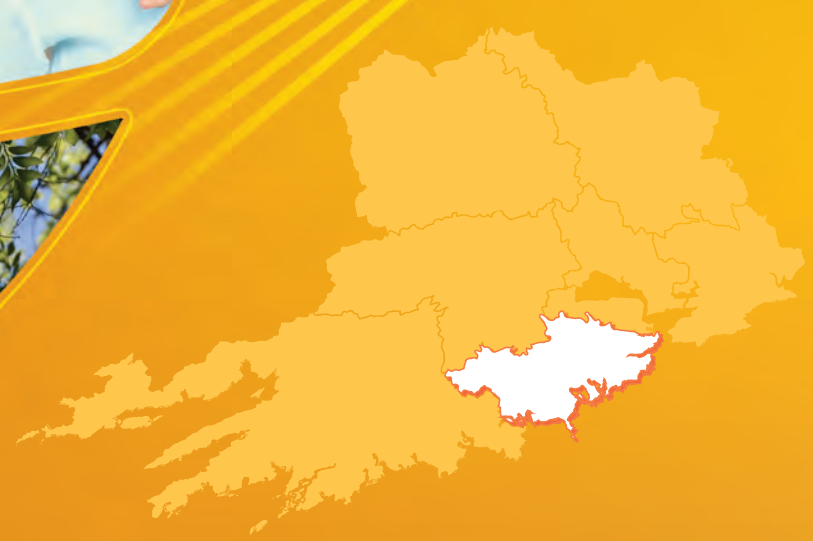




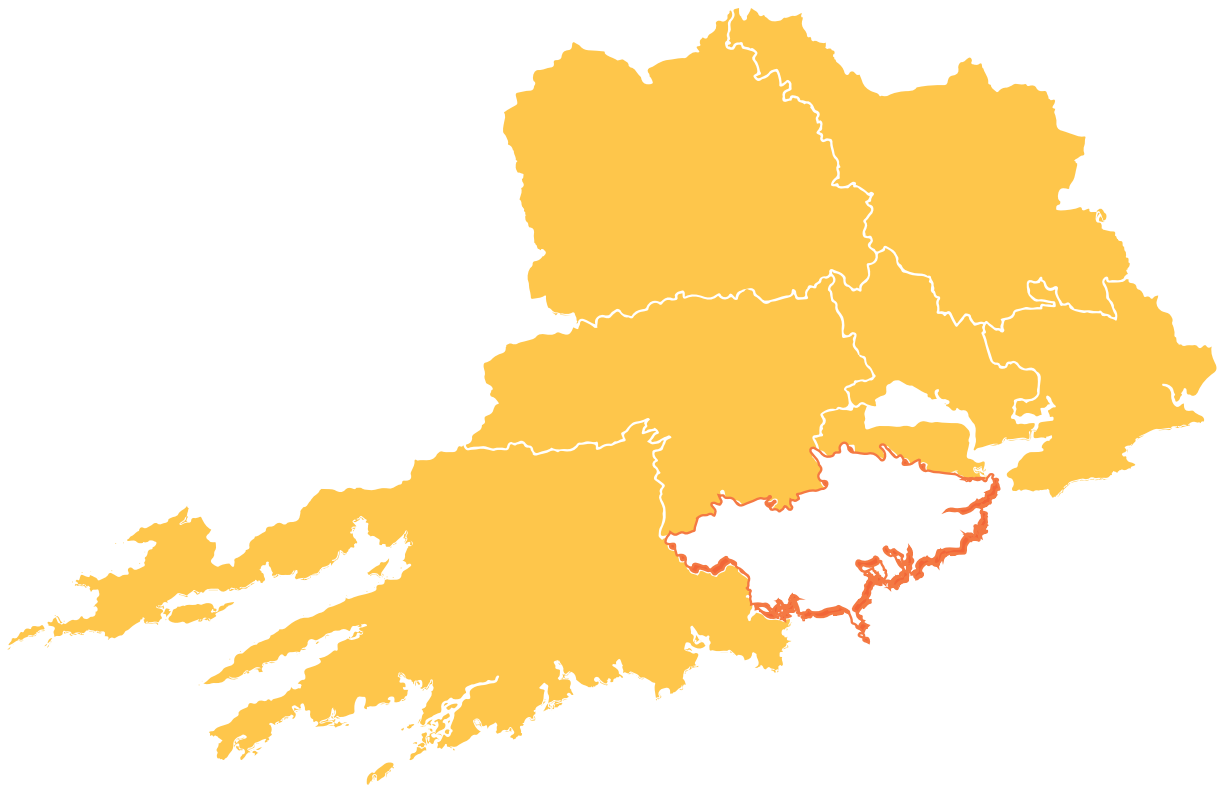
**Cork  
County Council**  
Comhairle Contae Chorcaí

## **Bandon Kinsale Municipal District**

Local Area Plan Review



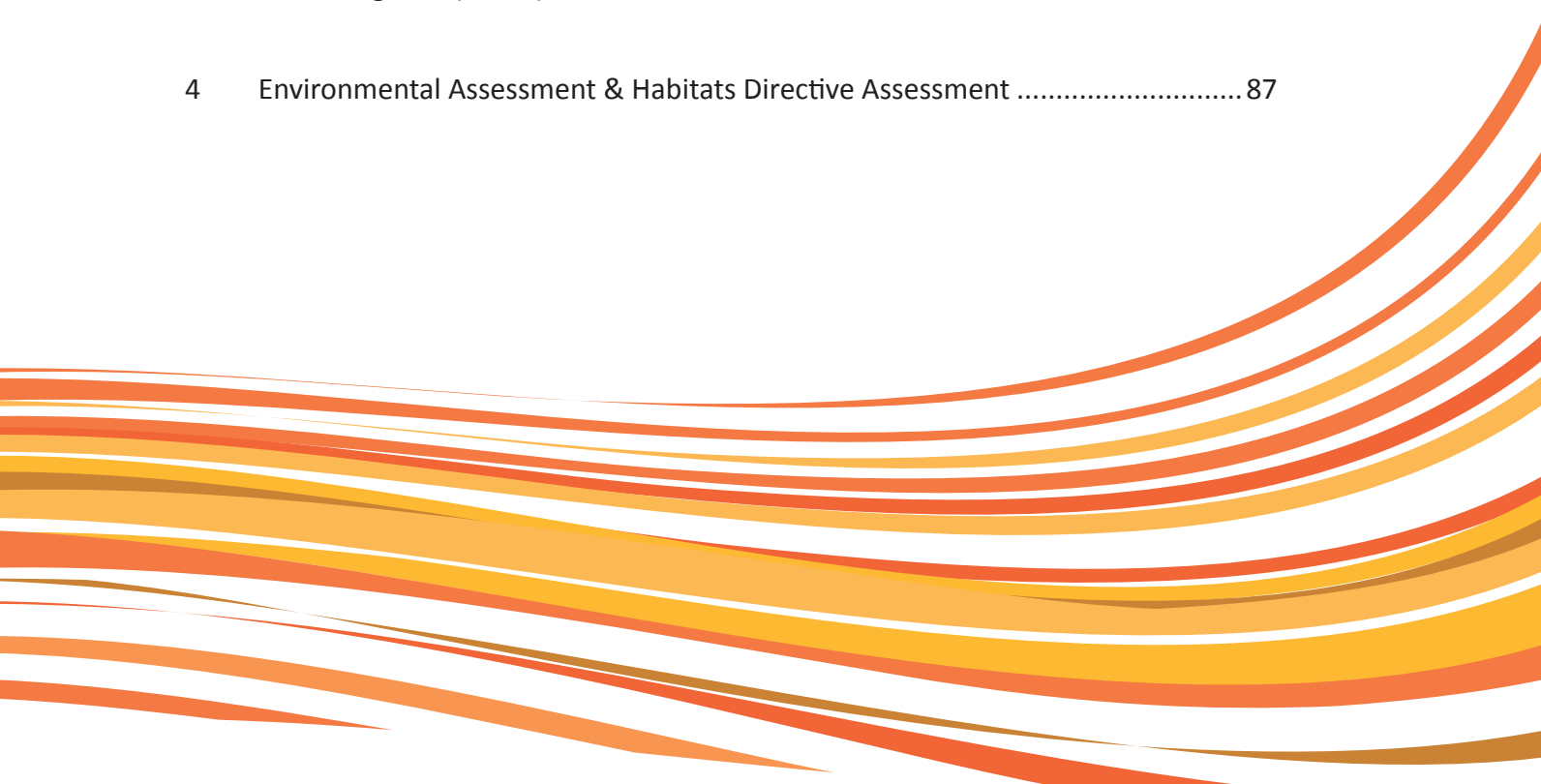
**Public Consultation Document**  
14<sup>th</sup> December 2015



# Bandon Kinsale 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Government has indicated that it intends to introduce legislation which would allow these Town Development Plans to be superseded by a Local Area Plan, and on this basis, it is proposed to include the former Town Council administrative areas within the Local Area Plan review.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.**

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
<b>2</b>	<b>Bandon-Kinsale</b>	<b>42,454</b>	<b>Bandon, Kinsale</b>	<b>34</b>
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 Bandon-Kinsale 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 and the Kinsale Town Development Plan 2009. 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 the 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 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 a mixture of Medium Density A category within the range of 20-50 dwellings per hectare and Medium B category within the range of 12-25 dwellings per hectare. 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.

Table 1.2: Summary of Local Area Plan Review Process		
Stage	Actions	Timeframe
<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 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 electoral 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 Bandon-Kinsale 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 Bandon-Kinsale 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 Bandon-Kinsale Municipal District

- 2.2.1 The Bandon- Kinsale Municipal District straddles two Strategic Planning Areas, for which the County Development Plan 2014 sets out different objectives. The Municipal District is located largely within the Greater Cork Ring Strategic Planning Area, including the Main Towns of Bandon and Kinsale. Part of the north-eastern section of the Municipal District is located within the County Metropolitan Cork Strategic Planning Area including the southern part of the Main Town of Carrigaline. 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 Greater Cork Ring Strategic Planning Area is the area previously referred to as the "CASP Ring". It lies outside Metropolitan Cork and includes the "hub" town of Mallow and the "Ring" towns of Bandon, Fermoy, Kinsale, Macroom and Youghal. Each town supports a substantial rural hinterland consisting of several villages, smaller settlements and individual dwellings.
- 2.2.2 In relation to this Municipal District the County Development Plan objectives seek to:
- a) 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;
  - b) 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;
  - c) Establish an appropriate balance in the spatial distribution of future population growth, in line with this Core Strategy, so that Bandon, Fermoy, Macroom and Youghal can accelerate their rate of growth and achieve a critical mass of population to enable them to maximise their potential to attract new investment in employment, services and public transport;
  - d) Protect and enhance the natural and built heritage assets of Kinsale to facilitate the development of the town as a Principal Tourist Attraction;
  - e) 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;
  - f) Strengthen and protect the rural communities of the area by encouraging sustainable growth in population, protecting agricultural infrastructure and productivity so that agriculture remains the principal rural land use and focusing other employment development in the main towns and key villages;
  - g) Recognise the importance of the Strategic Transport Improvement Corridor to the overall economic potential of the south-western part of the area and the facilitation of a balanced economic strategy for the County as a whole;
  - h) Prioritise the adequate provision of water services and transport infrastructure to meet current needs and future population targets while protecting the areas environment.

## 2.3 The Bandon-Kinsale Municipal District

- 2.3.1 The Bandon-Kinsale Municipal District is located to the south west of Cork City and in 2011 the population of the area stood at 42,454. This population is spread across a network of settlements including 3 Main Towns, 34 smaller settlements and the open countryside, as detailed in Table 2.1. Outside the main towns the district is largely rural / agricultural in character with over 40% of the population of the Municipal District living in the open countryside i.e. not within a settlement.
- 2.3.2 Bandon is the largest town wholly within the Municipal District with a population of 6,640 in 2011. Kinsale is the only other major settlement located wholly within the Municipal District with a population of 4,893 in the last Census. The Municipal District boundary splits Carrigaline Town into two parts, the northern part of the town is located within the Ballincollig-Carrigaline Municipal District and the southern portion of the town is within this Municipal District. Carrigaline will therefore appear in both Municipal Districts' Preliminary Consultation Documents.

**Table 2.1: Distribution of population within the Bandon-Kinsale Municipal District 2011**

	Settlements	Estimated Population 2011	%
Towns(3)	Bandon (6,640), Kinsale (4,893), Carrigaline (South)(4,858)	16,391	39%
Key Villages (5)	Crosshaven and Bays, Ballinspittle, Belgooly, Inishannon, Riverstick.	8,320*	20%
Villages (7)	Ballinadee, Ballinhassig, Ballygarvan, Halfway Kilbrittain, Minane Bridge, Old Chapel.		
Village Nuclei (10)	Aghyohill, Ballyfeard, Ballyheada, Crossmahon, Dunderrow, Fivemilebridge, Gaggan, Garrettstown/ Garrrylucas, Nohoval,Tinkers Cross.		
Other Locations (12)	Ballymartle, Barrells Cross, Brownsmill, Gogginshill, Jagoe's Mill, Kilcolman, Killeady, Kilmacsimon Quay, Oysterhaven, Robert's Cove, Sandycove, Tracton.		
Rural Areas		17,743*	41%
<b>Total Population</b>		<b>42,454</b>	

\* Village and Rural Populations are estimated figures

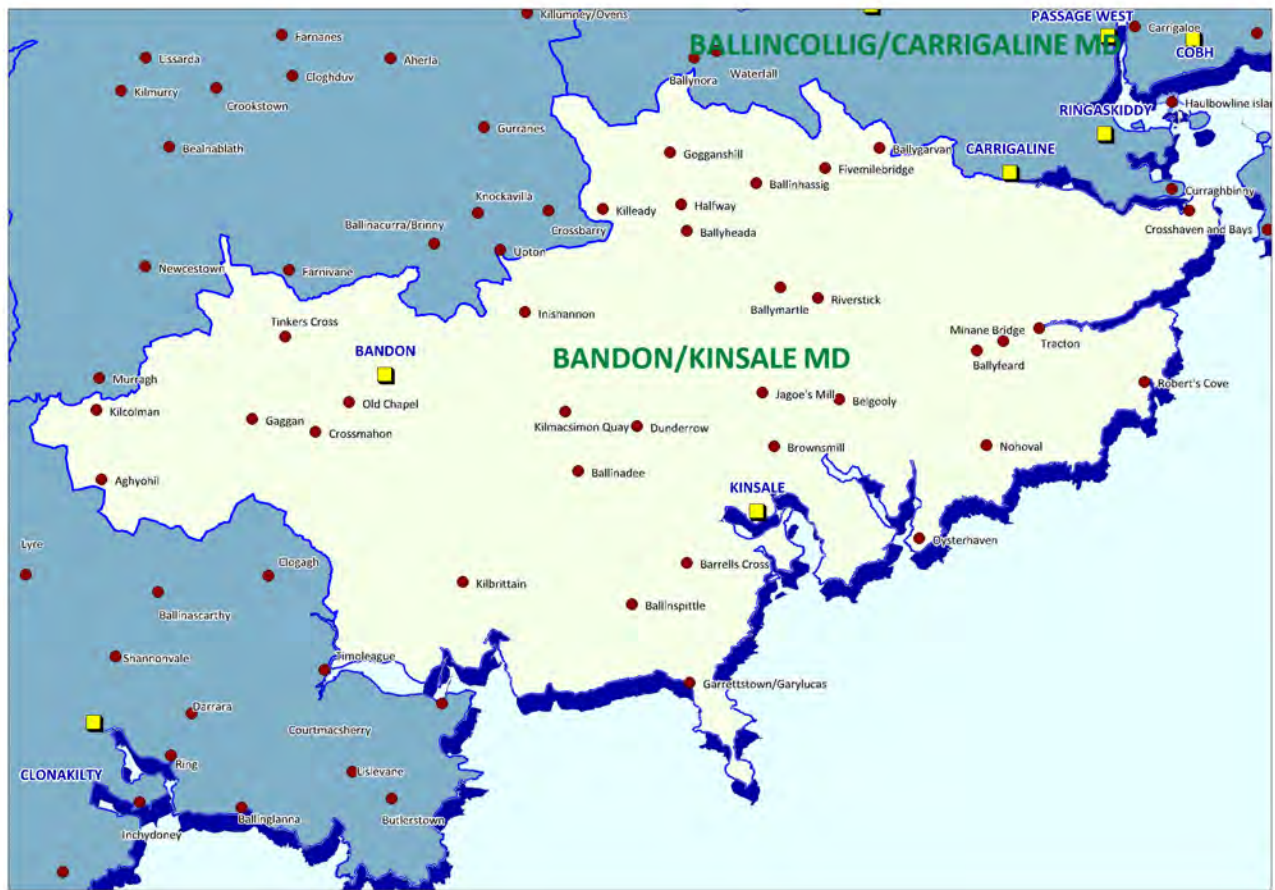


Figure 2.1 Bandon-Kinsale Municipal District Settlements

## 2.4 Growth Strategy

- 2.4.1 Within the Bandon Kinsale Municipal District the County Development Plan provides for growth in population of 3,579 persons. The number of households is expected to growth by 3,926 leading to a net requirement for 3,707 new houses within the Municipal District. The County Development Plan indicates that 80ha of residentially zoned land is required to meet this level of housing provision in the main towns, in addition to housing opportunities in the villages and rural areas.
- 2.4.2 The majority of this growth is allocated to the towns with 2,181 new units proposed, the majority of which are planned for Bandon. Housing growth is also planned for the villages (1,529 units).
- 2.4.3 Table 2.2 shows that arising from the County Development Plan 2014, there is a net requirement within the towns of the Municipal District for 1,606 new dwelling units and capacity, in terms of current provision of zoned land within the towns to accommodate 2,622 units. At this stage in the LAP process there is no need to add to the overall land supply as it includes headroom of 39% in terms of the amount of housing units required.
- 2.4.4 The value of retaining this headroom is that it provides flexibility in the local housing market and provides capacity within the towns in the event that investment in infrastructure in the villages is delayed. The introduction of an element of phasing may be considered as part of the preparation of the draft plan.

