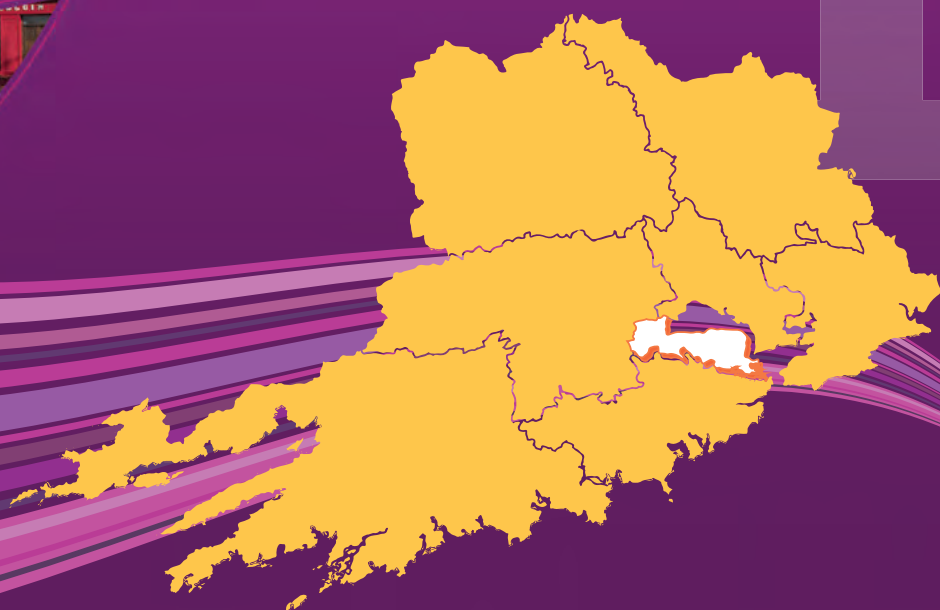




**Cork
County Council**
Comhairle Contae Chorcaí



Ballincollig Carrigaline Municipal District Local Area Plan



21st August 2017

VOLUME ONE
Main Policy Material

1

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Ballincollig Carrigaline Municipal District

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Ballincollig Carrigaline Municipal District

1 Introduction

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1 Introduction

1.1 Introduction

1.1.1 This Local Area Plan for the Ballincollig Carrigaline Municipal District was adopted on 24th July, 2017, and came into effect on 21st August, 2017. It sets out the detailed planning strategy and land use zoning as appropriate for the towns and villages of the Municipal District.

1.2 Municipal Districts in County Cork

1.2.1 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 as detailed in Table 1.1 and illustrated in Figure 1.1.

Table 1.1: Municipal Districts in County Cork

Table 1.1: Municipal Districts in County Cork				
Municipal District		Population 2011	Main Towns	No of villages
1	Ballincollig - Carrigaline	71,946	Ballincollig, Carrigaline, Passage West/ Monkstown/ Glenbrook, Cork City South Environs, Ringaskiddy	5
2	Bandon - Kinsale	42,454	Bandon, Kinsale *	34
3	Blarney - Macroom	43,398	Blarney, Macroom *	54
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*	66 & 7 Inhabited Islands

*Towns formerly administered by a Town Council. The Town Development Plans which were current when the Town Councils were abolished in 2014 will continue as the relevant development plan for each respective former Town Council administrative area until the adoption of the next Cork County Development Plan in 2020. For the former Cobh Town Council area, this is the Cobh Town Development Plan 2013.



