ringaskiddy and Shanbally Village.
<b>Employment Land Supply</b>	Retain existing employment zonings to provide choice of employment location Consider how best to continue support NMCI and IMERC Consider provision of a business zoning within the existing development boundary at the western end of the town.
<b>Community Facilities/Green Infrastructure</b>	Consider how best to protect the amenity afforded to the existing communities of Ringaskiddy and Shanbally Village. Consider what opportunities may arise from the remediation work and future development plans for Haulbowline Island.
<b>Transport and Mobility</b>	The construction of the new N28 will provide opportunities to implement the sustainable transport strategy along the existing N28 to increase and promote modal shift between Ringaskiddy and Carrigaline. Consider how best to improve connectivity with Carrigaline by providing bus/cycle walking routes. Consider the potential for water transport to Cobh
<b>Flooding</b>	Take account of the latest flood study.

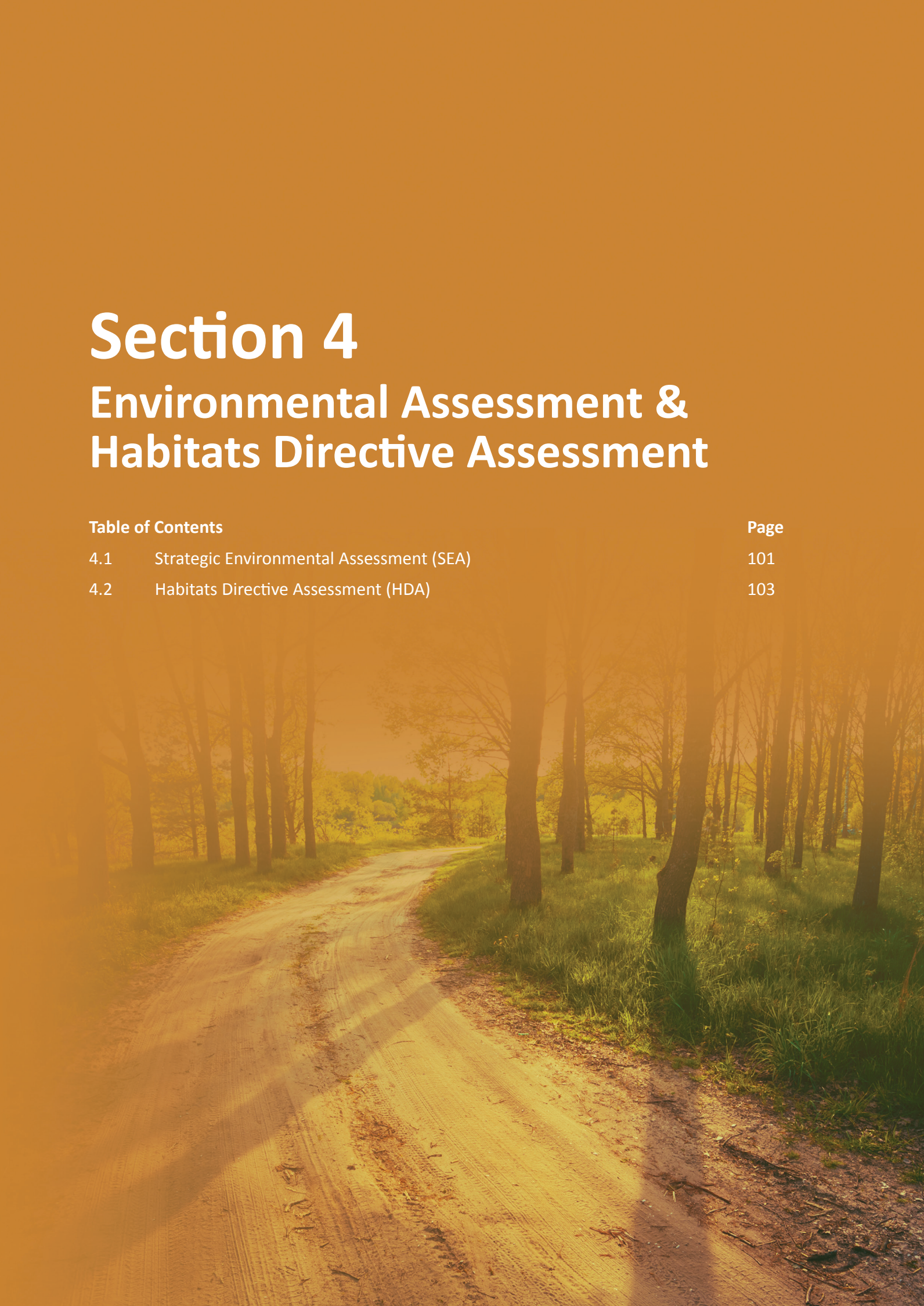




# Section 4

## Environmental Assessment & Habitats Directive Assessment

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## 4.1 Strategic Environmental Assessment (SEA)

- 4.1.1 Environmental assessment is a procedure that ensures that the environmental implications of decisions are taken into account before the decisions are made. Strategic Environmental Assessment, or SEA, is the term which has been given to the environmental assessment of plans, and other strategic actions. SEA is a systematic process of predicting and evaluating the likely environmental effects of implementing a proposed plan, or other strategic action, in order to insure that these effects are appropriately addressed at the earliest appropriate stage of decision-making on a par with economic and social considerations.
- 4.1.2 Under Article 14 B of the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011, a full Strategic Environmental Assessment is mandatory for the preparation of Local Area Plans for an area with a population in excess of 5,000 persons.
- 4.1.3 Also as part of the review of the current Local Area Plans and in order to meet the needs of the Strategic Environmental Assessment process and the requirements of the Department of the Environment, Heritage and Local Government / Office of Public Works Guidelines, "The Planning System and Flood Risk Management" (2009), Cork County Council will carry out a county wide Strategic Flood Risk Assessment (SFRA) to inform the preparation of the next draft local area plans.