	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>Bandon</b>	6,640	7,765	892	45	91.84	1,766
<b>Kinsale</b>	4,893	5,722	714	36	39.8	856
<b>Carrigaline (South)</b>	4,858	5,876	See Carrigaline (North)			
<b>Main Towns</b>	16,391	19,363	1,606	80	131.64	2,622
<b>Villages</b>	8,320	10,846	1,642	--	--	1,418
<b>Rural</b>	17,743	15,795	250	--	--	--
<b>Total Villages and Rural</b>	26,063	26,641	1,892	--	--	1,418
<b>Total Municipal District</b>	42,454	46,004	3,498	80	131.64	4,040

**Current Estimated Strategic Land Reserve (LAPs and TCPs) for this Municipal District is 51.3Ha**  
**Source: Cork County Development Plan 2014- Volume One. Appendix B, Table B 7**

## 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 Within this Municipal District as illustrated in Table 2.4, the water services infrastructure needed to deliver the 2011 housing targets in the Main towns is not fully in place. Also in many of the villages (see Table 2.4) the water services infrastructure needed to deliver the 2011 housing requirements is often not in place.
- 2.5.5 In general, the Council's 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.

	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.

- 2.5.6 Therefore, while the current water services infrastructure may not immediately be able to deliver the scale of growth envisaged by the 2011 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.
- 2.5.7 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 individual

houses. Settlements in this category are denoted by the letter “A” in the final column of Table 2.4. Within this Municipal District the Villages of Ballinadee and Ballinhassig and the Village Nuclei of Aghyohil, Ballyfeard, Ballyheada, Crossmahon, Dunderrow, Fivemilebridge, Garrettstown/Garrylucas, Gaggan, Nohoval and Tinkers Cross fall into this category.

- 2.5.8 In some settlements, typically village nuclei, the scale of growth set out in 2011 is already quite low in recognition of the lack of water services infrastructure and therefore it may be possible to retain this as it is.
- 2.5.9 In relation to the Villages, the County Development 2014 indicates that, in the villages of this Municipal District, provision has been made for 1,642 units. An analysis of water services capacity in the villages indicates that without further investment in Water Services, it may be only possible to deliver 609 units.
- 2.5.10 Within the village network, it is suggested that the new LAP should generally maintain the scale of growth established for the 2011 Local Area Plans in order to respect the scale and character of the villages and because there are 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 above, there is enough land available within the towns of the Municipal District generally 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 12 ‘Other Locations’. 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.

Table 2.4: Bandon-Kinsale 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</b>						
Bandon	6,640	-	892			R
Kinsale	4,893	-	714			R
Carrigaline (South)	-	-	See Carrigaline North			R
<b>Total Main Towns</b>			1606			
<b>Key Villages (5)</b>						
Ballinspittle	121	0	100			R
Belgooly	273	0	150			R
Crosshaven and Bays	1801	325	286			R
Inishannon	315	80	150			R
Riverstick	249	0	150			R
<b>Total Key Villages</b>			836			
<b>Villages (7)</b>						
Ballinadee	8	0	34		None	A
Ballinhassig	25	41	70		None	A
Ballygarvan	178	0	45			R
Halfway	111	0	10			R
Kilbrittain	82	0	86			R
Minane Bridge	58	0	20			R
Old Chapel	112	0	80			R
<b>Total Villages</b>			311			
<b>Village Nuclei (10)</b>						
Aghyohil	31	2	20	Private GWSS	None	A
Ballyfeard	5	-	10	None	None	A
Ballyheada	21	-	20		None	A
Crossmahon	25	1	23	None	None	A
Dunderrow	60	-	67		None	A
Fivemilebridge	31	-	10		None	A
Gaggan	28	8	25		None	A
Garrettstown/Garrylucas	-	-	20		None	A
Nohoval	27	-	39		None	A
Tinkers Cross	10	7	13	None	None	A
<b>Total Village Nuclei</b>			247			
<b>Overall Total</b>			<b>3,034</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 the 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.					

## 2.6 Summary of the proposed Development Strategy for Villages in the Bandon-Kinsale Municipal District

- 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) Maintain growth at the level already provided for in the current 2011 Local Area Plans (LAPs). 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) **Key Villages:** In some key villages the current water services infrastructure cannot immediately accommodate the scale of growth envisaged by the 2011 Local Area Plan and further investment will be required by Irish Water. However, it is proposed to retain the scale of growth envisaged for Key Villages at the level established by the 2011 Local Area Plan with the expectation that the infrastructure will be delivered over time by Irish Water.
  - d) **Villages:** There are 14 villages in this Municipal District and all are served by public water. Waste water treatment infrastructure is not available in 5 of the villages (see Table 2.4), and is not expected to be provided. 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. In this context the scale of growth envisaged for Ballinadee and Ballinhassig may need to be adjusted.  
**Village Nuclei:** Village nuclei are the smallest settlements in the network and the CDP 2014 indicates that they are only intended to cater for individual dwellings (i.e. not housing estates). There are 10 village nuclei in this Municipal District and none have (Irish Water) waste water treatment infrastructure. The scale of growth envisaged by the 2011 LAP is too ambitious and will need to be adjusted in all settlements.

## 2.7 Employment within the Municipal District

- 2.7.1 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 9,241 ‘places of work’ / jobs in the District in 2011. This includes 1,591 home workers. Excluding home workers there are 7,650 “Places of Work”/ jobs in the District.
- 2.7.2 Jobs located within the Municipal District fall into the following key categories:
- 28.9% - Wholesale, Retail, Transportation and Storage, Accommodation and food service activities;
  - 16.7% Education, Human health and Social Work Activities.
  - 19.4% Manufacturing, mining /quarrying, Electricity/Gas /Water Supply / waste management.
  - 9.8% Agriculture, forestry or fishing.
  - 12.8% Information / Communication, Financial, professional administration etc.
- 2.7.3 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:



- 2.7.4 The total number of employees (people at work) who live within the District is 17,115. This includes home, mobile and 'uncodeable' workers and corresponds to just 37% of the population of the District. These jobs were distributed across as follows:
- 6,047 or 35.3% work within the Municipal District (including 1,591 home workers).
  - 3,714 or 21.7% work within Cork City.
  - 3,929 or 22.9% work within the county metropolitan area. (includes some of the MD).
  - 30 or 0.17% work within the North Cork area.
  - 582 or 3.4% work outside Cork County.
- 2.7.5 A total of 69.3% of employees who live within the District travel to work by car (as a driver). A further 8.4% drive a van, lorry or other vehicle while approximately 3.5% travel as a passenger in a car.
- 2.7.6 In terms of sustainable modes of transport for employees who live within the District only 6.7% travel to work on foot, 0.4% by bicycle.
- 2.7.7 Bandon is the largest centre of employment within the Municipal District. The 2011 Census recorded a daytime working population within Bandon town of 2,369 people. In Kinsale the figure was 1,557. The employment profile for Carrigaline is dealt with as a whole by the Census so data for Carrigaline (South) is not included. Of the 9,241 jobs within the Municipal district only 3,926 of them are located within the main towns. Apart from farm-based jobs, a wide dispersal of employment opportunities outside of the main towns will make it more difficult for people to access employment and will result in increased reliance on private car transport.
- 2.7.8 There is a strong supply of employment land within the Municipal District as set out in the current Local Area Plans but there are some lands which do not represent sustainable locations for future employment growth and may need to be removed. The new local Area Plans should seek to ensure that lands identified for employment use present choice in terms of location, site flexibility and can be readily developed for such uses and address any barriers to development. There may be a requirement for some adjustment to the supply of employment land within the main towns and any suggested changes are highlighted under the respective town headings in Section Three.

**Table 2.5: Employment Land Supply in Current Local Area Plans**

Location	Business Land (Ha)	Industrial Land (Ha)
<b>Bandon</b>	47.9	18.4
<b>Kinsale</b>	19.1	5.7
<b>Carrigaline (South)</b>	15.9	0
<b>Total</b>	82.9	24.1

## 2.8 Strategic Infrastructure Requirements

**Table 2.6 Strategic Infrastructure for the Bandon-Kinsale Municipal District**

	Strategic Infrastructure
<b>Overall</b>	<ul style="list-style-type: none"> <li>• N 71 (Cork – Clonakilty – Skibbereen and Bantry);</li> <li>• R 586 (Bandon to Bantry);</li> <li>• R600 (Fivemile Bridge to Kinsale);</li> <li>• R613 (Ringaskiddy to N71).</li> </ul>
<b>Bandon</b>	<ul style="list-style-type: none"> <li>• Reservoir;</li> <li>• WWTP upgrade;</li> <li>• Completion of the Southern Relief Road.</li> </ul>
<b>Kinsale</b>	<ul style="list-style-type: none"> <li>• Reservoir;</li> <li>• Northern and Western Relief Road</li> </ul>
<b>Carrigaline (South)</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> <li>• Western Inner and Outer Relief Roads.</li> </ul>



# Section 3

## Main Settlements

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3.1 Introduction

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## 3.1 Introduction

3.1.1 There are three towns in the Bandon-Kinsale Municipal District: Bandon, Kinsale and the southern portion of Carrigaline Town. Carrigaline will appear in the two Municipal District documents that it straddles – this document and the Ballincollig- Carrigaline Municipal District Local Area Plan. This section outlines some of the key issues in relation to the main towns which the new Local Area Plan will address. The section also identifies the main areas where changes are being considered relative to the plan that 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 of lands for new housing development;
- Where can people work;
- Are there sufficient community facilities and public spaces?
- How can the town centre be strengthened? Identifying opportunity sites & providing for a mix of uses which promote vibrancy and the viability of the town centre?
- Are the public spaces of the town attractive and accessible? Is the public realm of high quality?
- How to deal with congestion and improve movement for all modes within the town?
- What are the water services needs of the town and how can these be delivered?



# Section 3.1

## Bandon

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### 3.1.1 The Vision for Bandon

- 3.1.1.1 Bandon is the largest settlement within the Bandon/ Kinsale Municipal District and is the third largest Ring Town (after Mallow and Youghal) within the Greater Cork Ring Strategic Planning Area. It is an important Market Town and enjoys a strategic position as the “gateway” to West Cork at the convergence of the N71 and R586 touring routes.
- 3.1.1.2 Under the County Development Plan 2014 Bandon is defined as one of six “Ring Towns” which perform an important function within the settlement hierarchy of the county. This means the town is prioritised as a centre of growth within the Greater Cork Ring Strategic Planning Area with a corresponding priority in terms of infrastructural investment.
- 3.1.1.3 Within this context the preparation of the new Local Area Plan for Bandon offers the opportunity to take stock in terms of our vision of what kind of town Bandon 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 Bandon sets out the following vision for the town:
- 3.1.1.4 “The strategic aims for Bandon are to encourage continued growth and expansion of its employment and services functions so that it can continue to act as a gateway to West Cork. It is also important that the town centre continues to develop as the primary location for retail and services development and that the infrastructure is delivered which is required for the town”
- 3.1.1.5 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 Bandon has been allocated a population target of 7,765 representing growth of just over 1,000 people on Census 2011 figures (6,640). In order to accommodate this level of population growth, an additional 892 housing units will be required. A net housing land requirement of 45ha has been identified to provide this amount of housing.
- 3.1.2.2 The existing Bandon Local Area Plan has made provision for a residential land supply of 91.84ha with the capacity to provide approximately 1,766 units. This additional residentially zoned land was required to meet the overall needs of the Electoral Area which is characterised by a weak settlement network that has limited capacity to accommodate significant growth.
- 3.1.2.3 A large amount of housing land is currently zoned to the north west of the town, close to primary and secondary schools and adjacent to established residential areas. Development in this area is challenging, however, as access is via the Bridge Street/Bandon Bridge Junction which is already congested at peak times. Furthermore, a new reservoir is required as the majority of lands at this location are above the existing reservoir. The timeline around the delivery of this infrastructure is uncertain and is beyond the direct control of the County Council.
- 3.1.2.4 The ongoing water and transport infrastructural constraints in the north-west of the town present a significant challenge to realising the delivery of units at this location. It is therefore considered prudent to investigate whether there are alternative areas that could accommodate residential development and be deliverable in the short-medium term so Bandon can realise its population and housing targets in the life-time of the new Local Area Plan.
- 3.1.2.5 Initial analysis suggests that there may be merit from a water services and road access perspective in considering lands west of Bandon contiguous to the existing development boundary and also lands adjoining Old Chapel. Options to provide a replacement to the existing land-supply north-west of the town would require zoning an additional c. 28ha of residential land. This option would result in a possible merger between the settlements of Bandon and Old Chapel.
- 3.1.2.6 Table 3.1.1 details the residential zonings currently in place in Bandon. 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 477 units. A further 286 units could be delivered within 2-6 years. The bulk of the land supply has infrastructure constraints that are unlikely to be resolved within a six year timeline. On foot of the initial analysis, figure 3.1.1 illustrates areas where changes to the land supply are proposed.

Table 3.1.1: Current Residential Zonings/ Land Supply in Bandon			
Site Ref.	Area (Ha)	Comment	Suggested Approach
<b>Infrastructure available to facilitate development within 0-2 timeframe</b>			
R-08	2.68	Undeveloped.	Retain Zoning
R-10	1.1	Undeveloped.	Retain Zoning.
R-11	1.2	Undeveloped.	Retain Zoning.
R-12	1	Undeveloped.	Retain Zoning
R-13	(1.8)	Undeveloped. Residential care facility and uses complimentary with adjoining hospital.	Retain Zoning
<b>Total</b>	<b>5.98 (7.78)</b>		
<b>Developable within 2-6 years subject to additional infrastructure provision</b>			
R-04	11	Undeveloped.	Retain zoning
X-01	4	Undeveloped. Water available but pressure problems an issue. Proposals to connect new sewer through the site.	Retain zoning.
<b>Total</b>	<b>15</b>		
<b>Infrastructure available &gt; 6 years</b>			
R-01	10.3	May be difficult to service due to the requirement for a new high level reservoir, transport constraints & wastewater issues.	Review Zoning.
R-02	5.3	May be difficult to service due to the requirement for a new high level reservoir, transport constraints & wastewater issues	Review Zoning.
R-03	5.8	May be difficult to service due to the requirement for a new high level reservoir, transport constraints & wastewater issues.	Review Zoning.
R-05	1.1	May be difficult to service due to the requirement for a new high level reservoir, transport constraints & wastewater issues.	Review Zoning.
R-06	17.4	May be difficult to service due to water pressure, transport constraints & wastewater issues.	Retain Zoning.
R-07	6.1	May be difficult to service due to the requirement for a new high level reservoir, transport constraints & wastewater issues.	Review Zoning.