Figure 1.1: Municipal Districts Map

1.3 The Plan Making Process

- 1.3.1 The process of making this plan commenced with the publication of a Preliminary Consultation Document in December 2015, setting out the key issues to be considered in the preparation of the new Local Area Plans. A period of public consultation ran from 14th December 2015 to 25th January 2016 during which the public and statutory bodies were invited to make submissions / observations. The consultation documents was made available on line via the Council's website, in divisional offices and libraries and on CD and the consultation process was publicised through the press, the Councils website and social media.
- 1.3.2 In April 2016, the Chief Executive issued a report to the Elected Members of the Council detailing the issues raised in the submissions, and his response in terms of the issues which should inform the preparation of the new Draft Local Area Plan. Members were subsequently briefed on the main issues arising at a Municipal District Committee meeting in April 2016, where a full discussion on the report took place so that Members views could be taken into account in the preparation of the draft plan.
- 1.3.3 The Draft Plan was published for public consultation from Wednesday 16th November 2016 to Monday 16th January 2017. In March 2017, the Chief Executive issued a report to the Elected Members of the Council detailing the issues raised in the submissions received and his recommendation in relation to amendments to the Draft Plan. The Council's Development Committee met on the 23rd, 24th and 27th March, 2017 to discuss the Chief Executive's Report. A further meeting of the Council was held on 27th March 2017, where, following consideration of the Draft Plan, Environmental, Habitats and Flood Risk Assessment Reports, the submissions received and the Chief Executive's report, the Members of Council resolved to make a number of material

amendments to the Draft Plan. These amendments were published in May 2017 for public consultation, and in June 2017, the Chief Executive issued a further report to the Elected Members of the Council detailing the issues raised in the submissions received and his recommendation in relation to amendments to the Draft Plan. The final plan was adopted in July 2017.

1.4 Purpose of the Plan

1.4.1 The Planning and Development Acts set out the matters that must be included in a Local Area Plan. Consideration can only be given to matters that relate to the proper planning and sustainable development of the area. In summary, the statutory requirements are that the plan must:

- Be consistent with the objectives of the development plan;
- Consist of a written statement and a plan or plans which may include objectives for the zoning of land for the use solely or primarily of particular areas for particular purposes; or
- Such other objectives, in such detail as may be determined by the planning authority, for the proper planning and sustainable development of the area to which it applies, including detail on community facilities and amenities and on standards for the design of developments and structures;
- Indicate the period for which it is to remain in force.

1.4.2 In addition, local area plans must also:

- Through their core strategy, take cognisance of the County Development Plan and relevant aspects of the Regional Planning Guidelines, in terms of population projections, housing strategy, settlement strategy, boundary of the settlement as adopted in the development plan, economic development, flood risk assessment, climate change and biodiversity strategies.
- Include policies and objectives which provide guidance on climate change and support the conservation of biodiversity which are essential components of sustainable development.
- Must be consistent with the planning guidelines issued by the Minister for Housing, Planning, Community and Local Government under Section 28 of the Planning and Development Acts.
- Comply with appropriate regulation regarding the Strategic Environmental Assessment and Appropriate Assessment of the plan in accordance with Article 6 of the Habitats Directive. The SEA and AA processes for a local area plan should be informed by and incorporate the relevant results and findings of the SEA and AA for higher level plans.

1.4.3 This plan has been prepared taking the year 2022 as its 'horizon' year so that there can be the best degree of alignment between the Regional Planning Guidelines for the South West Region 2010, and the County Development Plan 2014. The Planning & Development Acts make provisions for the review of this plan, normally commencing at the latest 6 years after the making of the plan, but in certain circumstances formal commencement of the review of the plan can be deferred up to a maximum of 10 years from the date on which the plan was originally made. It is intended that this plan will remain in force, subject to the provisions of the Acts, until such time as the County Council gives formal notice of its intention to review the plan and for the whole of the appropriate period allowed for that review under the Acts.

1.4.4 The Plan provides an easily understood but detailed planning framework for sustainable development responding to the needs of communities within the Municipal District. It aims to deliver quality outcomes, based on consensus, that have been informed by meaningful and

effective public participation. The plan sets out proposals for the delivery of the physical, social and environmental infrastructure necessary to sustain the communities of the area into the future.