### *The SEA Process*

- 4.1.4 The current Local Area Plans adopted in 2011 were subject to Strategic Environmental Assessment. This Preliminary Consultation stage of the LAP review process is concerned with identifying those areas of the existing plans where changes may need to be considered. Those changes will then be fully considered and assessed, including Strategic Environmental Assessment, as part of the next stage of the process, which relates to the preparation of the Draft Local Area Plan. The SEA process will be carried out alongside the preparation of the Local Area Plan so that the findings of the SEA will be integrated into the Plan thus minimising the potential for significant negative environmental effects arising from implementation of the plan.
- 4.1.5 As highlighted in this Preliminary Consultation Document, it is envisaged that the majority of the zonings and policies contained in the current 2011 Local Area Plans, which have already been subject to the SEA process, will continue into the new Draft Plans. It is envisaged that the scale of growth for the villages, as provided for in the current plans, and the development boundaries of the villages, will be carried forward, other than where the scale of growth needs to be adjusted to take account of the lack of water services infrastructure. It is envisaged that this approach will generally have a positive or neutral environmental impact as it will not result in an increase in zoned land or development potential.
- 4.1.6 Where the need for changes to a zoning has been identified in Section 3, it is generally related to the reduction or omission of a zoning or a rezoning to a less intensive land use category such as open space, in response to an environmental/ heritage/ flooding constraint. Such changes will have a positive environmental impact.
- 4.1.7 Within the Metropolitan Cork Strategic Planning Area the need to identify additional development land to form part of a Strategic Land Reserve has been identified. These additional lands have yet to be identified. When they are identified their suitability for development will be assessed in the normal way as part of the SEA process for the Draft Plan.
- 4.1.8 An outline of the SEA process is given in Table 4.1.

## SEA Methodology

4.1.9 The methodology for the SEA is outlined in the table below.

<b>Table 4.1: SEA Methodology</b>	
<b>Stage</b>	<b>Action</b>
<b>Screening</b>	The purpose of screening is to determine if SEA is necessary. This stage is not required as a full SEA is mandatory for the preparation of a Local Area Plan for an area with a population in excess of 5,000.
<b>Scoping</b>	The purpose of scoping is to determine what environmental issues need to be considered. In advance of the preparation of the Draft Plan and the SEA Environmental report, a scoping report will be prepared outlining the environmental issues that will need to be considered during the preparation of the Environmental report. The Scoping Report will form a basis for consultation with the statutory environmental authorities.
<b>Consultation with Environmental Authorities</b>	The scoping report will be sent to the environmental authorities for their comment.
<b>Prepare Environmental Report</b>	An Environmental report will be prepared examining the effects on the environment of implementing the objectives and policies contained within the Draft Local Area Plan. The Environmental Report is submitted to the Elected Members at the same time as the Draft Plan. The preparation of the Environmental Report is a parallel but separate process to that of producing the Local Area Plan.
<b>SEA of Proposed Amendments</b>	An environmental assessment will be undertaken of proposed amendments to determine their likely environmental impact.
<b>SEA Statement</b>	At the end of the process, a statement will be issued by the Council summarising: <ul style="list-style-type: none"> <li>• how environmental considerations have been integrated into the plan,</li> <li>• how the environmental report and the submissions and observations made to the planning authority on the Proposed Plan and Environmental Report have been taken into account during the preparation of the plan.</li> <li>• the reasons for choosing the plan, as adopted, in the light of the other reasonable alternatives dealt with, and</li> <li>• the measures decided upon to monitor the significant environmental effects of implementation of the plan.</li> </ul>
<b>Monitoring of Local Area Plan</b>	Monitoring significant environmental effects over the lifetime of the Local Area Plan.



## 4.2 Habitats Directive Assessment (HDA)

- 4.2.1 Habitats Directive Assessment is an iterative process which is intended to run parallel to and inform the plan making process. It involves analysis and review of the plan as it develops during each stage of plan making, to ensure that its implementation will not impact on sites designated for nature conservation, nor on the habitats or species for which they are designated. Within this process, regard is had to the potential for the plan to contribute to impacts which on their own may be acceptable, but which could be significant when considered in combination with the impacts arising from the implementation of other plans or policies.
- 4.2.2 The process may result in the development of new policy areas and/or the modification or removal of certain elements of the plan. The results of this analysis and review are presented in reports which are produced for each stage of the plan making process.
- 4.2.3 The current Local Area Plans adopted in 2011 were subject to Habitats Directive Assessment. This Preliminary Consultation stage of the LAP review process is concerned with identifying those areas of the existing plans where changes may need to be considered. Those changes will then be fully considered and assessed, including Habitats Directive Assessment, as part of the next stage of the process, which relates to the preparation of the Draft Local Area Plan. The HDA process will be carried out alongside the preparation of the Local Area Plan and the SEA Environmental Report so that the findings of the HDA will influence the preparation of the Draft Plan, thus minimising the potential for significant adverse effects arising from implementation of the plan.
- 4.2.4 As the 2011 Local Area Plans were subjected to a detailed Habitats Directive assessment in line with the Government's guidelines to planning authorities, zonings in those plans are unlikely to be considered as posing risks to the integrity of Natura 2000 sites through their inclusion in the new Draft Local Area Plan in 2016. However, some of zonings originating in Town Council Development Plans were not subjected to Appropriate Assessment when those plans were made. Where possible, these zonings have been flagged in Section 3 of this document and will be further considered as part of the preparation of the new Draft Plan. Such changes will have a positive environmental impact as it will ensure that zonings with the potential for significant adverse impacts on designated sites are reconsidered and revised as appropriate.