**Table 3.1.1: Current Residential Zonings/ Land Supply in Bandon**

<b>Site Ref.</b>	<b>Area (Ha)</b>	<b>Comment</b>	<b>Suggested Approach</b>
R-09	7.1	May be difficult to service due to water pressure pressures, transport constraints & wastewater issues.	Review Zoning
R-14	2.46	Zoning objective includes provision of a school. May be difficult to service due to water pressure & wastewater issues due to topography & distance from public mains/sewers.	Retain Zoning
R-15	3.7	May be difficult to service due to water pressure & wastewater issues due to topography & distance from public mains/sewers.	Retain Zoning.
R-16	11.6	No water services infrastructure available, also water pressure issues. Footpath links required.	Retain Zoning
<b>Total</b>	<b>70.86</b>		
<b>Overall Total</b>	<b>91.84 (93.64)</b>		

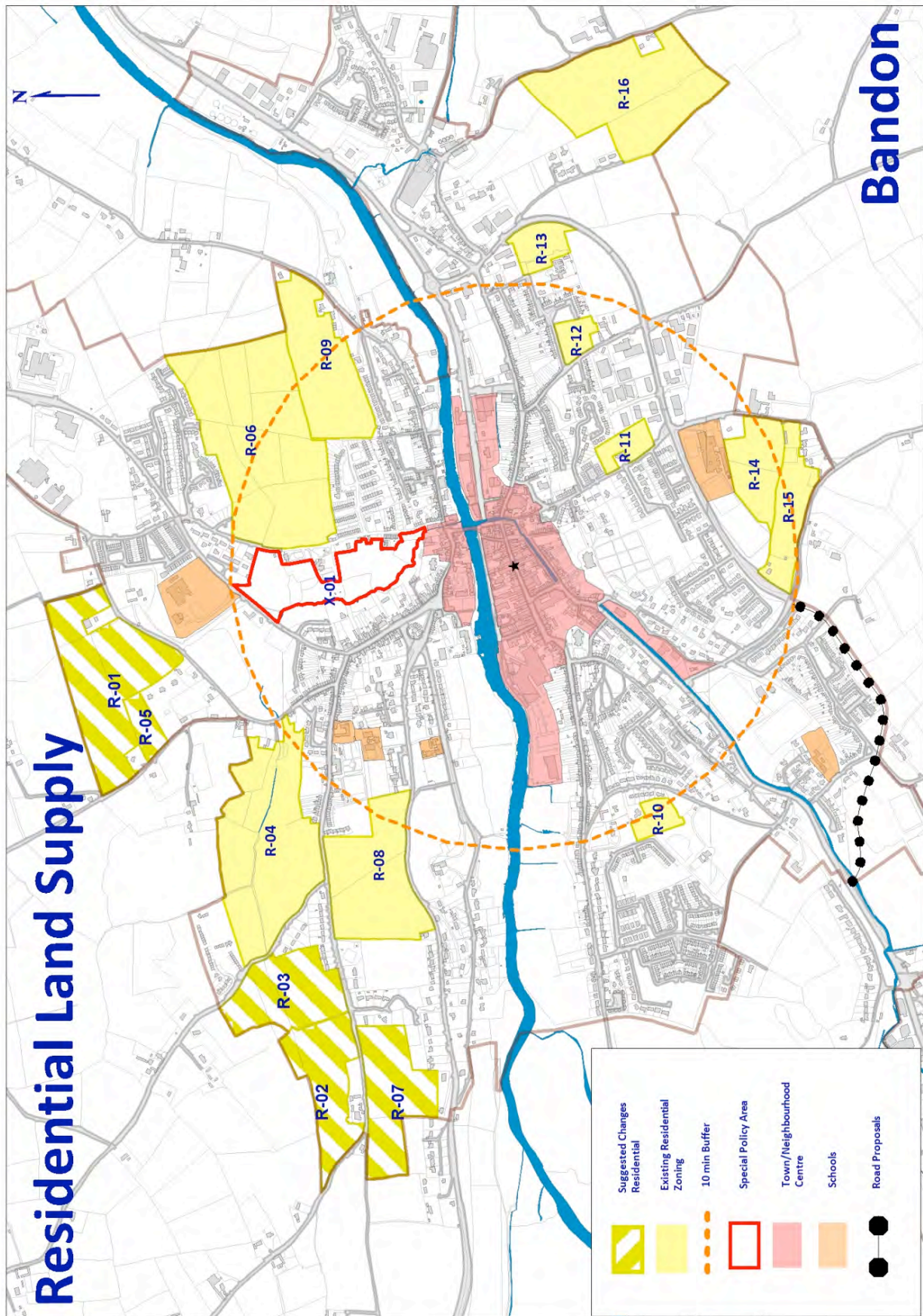


Figure 3.1.1: Bandon Residential Land Supply

### 3.1.3 Employment Land Supply

- 3.1.3.1 Bandon is the principle employment centre within the Municipal District. Results from the 2011 Census show a daytime working population (resident and non-resident in Bandon) of 2,369 persons, with commerce and trade being the largest industry in the town. The town still holds a regular weekly Mart and has a number of food production facilities in the town, reflecting its important rural-based economy. Employment is largely focussed within the town centre. There is a small, established industrial area at the east of the town and some light industrial complexes located off the Relief Road. The town has a high concentration of retail warehouse units along the Relief Road and on the approach roads to the town, with some vacancy evident. There is an existing IDA industrial Park 4.3km west of the town on R586 Dunmanway Road which is fully developed.
- 3.1.3.2 Within the existing Bandon Electoral Area Local Area Plan 2011 the employment land supply for Bandon Town is distributed to the north-east and south-eastern fringes of the town, within the development boundary of Old Chapel and on lands zoned B-08, 4.88km west the town just off the N71. During the last decade a large number of car showrooms were built on the fringes of the town and on the Relief Road. Since the economic collapse a number of large vacant units are evident on the fringes of the town. In the future these sites can contribute to the employment land-supply subject to the provision of appropriate uses which do not undermine the retail primacy of the town centre. .
- 3.1.3.3 In 2011 there were 3,265 persons living in Bandon in the labour force and of these, 78.8% (2,572 persons) persons were at work. POWSCAR data available for Bandon is based on a slightly larger geographical area than that of the Census. This analysis highlights that 40% of the total employees enumerated reside in the study area and a similar percentage (43%) travel to their place of work within Greater Cork Ring DEDs. A total of 90% of all journeys to work were made by car (as a driver 87.8% & passenger 3%). Walking levels were extremely low within the study area (0.6%) and cycling did not feature as a means of travel. This may reflect the difficult topography of the town especially on the northern steep slopes of the Bandon Valley.
- 3.1.3.4 The review of the existing employment land supply highlights that there has been no up-take in employment land since the last plan. The existing supply is focussed on greenfield sites on the north-east and south-eastern fringes of the town, in Oldchapel Village and on a site west of Oldchapel. It is suggested that all the employment lands be retained except B-08 due to its distance from the existing development boundary which would promote unsustainable travel patterns. Alternative, replacement lands will be identified at a more suitable location within or contiguous to the development boundary. Table 3.1.2 (Bandon) and Table 3.1.3 (Oldchapel) details the land supply, zoning classification and suggested approach for the draft Local Area Plan. Proposed changes are illustrated in figure 3.1.2.

Table 3.1.2: Current Employment Zonings / Land Supply in Bandon			
Site Ref.	Area (net)	Comment	Suggested Approach
B-01	3	Business development. Undeveloped.	Retain Zoning.
B-02	5.7	Business development. Undeveloped.	Retain Zoning.
B-03	3	Business. Largely developed.	Retain Zoning.
B-04	6	Business development. Undeveloped.	Retain Zoning.
B-05	3.2	Business development. Undeveloped.	Retain Zoning.
B-06	10.3	Business development including provision of a landmark building on site, possibly a hotel. Undeveloped.	Retain Zoning.
B-07	6.1	Business development. Undeveloped.	Retain Zoning.
B-08	8.55	Business development. Undeveloped.	Consider removing from employment land supply. The site is not contiguous with the development boundary and would promote unsustainable journeys. Consideration should be given to its replacement with an alternative site within or contiguous to the development boundary of the town.
I-01	2.9	Food-related industry. The development of this site should include a suitable buffer and landscaping screen to the west and south to protect the existing residential amenities.	Retain Zoning.
I-02	15.5	Industrial estate development suitable for small to medium sized industrial units. Site shall be served by a single access. In depth screen planting to be provided along the eastern and southern site boundaries. Any development on this site should be accompanied by a traffic impact assessment and road safety audit.	Retain Zoning.

Table 3.1.3: Current Employment Zonings / Land Supply in Oldchapel			
Site Ref.	Area (net)	Comment	Suggested Approach
B-01	1.4	Business. Undeveloped.	Retain Zoning.
B-02	1.6	Non-retail business development.	Retain Zoning.

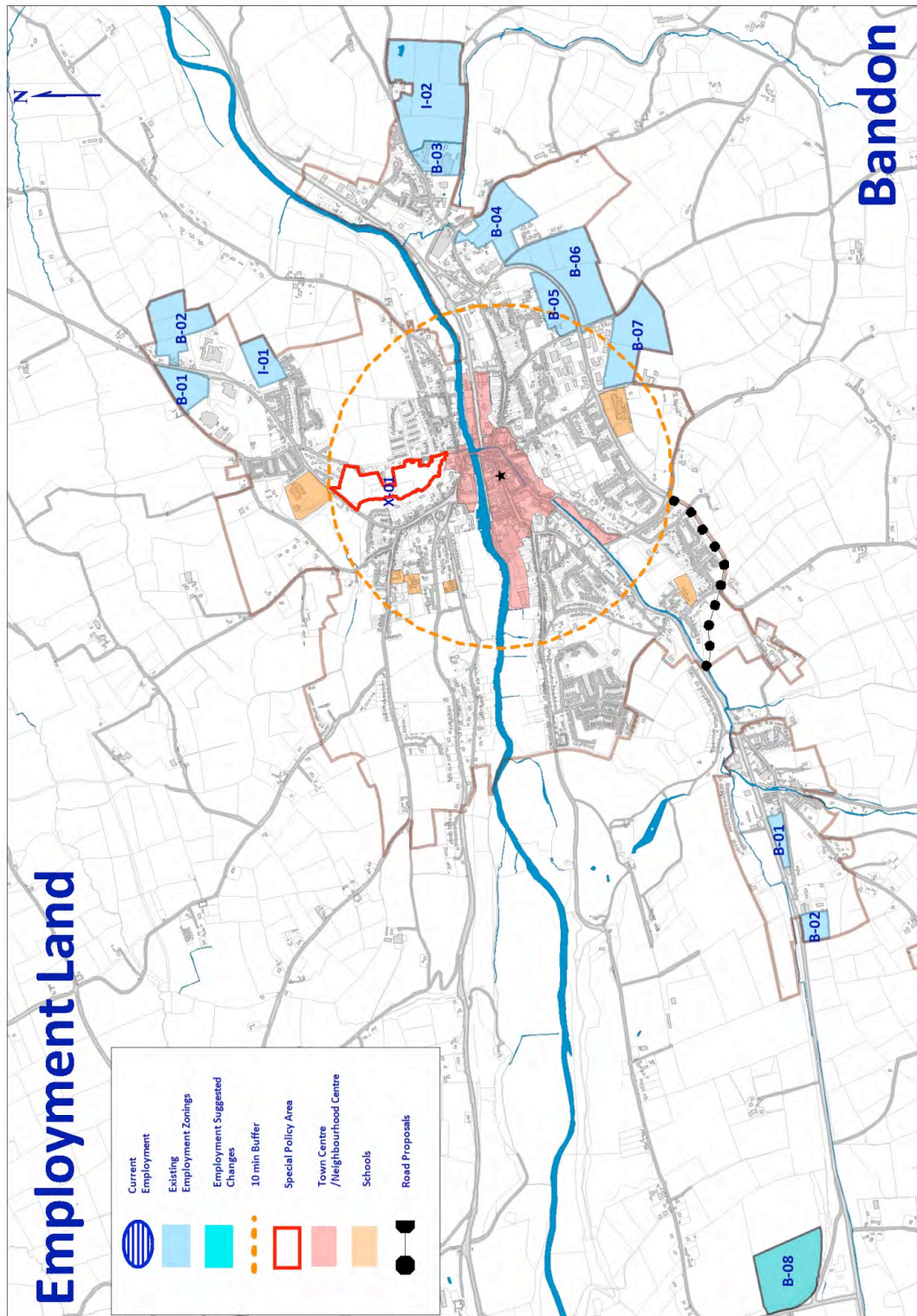


Figure 3.1.2: Bandon Employment Land Supply



### 3.1.4 Town Centre / Retail

- 3.1.4.1 Bandon is the largest service centre in the Bandon-Kinsale Municipal District with a strong convenience retail base and a good range of comparison services, especially in the niche independent sector. Within the town centre there is still a good mix of uses, although ground floor vacancy is an issue (25%), especially to the east of the town where extensive flood damage occurred in 2009. Cork County Council undertook a Town Centre Retail Study in 2012 which highlighted that overall vacancy rates in Bandon at 25% were amongst the highest in the County. (Ballincollig ranked highest with 29% vacancy, Cobh 27%, Skibbereen 26% and Youghal 25%).
- 3.1.4.2 The extent of the town centre and retail core are shown in Figure 3.1.3. Currently the main convenience anchor stores are provided by Supervalu (which operates two town centre stores) and Lidl which is located at the edge of the town centre. The Riverview Shopping Centre has good connectivity with the rest of the town centre. In order to strengthen the core retail area and promote increased footfall levels, it is essential that future retail development consolidates the core. In this regard policies to enhance the vitality of the town centre and which support more high quality / destination retailers will be central to the town centre strategy. Such uses generally seek more modern premises with larger floor plates and a high quality public realm. The Council will support creative approaches to the rehabilitation/ extension/merger of historic buildings within the town centre for retail and mixed-use town centres uses subject to applying to best practice conservation methods and respecting the special character of the South Main Street Architectural Conservation Area.
- 3.1.4.3 There are currently four sites zoned for Town Centre and town centre expansion within the current plan which reflect the extent of the current town centre while also allowing an appropriate area of expansion. It is not recommended to change the boundaries of the town centre zoning. The Local Area Plan review process will identify any brownfield or regeneration opportunity sites within the town which are deemed priority development sites and/or integral to the sustainable expansion of the town.

#### *Public Realm*

- 3.1.4.4 Bandon's historic townscape and building stock are generally attractive and its significance is reflected by the high numbers of protected structures listed on the Record of Protected Structures and the significant number of Architectural Conservation Area designations which extend across the majority of the historic town centre. Like most county towns, it has seen its town centre increasingly dominated by car parking, a poor pedestrian environment and congestion.
- 3.1.4.5 A team of consultants have been appointed to undertake a Transport and Public Realm Strategy for the town and it is anticipated that the findings of this Strategy will contribute to the Local Area Plan process, once finalised. The remit of the strategy is to provide an enhanced movement environment within the town centre for all users, 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. The Draft Strategy is intended to be finalised by December 2015 which will then invite submissions to contribute to the project outputs. It is anticipated that the findings of this Strategy will contribute to the Local Area Plan review process.