1.5 Form and Content of the Plan

- 1.5.1 This plan consists of a Three Volumes. **Volume One Main Policy Material** includes both a written statement and relevant illustrative material including maps, diagrams and plans. There are five main sections, these are:
- **Section 1: Introduction:** This section outlines the local area plan process and explains the background to the plan and core principles that have contributed to its preparation.
 - **Section 2: Local Area Strategy:** This section sets out the overall strategy for the Municipal District as a whole including growth and population targets, the settlement structure and key environmental considerations.
 - **Section 3: Main Towns:** This section sets out the planning proposals, including land zoning, for the main towns of the Municipal District.
 - **Section 4: Villages, Village Nuclei and Other Locations:** This section sets out the planning proposals for the Villages, Village Nuclei and Other Locations of the Municipal District.
 - **Section 5: Putting the Plan into Practice:** This section deals with the implementation of the Local area Plan.
- 1.5.2 **Volume Two Environmental Reports** includes the SEA Environment Report including the Strategic Flood Risk Assessment and the Habitats Directive Screening Report.
- 1.5.3 **Volume Three** consists of the Local Area Plan **Map Browser**. The aim of the Map Browser is to give the public access to large scale detailed local area plan policy map versions of all the small scale land use zoning maps contained in the Local Area Plan, Volume One “Main Policy Material” and also provide information on Municipal District Boundaries, Strategic Planning Areas, Countywide Flood Risk, Regeneration Areas in main towns and the Metropolitan Cork Strategic Land Reserve proposals. This allows the public to be better informed about the policies contained in the plan and how they affect their Municipal District
- 1.5.4 It should be noted that Volume One: Main Policy Material is the only published printed volume, with Volumes two and Three and other supporting documentation relating to the Local Area Plan appearing on an accompanying CD. All three volumes are available on the County Council’s web-site at www.corklocalareaplans.com.

1.6 Plan Context

- 1.6.1 This Local Area Plan has been informed by the previous 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. In the period since 2011, there have been significant changes in a number of key areas affecting the preparation of the new plan, particularly:
- Reform of local Government and the abolition of Town Councils;
 - Improvements in the national economic outlook;
 - Establishment of Irish Water, thus removing responsibility for the management of and investment in water services infrastructure from Local Authorities;

- Changes in the overall approach to the financing of public investment in the provision and future maintenance of critical infrastructure. New finance models for delivery of infrastructure;
- Ongoing delivery of new information on flood risk management from the national CFRAM programme (Catchment Flood Risk Assessment and Management). Data from the CFRAM programme has informed an update of the flood risk zone maps for the Local Area Plan Review process;
- Introduction of the Urban Regeneration and Housing Act 2015, which provides for the inclusion in Local Area Plans of objectives for the development and renewal of areas identified as being in need of regeneration;
- Housing Land Supply issues;
- A significant increase in concerns over the incidence and effects of flooding;
- Need for sustainable transport;
- Provision of Vacant Sites Register.

1.7 Overall Approach - Key Policies

1.7.1 This section of the plan sets out key policy on a number of overarching issues.

Role of the Cork County Development Plan 2014

1.7.2 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. The Cork County Development Plan 2014 sets out the blueprint for the development of the county, underpinned by the core principles of sustainability, social inclusion, quality of design and climate change adaptation. The County Development Plan includes over 200 objectives on a range of issues including:

- Housing,
- Rural, Coastal and Island Development;
- Social and Community facilities;
- Economy and Employment;
- Town Centres and Retail Development;
- Tourism;
- Energy and Digital Economy;
- Transport and Mobility;
- Water Services, Surface Water (including Flooding) and Waste;
- Heritage;
- Green Infrastructure and Environment;
- Zoning and Land use.

1.7.3 The objectives of the County Development Plan have not been repeated in this Local Area Plan and so the two documents must be read together when planning a development. All proposals for development, put forward in accordance with the provisions of this Local Area Plan, must

demonstrate compliance with the objectives of the County Plan. Some objectives such as those in the Housing chapter, may only be applicable to a particular class / type of development, while other objectives such as those in relation to Transport and Mobility, Water Services, Surface Water (including Flooding) and Waste, Heritage or Green Infrastructure and Environment, for example, will be applicable to all classes / types of development. It is up to each applicant to familiarise themselves with the requirements of the various objectives included in the County Development Plan and make provision for them, as appropriate, as part of their development proposal.