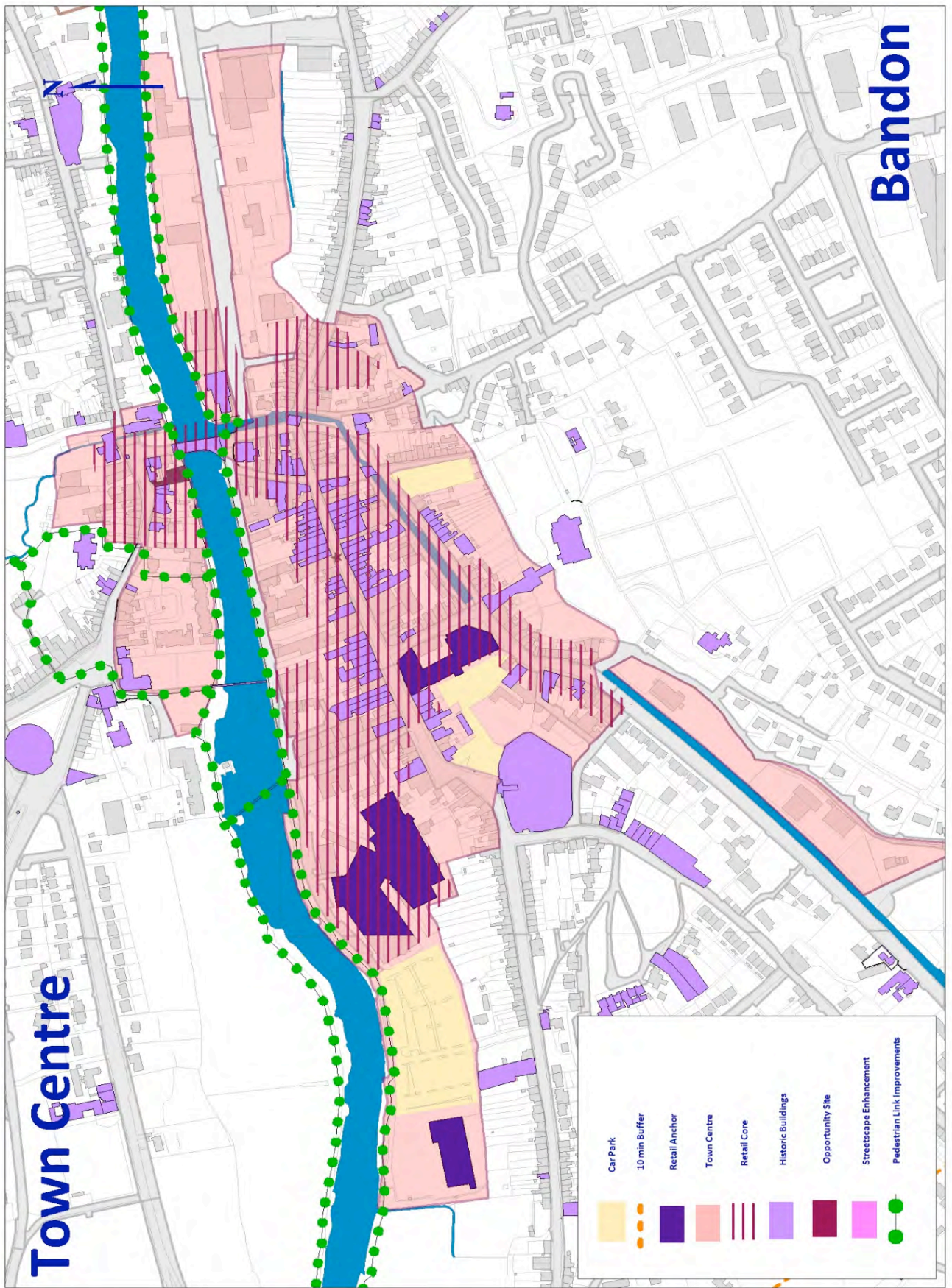


Figure 3.1.3: Town Centre

### 3.1.5 Community Facilities / Green Infrastructure

- 3.1.5.1 Community facilities are located throughout the town including a library and garda station. The town's Plantation history is reflected in the high concentration and diverse range of places of worship, some of which have been converted to other uses over time. Bandon Community Hospital is located to the east of the town within a mature site. This offers day care and convalescing services. The site is located on elevated ground with poor pedestrian connectivity.
- 3.1.5.2 There are a large number of schools in the town including four secondary schools and three primary schools. Education facilities are distributed north and south of the town centre close to established residential areas. Provision was made in the last plan for a further 3 primary schools (2 on lands zoned R-08 & 1 on lands zoned R-14). The Local Area Plan will retain these objectives for further educational facilities, unless otherwise directed by the Department of the Education and Skills.
- 3.1.5.3 The town has a good supply of active and passive open space, including a large GAA complex, rugby grounds, soccer pitches, golf courses and grass tennis courts. A number of riverside walks have been developed along the banks of the River Bandon but these are unfinished. Policies to deliver extensions to existing riverside walks will be retained. Within the built-up area there are a number of attractive, small green spaces which perform an important passive recreation and biodiversity function such as Gallows Green, the Shambles, churchyards and the floodplain of the River Bandon. The town is lacking a formal park to act as a community and recreation focus for the town's population. The Local Area Plan welcomes the public participation in identifying a suitable new site for a park.
- 3.1.5.4 The attractive river valley setting of the town together with Castlebernard Estate, which is rich in historical and cultural heritage, offers many opportunities for the development of new recreational and cultural amenities for the town which can connect into existing/planned walking networks. This would enhance the overall quality of life for residents. The new Plan will seek to place greater emphasis on the development of such amenities, particularly new walks, cycles ways and recreational / play and open space facilities in order to optimise the benefits of the towns natural amenities for the people of Bandon.
- 3.1.5.5 Bandon's location within an attractive river valley together with its rich built heritage legacy has produced a variety of important areas of local biodiversity value. The Bandon River Valley is the most significant and is protected via a proposed Natural Heritage Area designation (Site Code 1034), west of the town. To the west of the town, Castlebernard Estate contains large areas of historic woodland, attractive avenues and the remains of a historic country house, now in ruins. The demense is contained within attractive high stone walls and includes Bandon Golf Club and is an important element of the town's green infrastructure assets.
- 3.1.5.6 The future development of the town offers opportunities to develop a co-ordinated approach to public open space within the town 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 public open space framework. Figure 3.1.4 identifies some of the important open space and green infrastructure assets within the town which are important building blocks to shape the location and design of future development within the town.

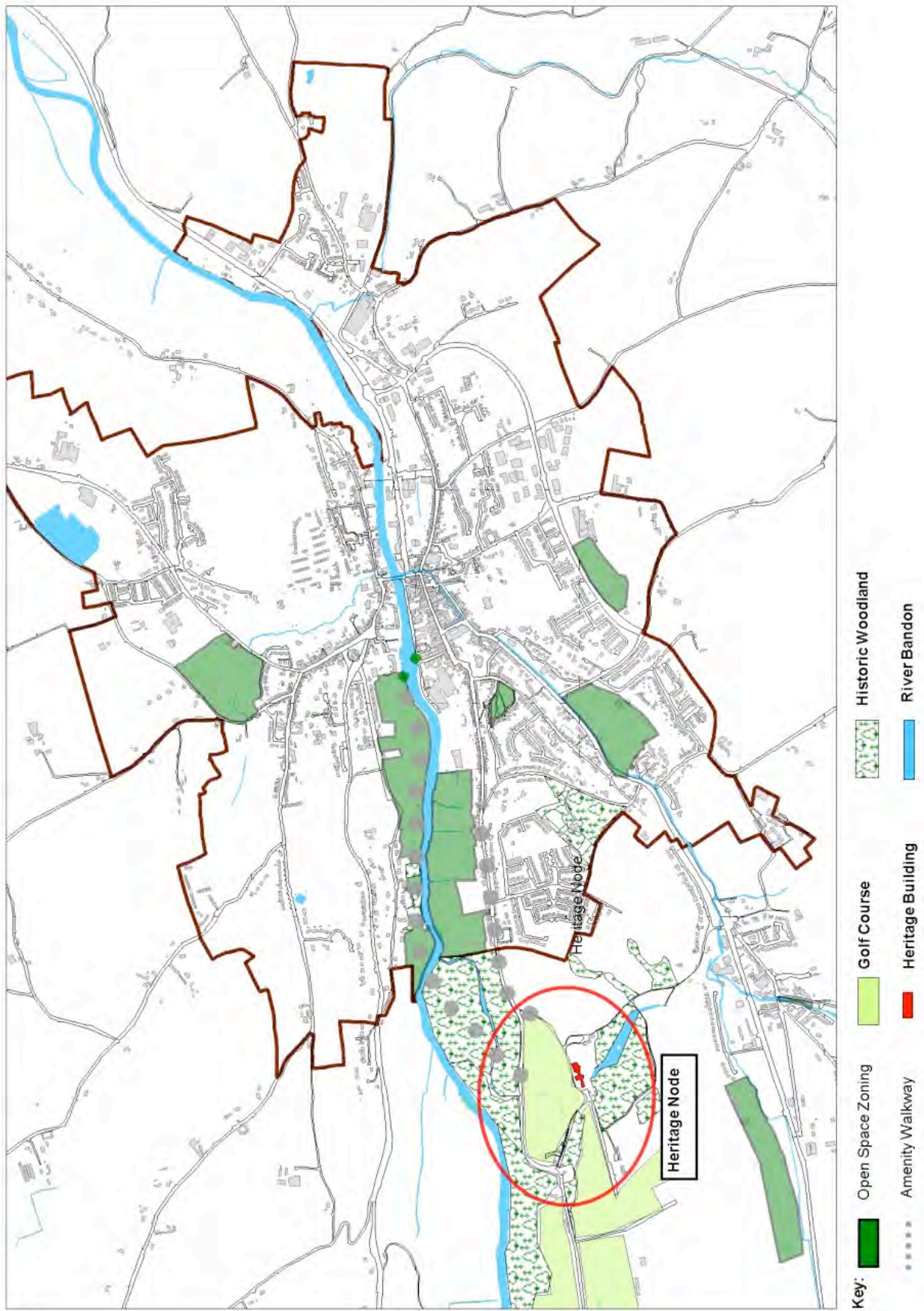


Figure 3.1.4: Green Infrastructure

## 3.1.6 Transport and Mobility

- 3.1.6.1 Bandon is located at a strategic location within the county linking the City and West Cork via the N71 and R586. The town is served by a single bridging point over the river which leads to high levels of HGV movements and congestion within the town, most notably at the Bandon Bridge/ Bank Place Junction. The negative impacts of high traffic volumes and speeds are visible on Kilbrogan Hill where vacancy and dereliction are symptomatic of the poor quality environment. The Bandon Transport and Public Realm Strategy is currently developing movement strategies to address congestion and provide a more balanced approach to the needs of pedestrians and cyclists within the town. It is intended the recommendations of this Strategy will inform the local area plan review process.
- 3.1.6.2 The movement network is one of the key influences on the future development of Bandon. A southern Relief Road has been partially completed to reduce through traffic, however, there is a steep gradient at the western end of the route which can give rise to traffic safety issues in particular for HGVs which can find it difficult to negotiate safely. This has led to some traffic diverting through the town centre leading to congestion within the town centre. The completion of this southern relief route (U-01) would help resolve these issues and needs to be prioritised.
- 3.1.6.3 Currently, 80% of the future residential growth is located north of the town centre where accessibility is difficult via a narrow and complicated junction at Bank Place/ Bandon Bridge which is already congested. This raises the question whether there is a need for a Northern Relief Road in the short-medium term to divert traffic away from the existing pinch-point at North Main Street/ Bank Place/ Watergate Street junction and to provide appropriate access to support development opportunities north of the town centre. The route of the Northern Relief Road would link the N71 to the R589 (Crossbarry Road) and route selection options would need to be explored in further detail.
- 3.1.6.4 Census 2011 highlighted that 65.7% of residents travelled to work by car with the average journey time recorded as 23 minutes. Bus Eireann operates regular services through the town connecting Cork City with Clonakilty and Skibbereen but there is only one bus stop on the Glaslinn Road. A further stop at the western side of the town would offer enhanced choice for bus users.
- 3.1.6.5 There are opportunities to enhance walking facilities within the town through the extension of the Riverside walk westwards to Castlebernard Estate and the provision of further pedestrian bridges over the River. Some traffic calming measures and enhanced bus parking at schools could also promote higher levels of walkers/ green modes of travel amongst school goers. The steep topography of the town within the valley does not lend itself easily to cycling, however, the riverbank creates a natural, flat east-west amenity corridor which could link historic sites at Castlebernard (west of the town) to Dundanion Castle (in ruins) on the riverbank near Innishannon.

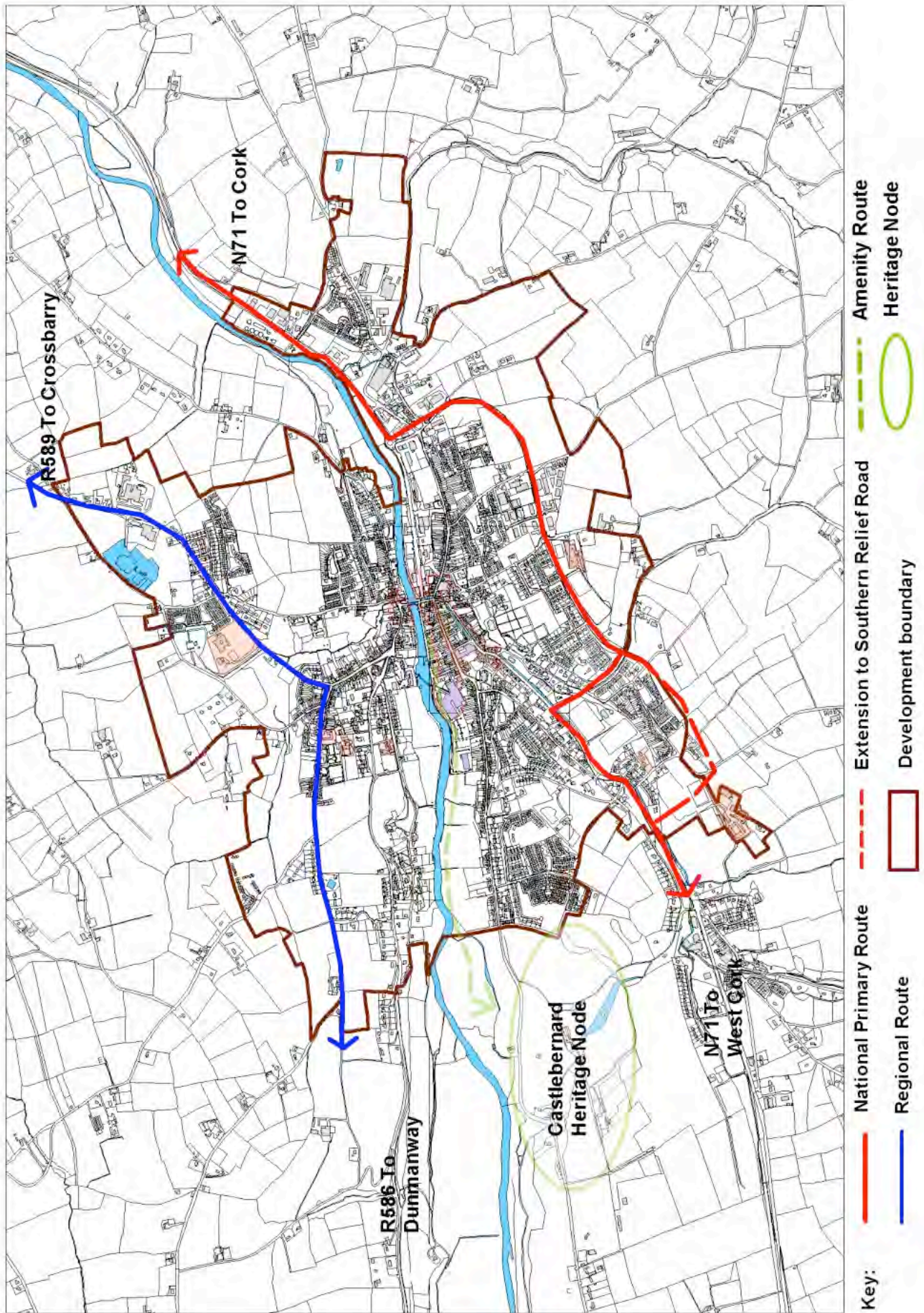


Figure 3.1.5: Movement

### 3.1.7 Water Services

#### *Water Supply*

- 3.1.7.1 Bandon receives its drinking water from the Bandon WS which is sourced from the River Bandon. At present Bandon WS has limited spare capacity – however it is possible to increase the capacity of the scheme if required.
- 3.1.7.2 The existing Bandon WS does not have the infrastructure to provide adequate water pressures and flows to service the northwestern part of the town and other high areas. As well as the provision of adequate infrastructure in particular a new reservoir, the extension of the watermain network, improvements and water conservation are also required.
- 3.1.7.3 Irish Water under the “Bandon Watermain and Sewer Network Project” intend to carry out watermains rehabilitation to increase flow capacity, operational pressure and reduce leakage. It is proposed to commence this project in the second half of 2016. However infrastructure to provide adequate water pressures and flows to service the northwestern part of the town and other high areas will also be required.

#### *Wastewater*

- 3.1.7.4 Wastewater in Bandon is conveyed via a largely combined sewer system to the Bandon Waste Water Treatment Plant at the eastern part of the town. Upgrading and extensions of sewers are also required in order to accommodate proposed growth in Bandon.
- 3.1.7.5 Irish Water under the “Bandon Watermain and Sewer Network Project” intend to install new combined sewers to increase the flow capacity within the sewer network. It is proposed to commence construction of this in the second half of 2016.
- 3.1.7.6 Bandon WWTP has some compliance issues. Bandon WWTP upgrade is at Preliminary Report Stage.

### 3.1.8 Surface Water

- 3.1.8.1 A new combined sewer is proposed within the town to deal with the disposal of both wastewater and surface water flows within the town.

#### *Flooding*

- 3.1.8.2 Flooding is an issue for parts of Bandon, in particular the town centre. Areas at risk follow the path of the River Bandon and its tributaries. A significant flood event in 2009 caused extensive damage to properties in the town centre. The OPW is currently finalising plans to implement a €10 million flood relief scheme in the town. The preferred option which is emerging is a combination of dredging the existing channel by 1.8m downstream of Bandon Weir and the provision of flood defence walls on the left bank upstream and downstream of Bandon Bridge and defence walls and embankments on the right bank spanning from Bandon Bridge to the wastewater treatment plant. Improvements to the existing flood embankments at the shopping centre are also included in the proposal.
- 3.1.8.3 The Council has put in place an early warning system for flooding (FEWS) in co-operation with the OPW and RPS as part of the towns flood management plan. This is based on monitored water level data upstream and alerts local authority staff and registered members of the public of a potential flood events.

### 3.1.9 Suggested Changes to 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 Bandon 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 3.1.4: Suggested Changes	
Topic	Proposed Approach
<b>Overall</b>	<ul style="list-style-type: none"> <li>Consideration will be given to expanding the development boundary of the town westwards and possibly merging it with Old Chapel where some alterations to its development boundary could also be considered to accommodate residential and business zonings.</li> </ul>
<b>Residential Land Supply</b>	<ul style="list-style-type: none"> <li>Retain existing residential zonings.</li> <li>Review residential zonings R-01, R-02, R-03, R-05, R-06, R-07 and R-09 due to significant water services and transport infrastructure constraints and consider suitable alternatives replacement lands.</li> </ul>
<b>Employment Land Supply</b>	<ul style="list-style-type: none"> <li>Retain existing employment zonings.</li> <li>Review B-08 with a view to finding more suitable alternative lands contiguous to the development boundary.</li> </ul>
<b>Town Centre/ Retail</b>	<ul style="list-style-type: none"> <li>Suggest no change to the extent of the existing Town Centre area.</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>Consideration should be given to identifying a site for a town park.</li> <li>Consideration should be given to linking amenities in the town with amenities outside the town development boundary.</li> </ul>
<b>Transport and Mobility</b>	<ul style="list-style-type: none"> <li>Completion of the southern relief road.</li> <li>Consider options to provide additional/ improved access to lands north of the town.</li> </ul>
<b>Water Services Infrastructure</b>	<ul style="list-style-type: none"> <li>A new reservoir is required to serve certain lands north-west of the town centre.</li> <li>Provide new sewer network.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>Implementation of flood relief scheme.</li> </ul>







# Section 3.2

## Kinsale

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### 3.2.1 The Vision for Kinsale

- 3.2.1.1 Kinsale is the second largest settlement within the Bandon/ Kinsale Municipal District. Land-use planning policy for the town was previously dealt with under two separate plans; Kinsale Town Development Plan 2009 (prepared by the Town Council for the town councils functional area) and the Bandon Electoral Area Local Area Plan (prepared by the County Council for the Environs of the Town). Kinsale is an important historic walled town set within an attractive harbour. The town is one of the principal tourist destinations in the county due to its natural and built heritage assets, gourmet cuisine and niche retail market. The County Development Plan 2014 states it is an objective to protect and enhance these assets (CS 4-2c, p.29 CDP 2014).
- 3.2.1.2 Under the County Development Plan 2014 Kinsale is designated as one of six “Ring Towns” which perform an important function within the settlement hierarchy of the county. This means the town is prioritised as a centre of growth within the Greater Cork Ring Strategic Planning Area with a corresponding priority in terms of infrastructural investment. The County Development Plan allocates Kinsale a population target of 5,722 persons, representing growth of just under 1,000 people on Census 2011 figures (4,893).
- 3.2.1.3 This review offers the County Council and public an opportunity to undertake a holistic appraisal of the entire town and evaluate what critical steps are necessary to deliver a robust planning framework to deliver our shared vision. The existing Town Plan for Kinsale sets out the following vision for the town:
- 3.2.1.4 “By 2015 Kinsale Town will be a compact, sustainable and vibrant town of 3,500 persons supported by a growth in retail services, jobs and community facilities. New development will be well connected to the existing urban environment and of a high quality, reflecting and respecting the existing character of the surrounding upland landscape in addition to the built and natural environment. A new town park will be created with improved linkages to the town centre and will facilitate local residents and visitors alike.”
- 3.2.1.5 The existing Local Area Plan sets out the following vision for the Environs of the town:
- 3.2.1.6 “The overall strategy aims to provide for additional residential and business development in the settlement of Kinsale but to do so within its scenic coastal setting and continue the promotion of its special heritage, marine and tourism functions. It is also important that the infrastructural projects planned for the town are carried out”.
- 3.2.1.7 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 In order to accommodate the allocated level of population growth, an additional 714 housing units will be required. A net housing land requirement of 36ha has been identified to provide this amount of housing.
- 3.2.2.2 The existing Kinsale Town Plan and Local Area Plan for Kinsale Environs have made provision for a residential land supply of 39.8ha with the capacity to provide approximately 856 units, slightly above the population target requirement. This additional residentially zoned land was required to meet the overall needs of the electoral area which is characterised by a weak settlement network that has limited capacity to accommodate significant growth.
- 3.2.2.3 The majority of the new residential land supply is focussed to the north-west and west of the town centre, close to established residential areas. A new reservoir will be required to service lands currently zoned R-01. The timeline around the delivery of this infrastructure is uncertain and is beyond the direct control of the County Council. Within the former Town Council boundary all lands zoned “new residential” remain available and there is an outstanding application for 388 units within a site zoned built up area. The latter should be included in the new residential land supply of the town. Some further small residential opportunity sites may be identified in the review to aid the residential land supply within the town.
- 3.2.2.4 Table 3.2.1 details the residential zonings currently in operation in Kinsale. 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 583 units. A further 38 units could be delivered within 2-6 years. The remainder of the potential land supply is categorised in the longer-term phasing timeframe as infrastructure constraints prevalent within these sites are unlikely to be resolved within a six year time frame. Proposed changes to the residential land supply are illustrated in figure 3.2.1.

<b>Table 3.2.1: Current Residential Zonings/ Land Supply in Kinsale</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 timeframe</b>			
NR-1 a & b (Town Council)	1.1	Undeveloped.	Retain Zoning.
NR-2 (Town Council)	11	Undeveloped but with outstanding permission. Lands adjoining & south of R-03. Archaeological Issues.	Change from "Established Residential" to Residential".
R-02	5.5	Partially developed.	Retain Zoning.
R-05	0.9	No direct access to R-05. Access to public sewer an issue due to narrow width of public road.	Retain Zoning.
R-07	0.4	Water pressure an issue on site – network improvements required.	Retain Zoning.
R-08	1.6	Water pressure problems & extension to watermain required. Roads issues – narrow & junction improvements necessary. No public sewer adjacent to the site.	Retain Zoning.
<b>Total</b>	<b>9.5 (20.5)</b>		
<b>Developable within 2-6 years subject to additional infrastructure provision.</b>			
R-03	1.9	Undeveloped.	Retain Zoning.
<i>Total</i>	<i>1.9</i>		
R-01	16.4	Undeveloped. Construction of Northern Relief Road will run through the site. New high level reservoir may be required to provide water on site. The site is remote from public sewers although there is infrastructure serving Abbeyfort Estate nearby (not taken in charge).	Retain Existing Zoning
R-04	10.7	Undeveloped.	Retain Zoning.
R-06	1.1	Undeveloped. No direct access to the public road. Site too high to be serviced by existing Camphill reservoir.	Change to "Open Space" or remove from development boundary.
<b>Total</b>	<b>28.2</b>		
<b>Overall Total</b>	<b>39.6</b>		

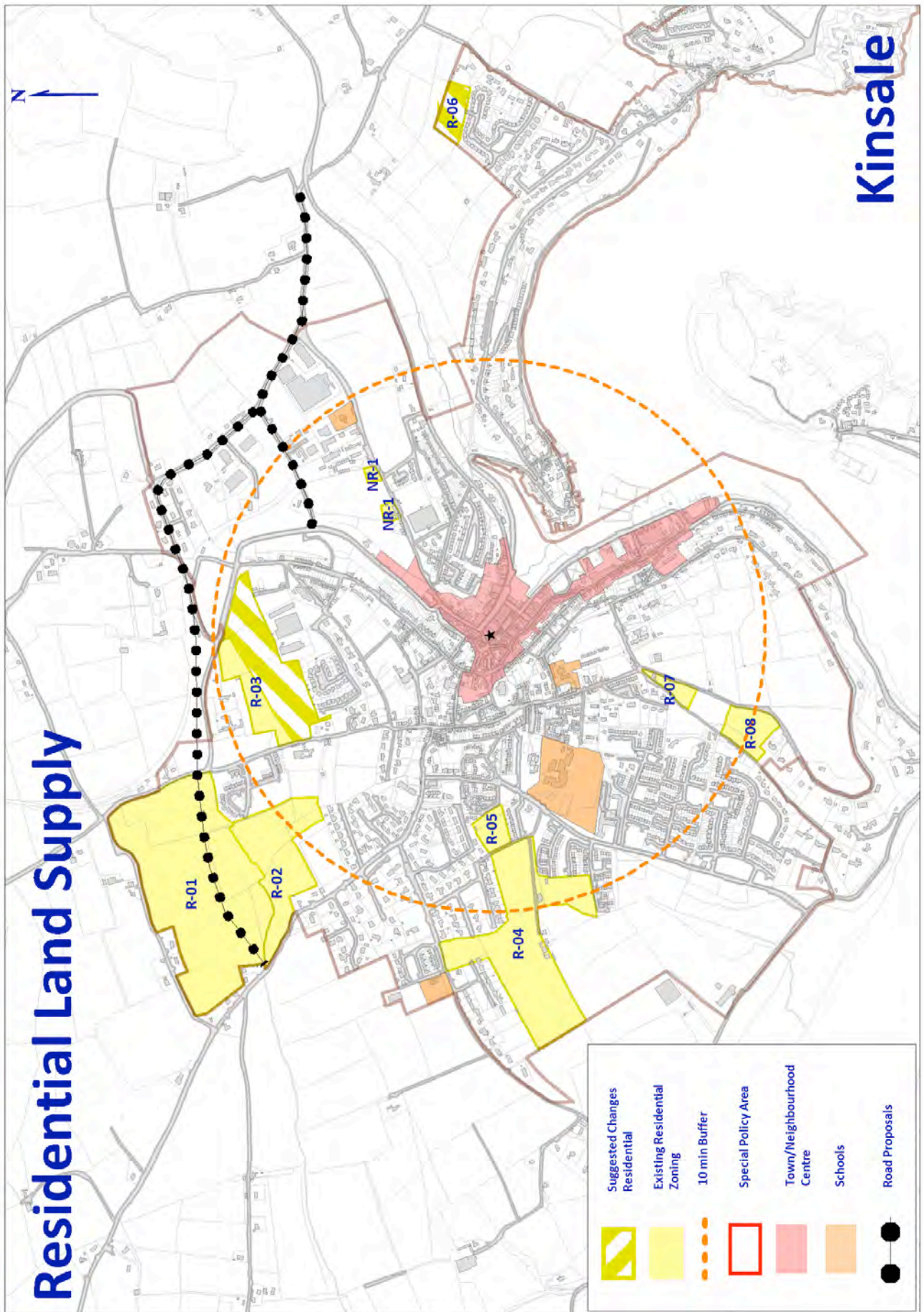


Figure 3.2.1: Kinsale Residential Land Supply



### 3.2.3 Employment Land Supply

- 3.2.3.1 The current County Development Plan 2014 states it is an objective for Ring Towns like Kinsale “to fulfill their economic potential as quality urban centres providing employment, shopping, services and public transport for their rural hinterland so they can become the location of choice for most people especially those with an urban environment focus.” Kinsale’s local economy is largely tourism based. The town has an international tourism reputation built around its iconic townscape, heritage, natural harbour and associated water-based recreation, culinary offer and scenic characteristics.
- 3.2.3.2 The town centre is the principle location for retail and services and these issues are dealt with separately in this document. Within the eastern environs of the town some 24.8ha of land was zoned for business and industry in the last Plan. There has been some uptake in these lands. The employment land supply also includes a large vacant light industrial site owned by Henry Good Miller which has recently gone into receivership and is now vacant. There are a further two sites zoned in the Town Plan for Enterprise and Employment Use. Of these EE-1 is an established factory and EE-2 has been recently developed and is occupied by Lidl. It is important that the town expands its economic base to provide a range of local employment options and the zoning objectives will need to be flexible to reflect this.
- 3.2.3.3 In 2011 there were 2421 persons living in Kinsale in the labour force and of these, 82.6% (2,000 persons) were at work. The unemployment rate within the town was 17.4% compared to 19% nationally. POWSCAR data available for Kinsale is based on slightly different geographical area to that of the CSO town profiles. This analysis highlights that 53.2% of the total employees enumerated reside in the study area and a similar percentage (46.6%) travel to their place of work within Greater Cork Ring DEDs. A total of 67.1% of all journeys to work were made by car. Green modes were very encouraging as walking levels within the study area registered 14.5% and cycling levels were 1.1% of the modal split.
- 3.2.3.4 In terms of tourism, there is a range of quality accommodation available within the town and nearby in the hinterland at the Carlton Hotel and C Spa. The town is served by a diverse range of attractions including museums, galleries, boating excursions, heritage buildings along with a high quality fine dining and retail offer. The Plan will support the protection of the key elements that contribute to the town’s unique character and setting. The planned improvement to the transport network including upgrades to the public realm and improving the network and connectivity of areas of open space will further add to the tourism experience within the town and the attractiveness of the town as a place to do business.
- 3.2.3.5 A review of the existing employment land supply shows that there has been some uptake of the employment lands within the Town and Environs of Kinsale. Lands previously zoned B-02 have been substantially developed and lands zoned B-03 and EE-2 have been developed and should revert to “existing built-up area”. Almost a quarter of the land-supply has been developed since the last plan. Some additional employment land may be required to supplement the current employment land supply.
- 3.2.3.6 Table 3.2.2 details the land supply, zoning classification and any issues identified with the current employment zoning in both the Town Plan and Environs of the town as per the Bandon Local Area Plan 2011. Figure 3.2.2 illustrates a new consistent approach to zoning within the town and identifies areas where change is proposed.

3.2.3.8 Table 3.2.2: Current Employment Zonings / Land Supply in Kinsale			
Site Ref.	Area (net)	Comment	Suggested Approach
B-01	6.7	Undeveloped.	Retain Existing Zoning.
B-02	4.6	Substantially Developed	Suggest amend zoning to exclude developed portion which would revert to "Existing Built-Up Area"
B-03	1.3	Undeveloped. Business development which may accommodate expansion of existing adjoining land-use on I-02.	Retain Existing Zoning.
B-04	6.5	Undeveloped.	Retain Existing Zoning.
I-01	3.4	Available – vacant units on site.	Retain Existing Zoning .
I-02	2.3	Vacant industrial units on site.	Consider a revised zoning objective. Suggest remove option for tourist-related retail development.
EE-1		Substantially developed	Suggest Change to "Existing Built Up Area"
EE-2		Developed	Suggest Change to "Existing Built Up Area"