1.7.4 It should be noted that any reference to development in this plan should be considered to refer to sustainable development.

Settlement Network

1.7.5 In order to develop policies and objectives that are appropriate to the needs and future potential of particular settlements, this plan uses the concept of a 'network of settlements' to help ensure that the proposals for future development are matched to proposals for the provision of physical and social infrastructure. The principles for this approach are set out in Chapter 2 of the County Development Plan 2014.

1.7.6 The settlement network of the county comprises :

- Cork Gateway (City environs and the metropolitan towns of Ballincollig, Blarney, Carrigaline, Carrigtwohill, Cobh, Glanmire, Passage West, Midleton and the proposed new town at Monard.
- Main Towns / Strategic Employment Areas.
- Key Villages,
- Villages, Village Nuclei and Other Locations.

1.7.7 Further details of the Strategic aims for each level of the settlement network are provided in Chapter 2 of the County Development Plan 2014. The settlement network for this Municipal District is detailed in Sections 3, 4 and 5 of this Plan.

Urban Expansion Areas

1.7.8 The Electoral Area Local Area Plans in 2011 made provision for the preparation of Framework Master Plans on strategic policy areas in Metropolitan Cork. Nine sites have been identified which are now known as Urban Expansion Areas (UEAs), Namely:-

- Stoneview in Blarney
- Monard SDZ
- Ballyvolane in North City Environs
- Ballinglanna – Dunkettle in Glanmire
- Carrigtwohill North in Carrigtwohill
- Water-Rock in Midleton
- Cobh North in Cobh
- Shannonpark in Carrigaline
- Ballincollig South (Maglin) in Ballincollig