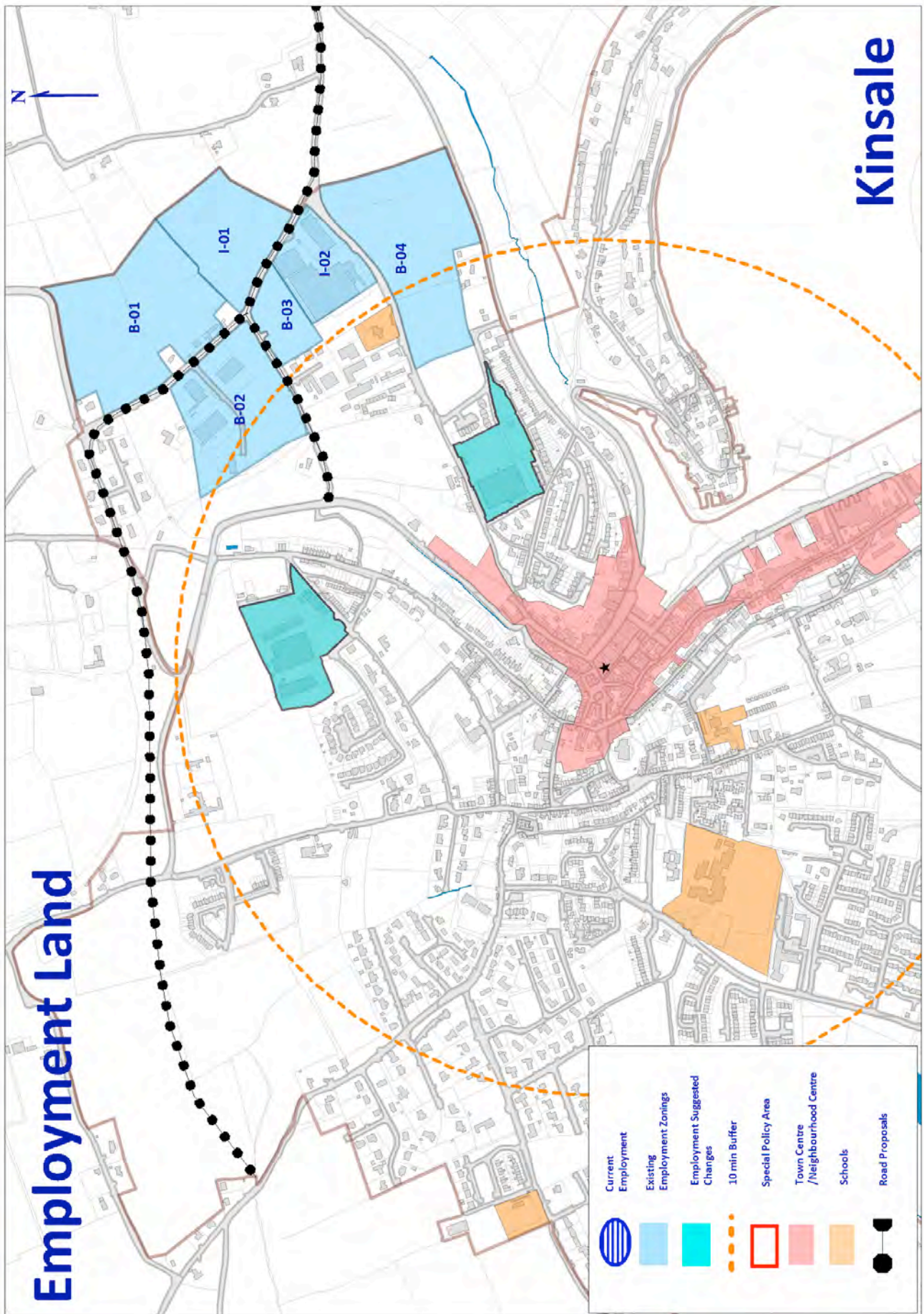


Figure 3.2.2: Employment Land Supply

### 3.2.4 Town Centre / Retail

- 3.2.4.1 Kinsale is an important service and tourism centre in Bandon-Kinsale Municipal District with a strong convenience retail base and a good range of comparison services, especially in the niche independent sector. Within the town centre there is still a good vertical mix of uses. Within a recent County-wide survey of town centres, vacancy rates in Kinsale were amongst the lowest. The survey recorded 178 units within the defined retail core. The dominant use recorded was leisure services (53 units), reflecting the pre-dominant tourism function of the town. There was also a strong representation of comparison retail units (47 units) which is largely comprised of independent traders. There is a Farmer's Market held weekly at Market Quay and this adds to the vitality of the town centre shopping experience. Overall vacancy levels were low (10%) although there was evidence that certain units were operating on a seasonal basis, reflecting their reliance on the tourism sector.
- 3.2.4.2 The extent of the retail core has been defined in the Figure 3.2.3. Currently the main convenience anchor stores are provided by Supervalu, Centra and Lidl which is located at the edge of the town centre, outside the defined retail core. The current Kinsale Town Plan differentiates between "established town centre" and "town centre expansion". In order to ensure a consistent zoning approach across the towns of the Municipal District, these zonings will be combined into a single "town centre" zone. Supervalu has constructed a new large premises on lands zoned "town centre expansion" TCE-1 and this will now be included within the general town centre zoning.
- 3.2.4.3 In order to protect and enhance the core retail area, it is essential that future retail development consolidates the core and strengthens the links between the anchor stores. The retail environment within the town is distinctive and characterised by a colourful medieval townscape of winding, narrow streets. Many of the streets within the retail core are narrow, however, and not of an adequate width to accommodate pedestrian traffic and are of substandard width for a wheelchair or buggy. This forces pedestrians onto the road whereby conflicts can occur between road-users. The Kinsale Traffic and Transportation Study and Active Town Strategy have both identified opportunities to enhance the town centre pedestrian environment including pedestrianisation of a number of streets, introduction of shared spaces, improving the cyclist environment and implementing traffic calming measures. These issues can form part of a wider public realm strategy for the town and will be a key focus of the plan-making process.
- 3.2.4.4 Evidence suggests that there are low levels of vacancy within the town and so the expansion of the building stock can only be achieved by identifying brownfield/infill sites that can be allocated a use/mixed uses. There are a number of opportunity sites within the town. The most significant of these is 0.5ha prominent site which is located at Long Quay, Pier Road and Emmet Place which currently has the benefit of permission for a mixed use scheme including a hotel, boardwalk retail units and apartments. The Plan will give guidance on the nature of uses, design criteria and heritage issues to be addressed within town centre opportunity sites.
- 3.2.4.5 There is a further high profile brownfield opportunity site along the Long Quay (adjoining Dinos) which can extend the building-line of the existing perimeter block and create a high quality frontage overlooking the quayside.
- 3.2.4.6 Kinsale's historic and attractive townscape is part of the town's tourism market. The County Development Plan states it is an objective to "protect and enhance the natural and built heritage assets" of the town to facilitate its development as a Principal Tourist Attraction. The historic and architectural significance of Kinsale's townscape together with its impressive building stock are currently protected in the Kinsale Development Plan by a large Architectural Conservation Area which covers the entire jurisdiction of the former Town Council and by the designation of a high number of protected structures, some of which are of National Importance. The status of these heritage protection tools is uncertain and action may need to be taken to ensure that the heritage assets of the town are not at risk due to a legal uncertainty surrounding the relationship between former town council plans and new Local Area Plans for the same jurisdiction.

- 3.2.4.7 There are also significant opportunities to develop further tourism markets around the Battle of Kinsale siege sites/ camps which are evident in the Environs of the Town. The Local Area Plan will consider policy approaches to protect and promote these unique heritage assets which can help further enhance the town as a premier cultural and historic tourism destination in the county.

### *Public Realm*

- 3.2.4.8 In order to enhance the pedestrian environment within the historic town centre, the preparation of a public realm strategy should be considered to help provide a shared vision on the management and development of the public realm within Kinsale. This involves considering the function and treatment of the streets (i.e. shared surfaces; pedestrian space), open spaces, street furniture, signage, public art, lighting, and the marine environment through a coherent framework that can deliver an enhanced town centre experience for residents, retailer and tourists. The Kinsale Transportation Study and Active Travel Strategy can contribute to the preparation of this strategy together with a strong heritage led focus.
- 3.2.4.9 The streetscape and building stock are generally attractive but there are little areas of public open space available to cater for the large volumes of visitors and residents. Any future public realm strategy would need to focus on reducing the dominance of on-street parking, widening and improving the quality of the pavement, introducing a series of new people friendly public spaces at key locations within the town. Objectives in the Town Plan aim at creating a new civic space around the Town Hall and this focus should be retained in the new Local Area Plan. The Long Quay area also needs attention. The removal of excessive parking here, introduction of tree planting, wider footpaths and seating could significantly enhance this attractive harbour-side location. Objectives supporting water-based tourism and maintaining public access to the water's edge will be maintained.
- 3.2.4.10 Consideration of how best to manage the heritage assets of the town including designation of a further Architectural Conservation Area at Scilly and refinements to the boundary of the existing Architectural Conservation Area and the use of "Areas of Special Planning Control" will be considered.

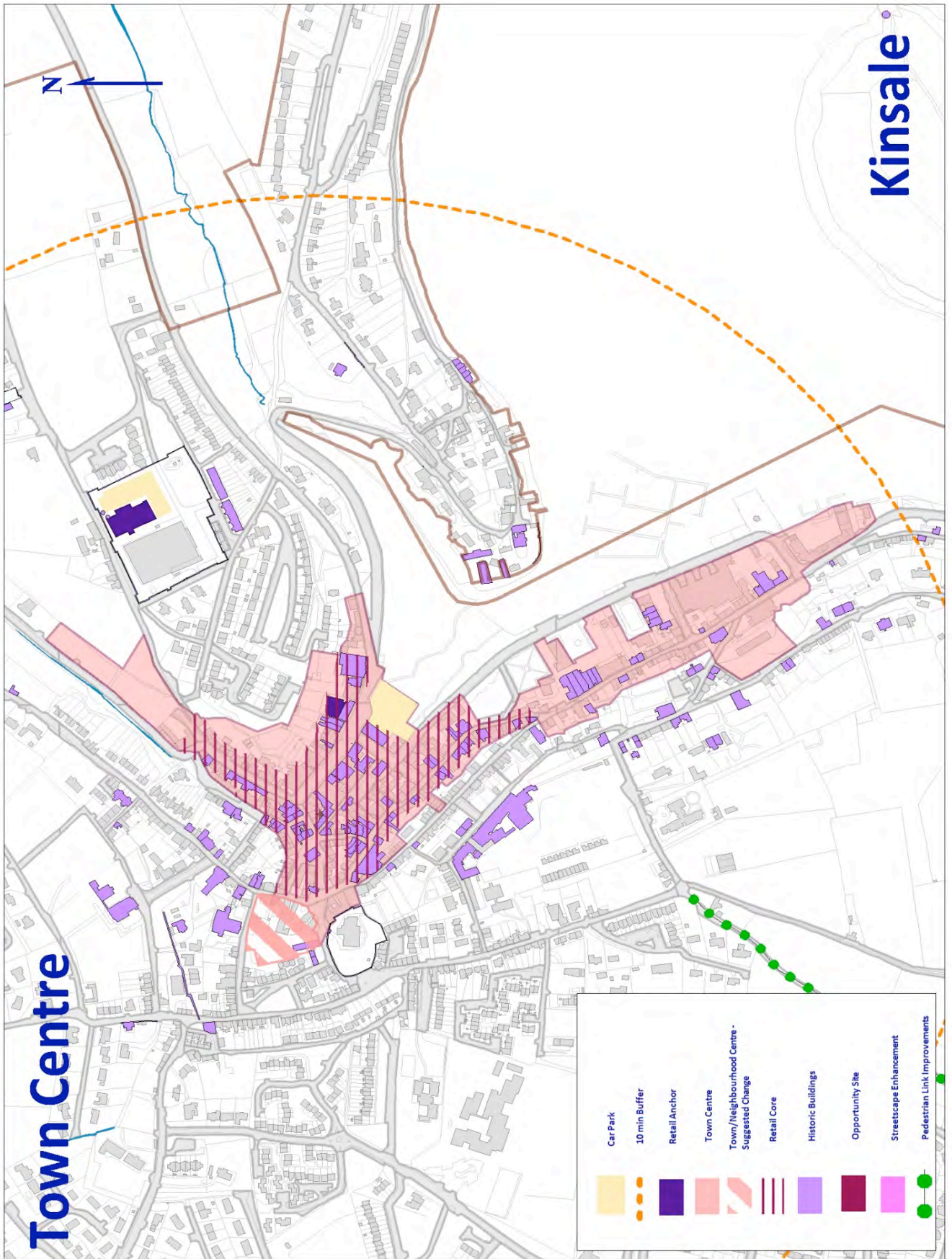


Figure 3.2.3: Town Centre

### 3.2.5 Community Facilities / Green Infrastructure

- 3.2.5.1 Community facilities are located throughout the town including a garda station, fire station, a library and a new playground. There is currently no community building within the town and options for a new facility need to be considered. Kinsale Community Hospital is 40-bed nursing home located at the northern periphery of the town within a mature site. There are further nursing home facilities and retirement accommodation at Haven Bay Care Centre.
- 3.2.5.2 The town is served by secondary school (Kinsale Community School) and three primary schools. Education facilities are distributed north and south of the town close to established residential areas. The County Development Plan 2014 does not identify a need for further facilities in the town, however, the Gaelscoil is currently operating in a prefabricated building and is in need of a purpose-built unit.
- 3.2.5.3 Although the steep topography in the town does not easily lend itself to cycling, there are opportunities to further improve walking links between residential areas and schools and through the implementation of traffic calming measures around schools. POWSCAR figures illustrate that there are already high walking levels within the town as a “means of travel to work” and the plan wants to build on this positive walking culture and help encourage a greater proportion of green modes for school/ shopping trips. This can help contribute to easing congestion at peak times and promote a healthier lifestyle for the population.

#### *Green Infrastructure*

- 3.2.5.4 Public spaces can provide a variety of functions including active and passive recreation, visual amenity (i.e. important landscape views), providing space for nature, flood and stormwater relief, the protection of water quality and meeting important socio-economic needs (such as meeting places). Existing open space in Kinsale is made up of areas serving all of these functions but due to differing administrative responsibility in the past some areas may fail to “link up” or provide a coherent network for the residents or visitors of the town.
- 3.2.5.5 The town has a good supply of active and passive open space, including a large GAA complex, rugby grounds, soccer pitches, golf courses and grass tennis courts. A number of coastal walks have been developed around the harbour. The town has a number of small pocket parks and access to beaches nearby (The Dock) but lacks opportunities in which to sit and enjoy the scenic amenities of the area and interaction with the water. The quaysides are currently dominated by car parking and some consideration needs to be given to providing a pedestrian dedicated boulevard/ boardwalk along the attractive seafront with opportunities to sit and enjoy the scenic views and marine activities.
- 3.2.5.6 There are currently 5 objectives in the Kinsale Town Development regarding the provision of Open Space, including an objective to provide a new Town Park, which needs to be the subject of a masterplan. These objectives will be reviewed. There are 5 further open space zoning objectives in the LAP. Lands zoned O-04 includes an objective to provide a primary school at Rocket House. The role of the next Local Area Plan will be to provide a joint strategy making the best use of existing recreation and green space network within the town, protecting the natural heritage assets of the town, improving access between spaces and protecting key recreation assets. Part of this strategy will include objectives to provide enhanced facilities on key routes for pedestrians and cyclists including coastal routes, a series of orbital routes within the town and a Greenway linking the town to Cork City. These will be informed by proposals set out in the Kinsale Transportation Study and the Active Travel Strategy for Kinsale.

- 3.2.5.7 Kinsale's coastal location together with its rich built heritage legacy has produced a variety of important areas of local biodiversity value. James Fort which juts into Kinsale Harbour is a proposed Natural Heritage Area (Site Code pNHA 1060). Much of the landscape setting of the town is protected by scenic landscape designations and a number of the coastal routes are designated for the scenic amenity value (S62 and S61).
- 3.2.5.8 The future development of the town offers enormous opportunities to develop an integrated green infrastructure 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 green infrastructure framework. Table 3.2.4 below outlines the key elements which can contribute to the future green infrastructure strategy within the town.



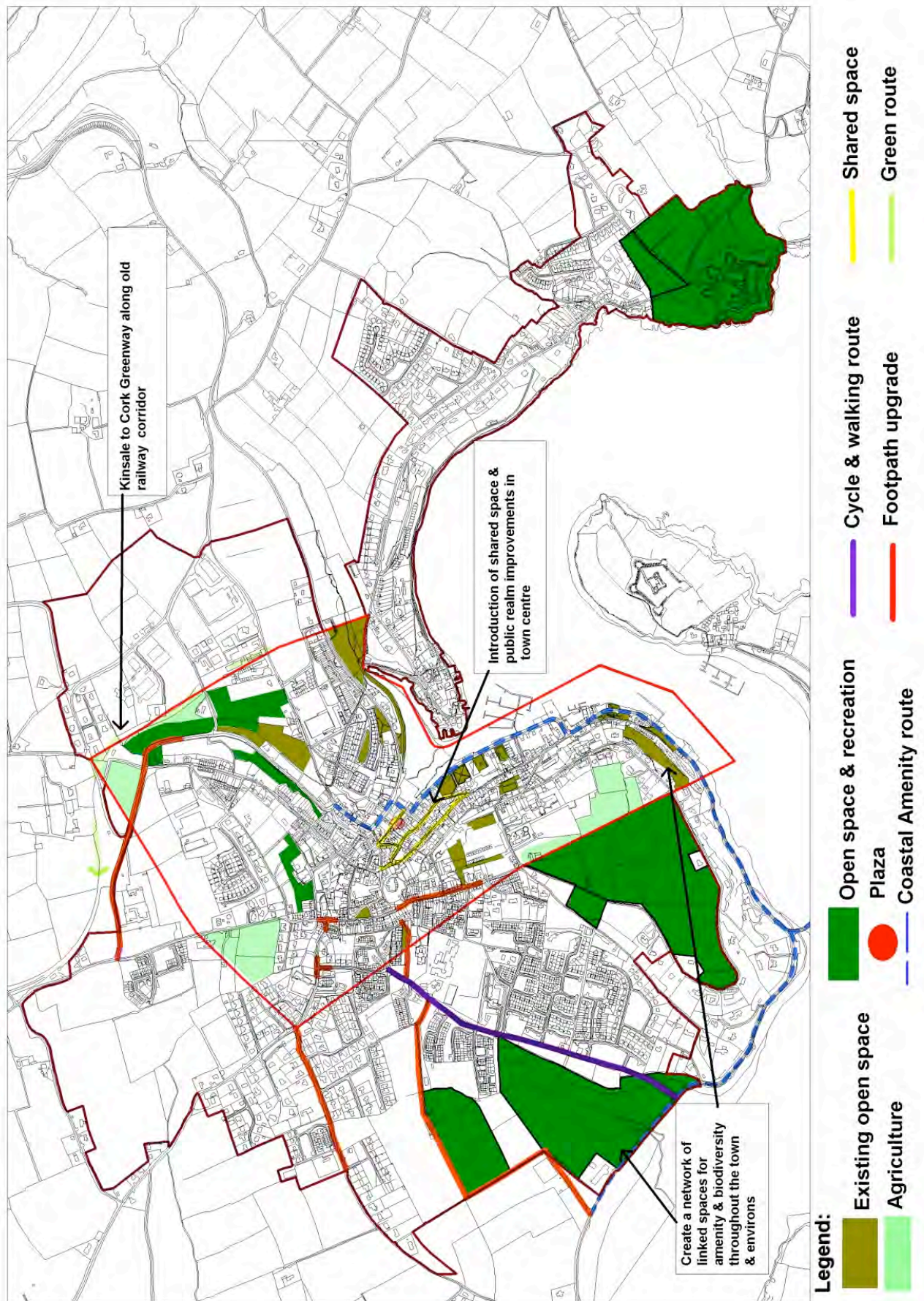


Figure 3.2.4: Green Infrastructure

### 3.2.6 Transport and Mobility

- 3.2.6.1 Kinsale's road network is currently inadequate to serve the functional needs of the town. The recent Transportation Study (2009) has highlighted the inadequacy of the road network capacity which contributes to congestion, town centre traffic management issues and a need for road safety interventions at certain locations.
- 3.2.6.2 Kinsale's tourism function attracts large numbers of visitors on a seasonal basis and this can increase overall volumes by 25% during peak summer months. Access to nearby beaches is also through the town and this combined with the town's narrow medieval streetscape makes access and movement to and through the town difficult. Addressing traffic congestion is a pertinent issue to retain the town's competitive advantage as a tourist destination and as an attractive location for housing and business.
- 3.2.6.3 The Kinsale Transportation Study (2009) has itemised a series of short-long term proposals to address this and other transportation issues within the town including a series of northern and western relief roads, traffic calming measures, improving pedestrian and cyclist accessibility, improving public transport facilities and parking. The current Local Area Plan included the northern element of the proposed relief road and the line of the western section of the route has now been finalised and should be included in the future movement strategy for the town.
- 3.2.6.4 Kinsale is also one of 6 towns within the county included in an Active Towns Strategy aimed at promoting walking and cycling within the town. As part of this strategy there are plans to develop a 30km "Green Route" between Kinsale and Cork City along the disused railway line and this would greatly add to the attractiveness of the town's tourism resources. Other proposals include the introduction of shared spaces and public realm improvements within the town centre, improving access to schools for pedestrians and cyclists, improving the network of tourism trails and associated signage.

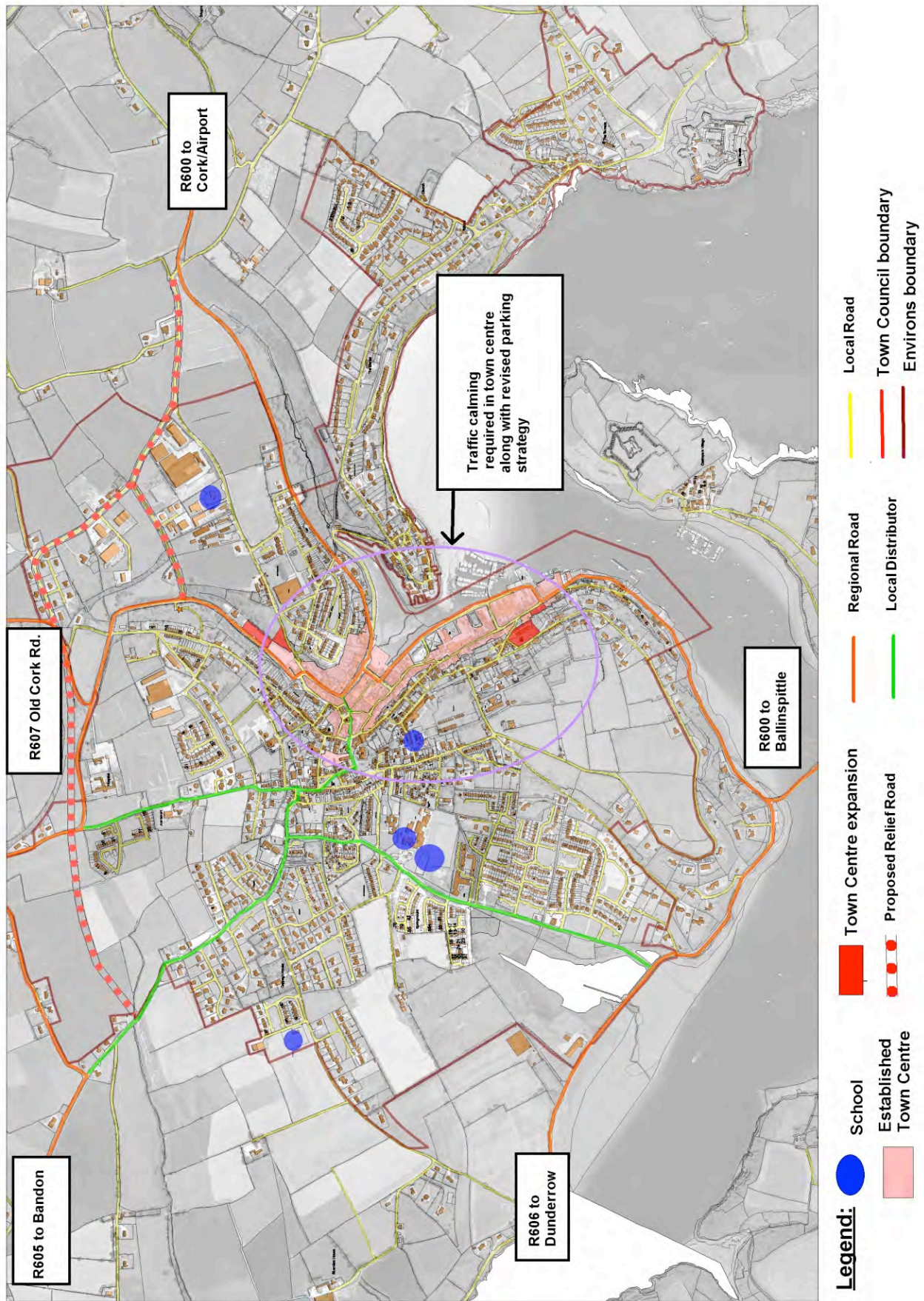


Figure 3.2.5: Movement

### **3.2.7 Water Services**

#### *Drinking Water:*

- 3.2.7.1 Kinsale receives its drinking water from the Innishannon WS which is sourced from the Bandon River at Innishannon. At present the Innishannon WS has limited spare capacity and there is an issue concerning the availability of adequate reservoir storage. Upgrading of water supply is required and provision of adequate reservoir storage is required. Within Kinsale extensions of watermains will be required.
- 3.2.7.2 A new reservoir in Kinsale may be required in order to provide adequate storage and also adequate pressures for high areas. At present there is no Irish Water Scheme to upgrade Innishannon WS.

#### *Wastewater:*

- 3.2.7.3 Wastewater in Kinsale is conveyed via a largely combined sewer system to the Kinsale Waste Water Treatment Plant (capacity 3800 p.e.). Extensions of some sewers are required in order to accommodate proposed growth in Kinsale. Kinsale WWTP has adequate spare capacity to accommodate proposed development in Kinsale.

### **3.2.8 Surface Water**

- 3.2.8.1 All new development will be required to address surface water disposal via Sustainable Urban Drainage.

#### *Flooding*

- 3.2.8.2 Flooding is an issue for parts of Kinsale Town as a result of coastal flooding and periods of prolonged rainfall. Areas most at risk include Dronderri, Pier Rd., Guardwell St., Eastern Road, the Glen and Scilly.

### **3.2.9 Suggested Changes to 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 Kinsale 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 3.2.3: Suggested Changes	
Topic	Suggested Approach
<b>Overall</b>	<ul style="list-style-type: none"> <li>Consider policy approaches to protect and promote battlefield sites of Kinsale which are unique heritage assets which can help further enhance the town as a premier cultural and historic tourism destination in the county.</li> </ul>
<b>Residential Land Supply</b>	<ul style="list-style-type: none"> <li>Retain existing residential zonings.</li> <li>Expand area of land zoned R-03 to include land currently in "built-up area" in Town Plan.</li> <li>Consider change zoning of R-06 to open space or remove from development boundary.</li> </ul>
<b>Employment Land Supply</b>	<ul style="list-style-type: none"> <li>Retain existing employment zonings.</li> <li>Consider amending the wording of I-02 to remove reference to "tourist related retail"</li> <li>Consider changing some employment lands which are developed to "Existing built-up area".</li> </ul>
<b>Town Centre /Retail</b>	<ul style="list-style-type: none"> <li>Consider new "town centre" zoning which will reflect the combined boundaries of the "established" and "expansion" areas within the existing town plan.</li> <li>Define the retail core within the town centre zoning.</li> <li>Consider setting out the framework for the preparation of a public realm strategy for the town.</li> </ul>
<b>Community Facilities/Green Infrastructure</b>	<ul style="list-style-type: none"> <li>Consider how best to deliver the proposed Town Park.</li> <li>Consider how best to create additional people-friendly spaces at the waterfront;</li> </ul>
<b>Transport and Mobility</b>	<ul style="list-style-type: none"> <li>Suggest extending the line of U-01 to highlight the preferred route of the western section of the relief road.</li> <li>Consider mapping the route of the planned "greenway" to protect its route corridor.</li> </ul>
<b>Water Services Infrastructure</b>	<ul style="list-style-type: none"> <li>A new reservoir is required to serve certain lands north-west of the town</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 (South)

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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>		

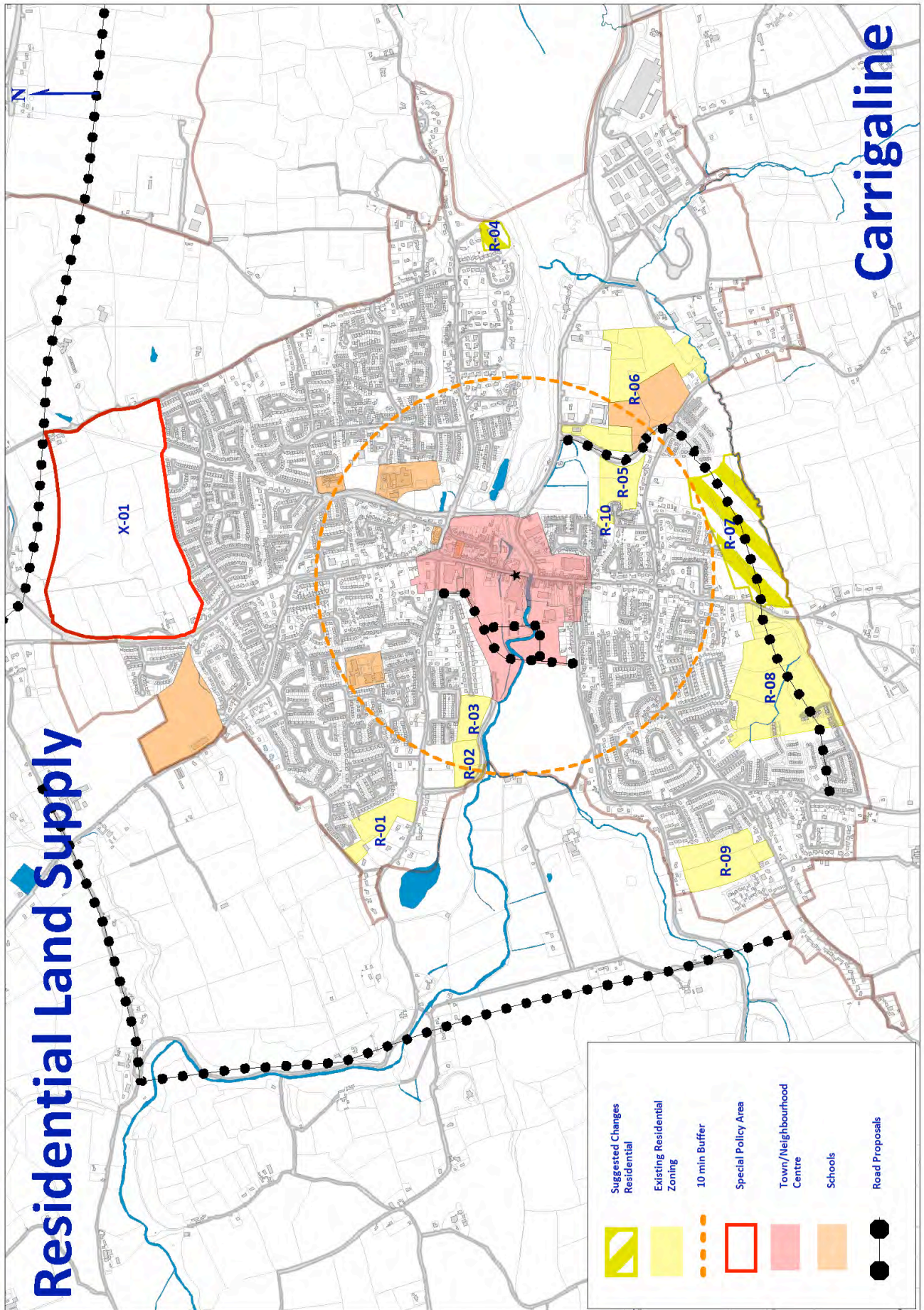


Figure 3.3.1: Carrigaline Residential Land Supply

### 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.

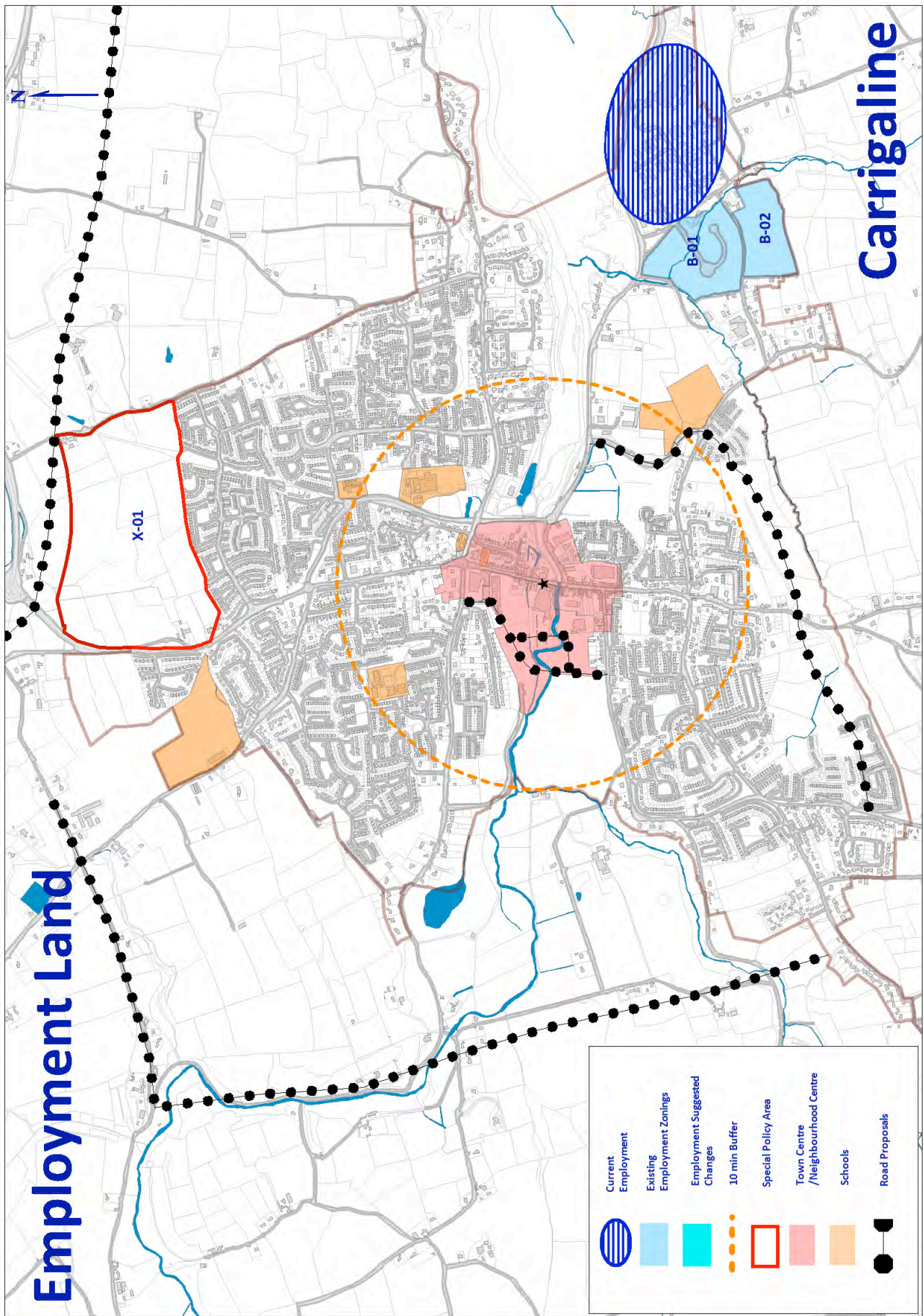


Figure 3.3.2: Carrigaline Employment Land Supply

### 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.

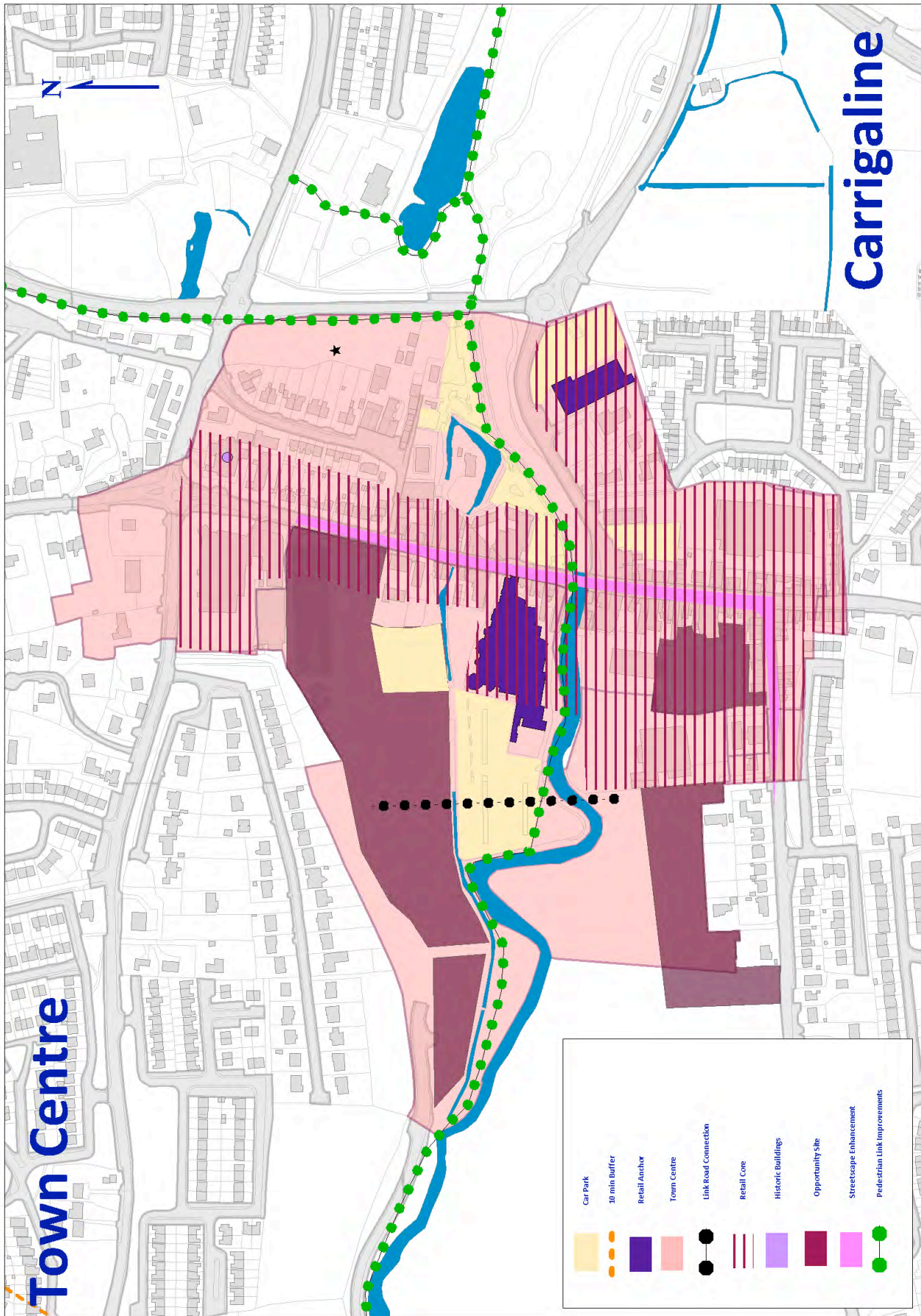


Figure 3.3.3: Town Centre



### *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.

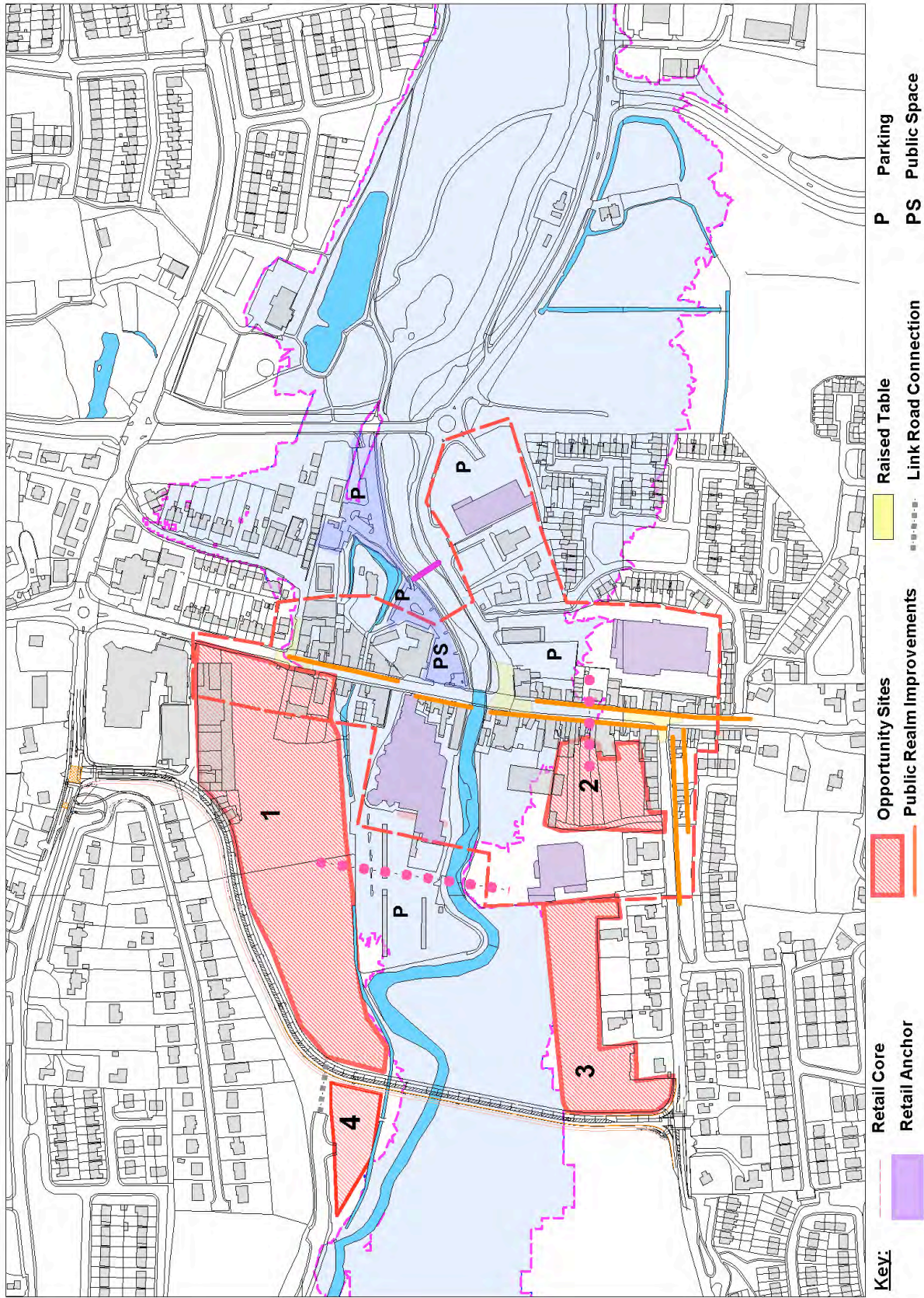


Figure 3.3.4 Town Centre Opportunity Sites

### 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.

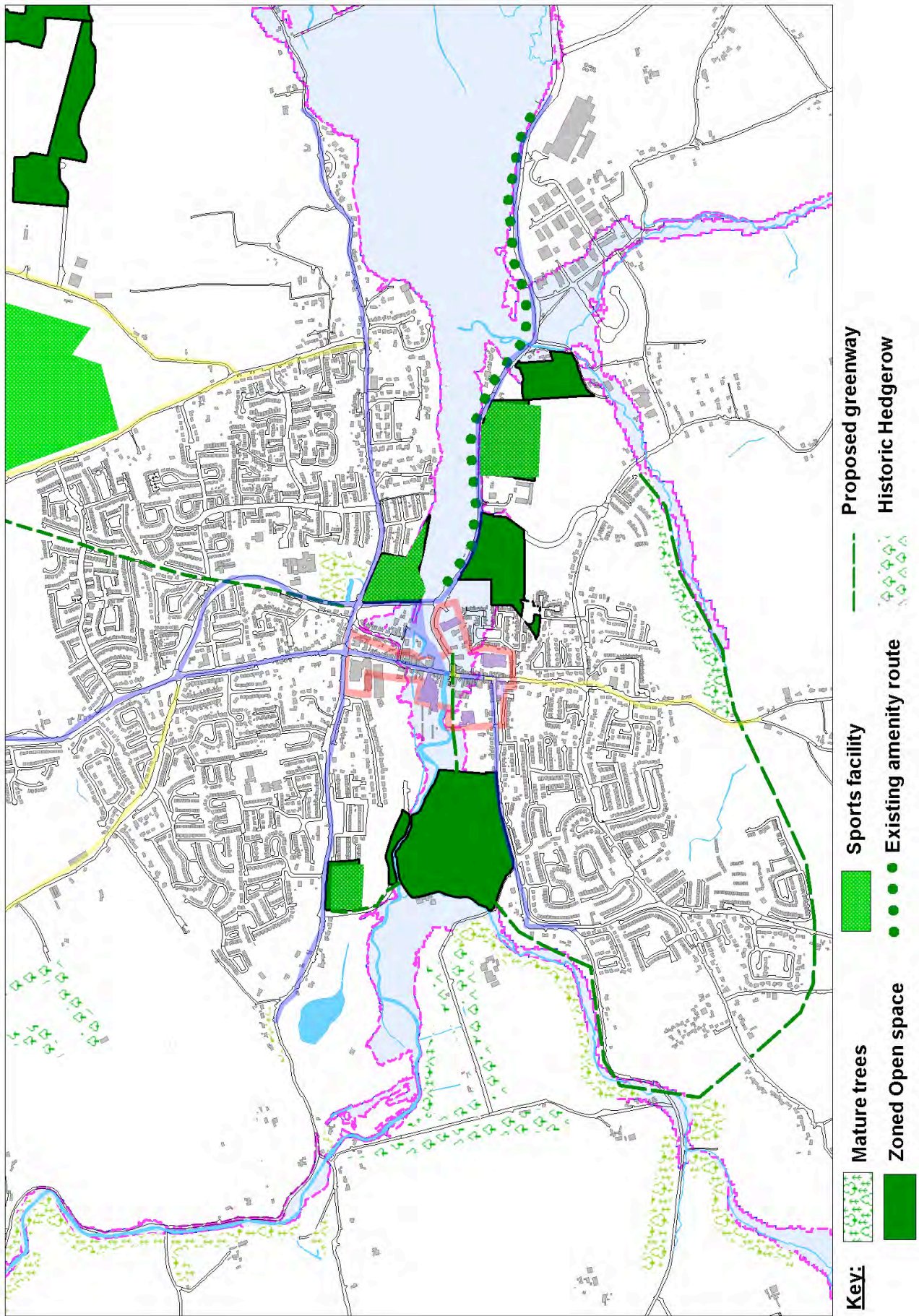


Figure 3.3.5: Green Infrastructure Strategy

## 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.

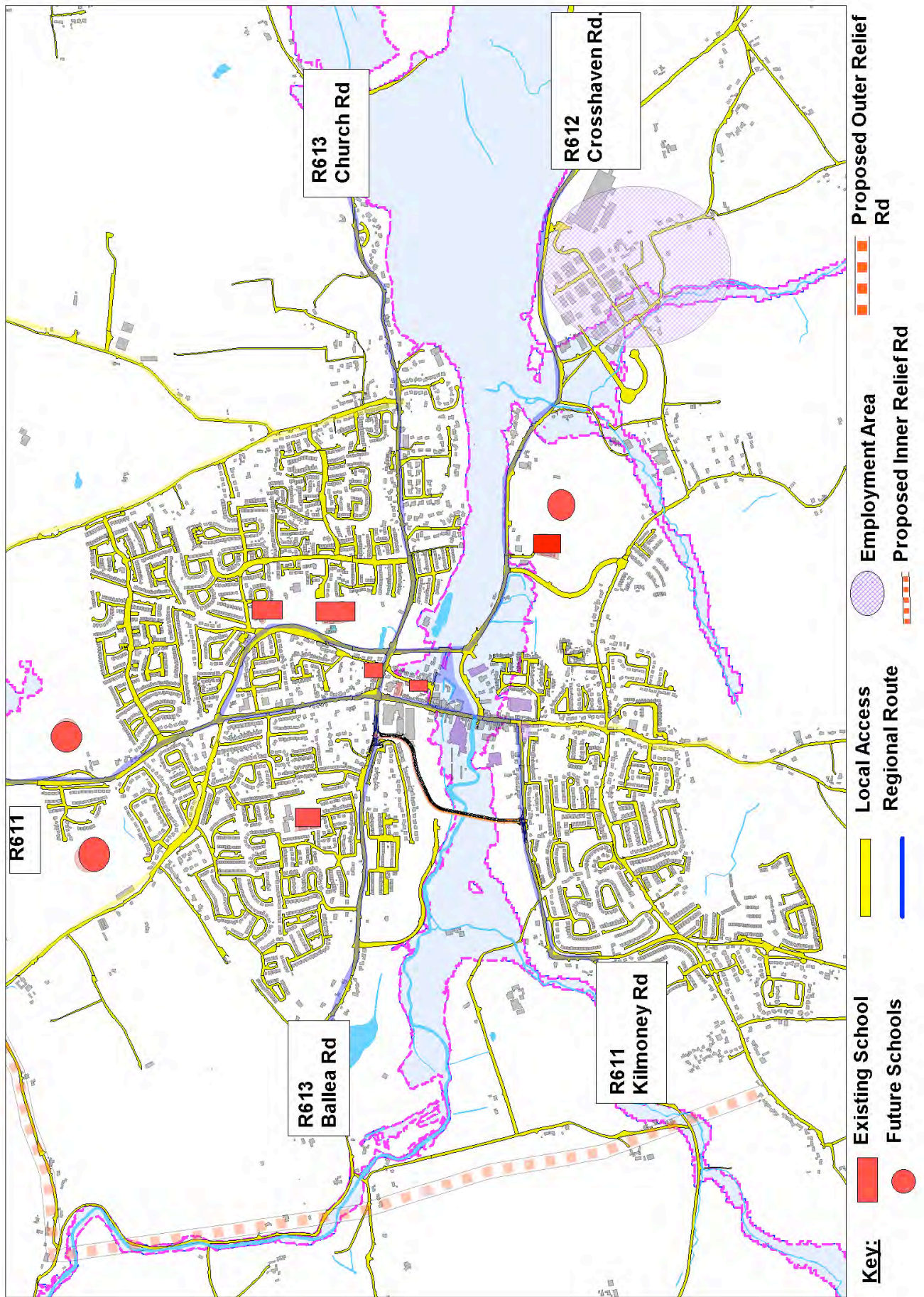


Figure 3.3.6: Movement Strategy

### 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.

**Table 3.3.3 Suggested Changes**

Topic	Proposed Approach
<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>



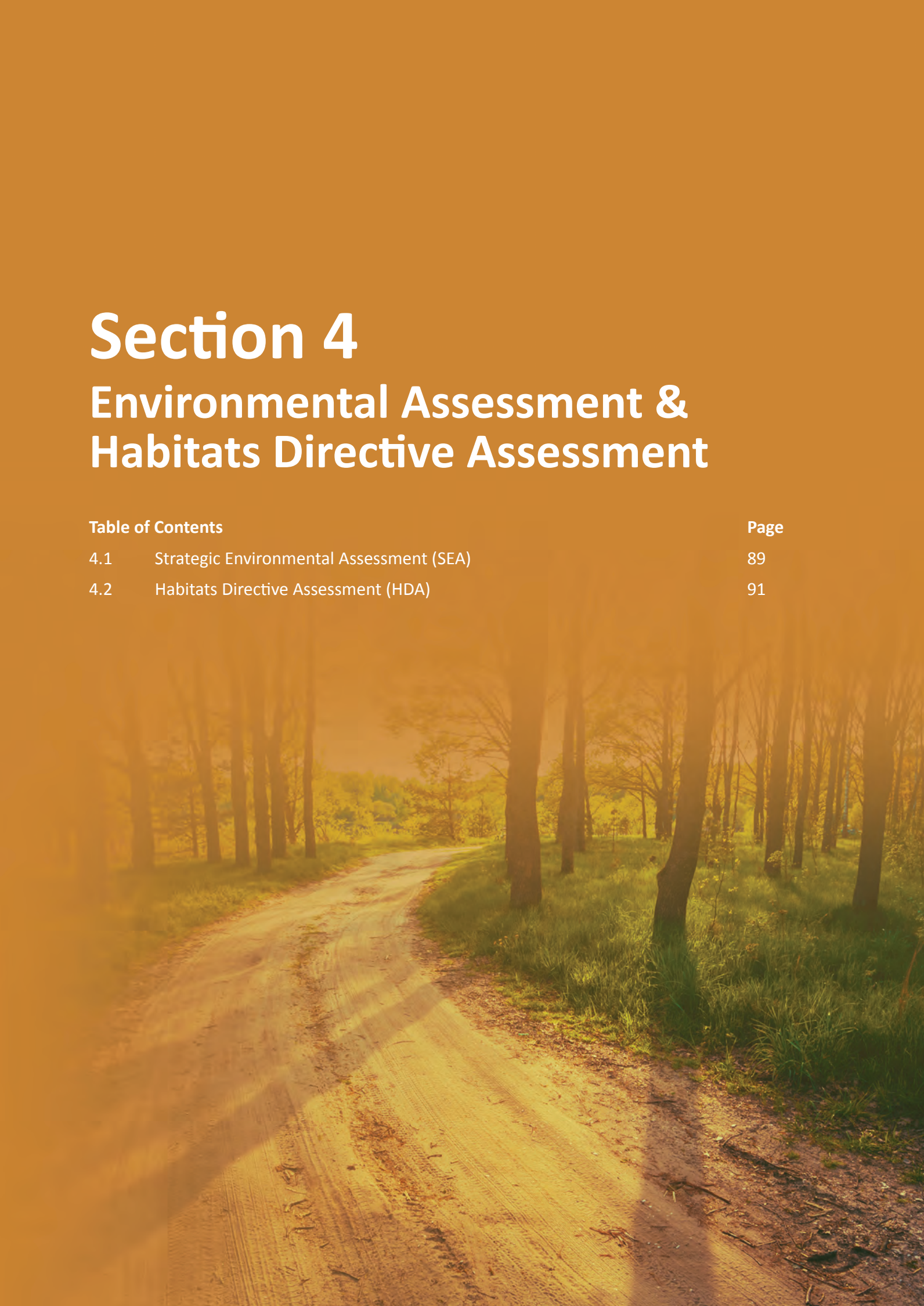




# Section 4

## 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.