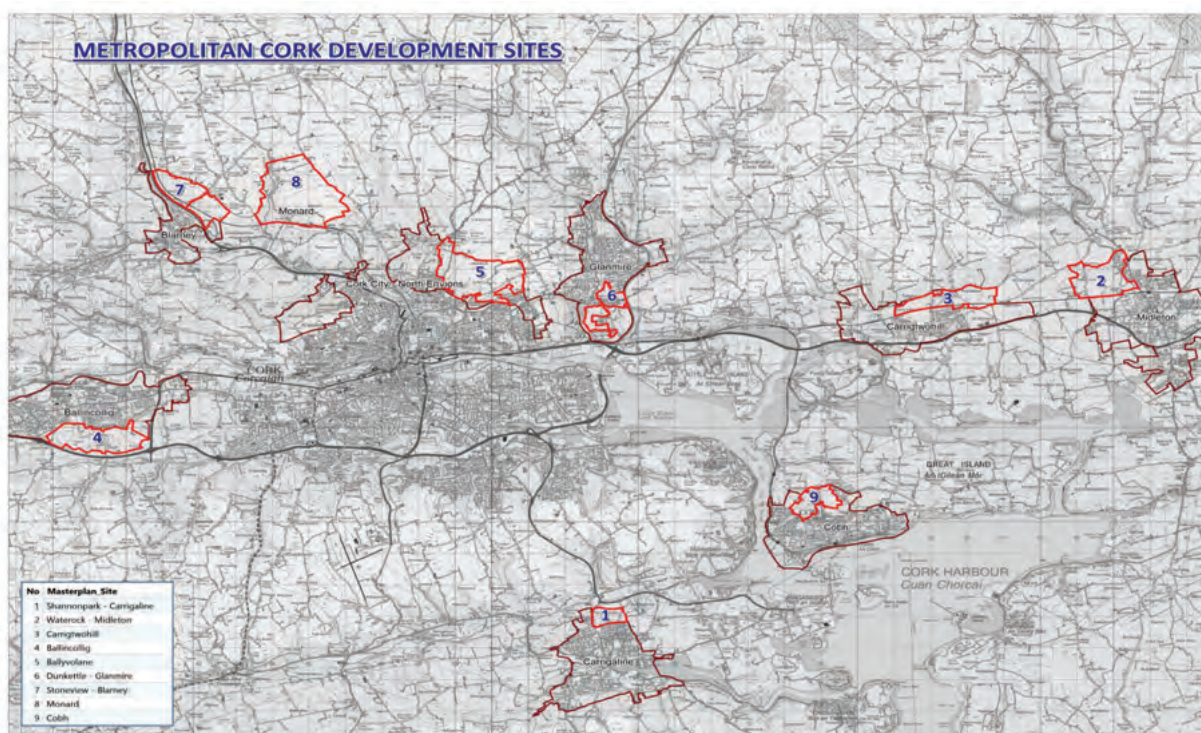


Figure 1.2: Metropolitan Urban Expansion Areas

- 1.7.9 The County Development Plan 2014 identified a series of tranches for the implementation of these framework master plans with the first tranche being Water-Rock, Carrigtwohill and Shannonpark. These Framework Master Plans were prepared during 2014/15 and adopted as Amendments to the 2011 Local Area Plans in December 2015. The plans identified detailed zoning plans for individual parcels of land for residential, open space, educations and community/retail development. More detailed Transport Assessments were carried out on these sites together with an Indicative Ecological Assessment, which assisted in the preparation of zoning plans and phasing programmes. Accompanying the zoning plans are a set of specific objectives and phasing and implementation programmes for the delivery of key infrastructure (water, roads and Stormwater drainage).
- 1.7.10 The second tranche of strategic policy areas requiring master plans were identified by the County Development Plan as Ballincollig, Ballyvolane, Dunkettle and Stoneview. The third tranche is Monard and Cobh. Monard SDZ Planning Scheme was approved by An Bord Pleanála in 2016 with minor modifications and forms the basis of delivery of the 5000 houses and ancillary development on the site.
- 1.7.11 Stoneview Master Plan was prepared by the landowners and planning permission was granted for a portion of the land in 2008. These permissions have lapsed and there is a need to reconsider the master plan and implementation proposals.
- 1.7.12 Taken together, these Urban Expansion Areas have the capacity to deliver almost 22,000 housing units in the Metropolitan Cork area and the development of the planning and implementation strategy to secure their delivery will continue as a County Council priority during the lifetime of this Local Area Plan. The County Council has set up a specialist housing and infrastructure delivery team to expedite this work. The proposals for these sites may be modified at the amendment stage of the relevant local area plan as more up to date information, particularly regarding transport, water services and other infrastructure becomes available.

- 1.7.13 On these sites, because of their scale and the often complex patterns of land ownership, the County Council intends to take a leading role in the delivery of core transport and water infrastructure in order to facilitate the accelerated delivery of housing. The County Council is at an advanced stage in discussions with funding agencies that will facilitate the design and construction of the new roads, water services and storm water infrastructure required, including the delivery of 'on-site' infrastructure that will straddle a number of individual development sites, where a cross-developer/landowner funding solution is required.
- 1.7.14 Those who are contemplating carrying out the development of all or part of these sites are invited to contact the County Council at an early stage to discuss the timing and delivery of particular infrastructure to facilitate development. Where infrastructure is to be provided by the County Council, developers/landowners benefitting from that infrastructure will be invited to enter an agreement with the County Council and other relevant infrastructure agencies prior to the submission of planning applications to co-ordinate the delivery of the infrastructure with the commencement and delivery of new housing development. Such agreement will provide a robust basis for the determination of planning applications either by the County Council or by An Bord Pleanála. This procedure will also facilitate agreement between the parties in relation to the payment of charges or contributions towards the cost of delivering the relevant infrastructure.

Active Land Management

- 1.7.15 In response to an identified deficit in the supply of housing units and arising from ongoing research and analysis in the period since the adoption of the CDP 2014 (including with the Planning & Development SPC, public consultations associated with this LAP process and stakeholder engagement), Cork County Council has given further consideration to the most appropriate process of identifying the additional quantum of housing land supply required to drive growth in the Cork Region.
- 1.7.16 Section 2 (Planning & Economic Recovery) of the Planning Policy Statement 2015 (DECLG) identifies active land management by Planning Authorities as critical in the implementation phase of development plans:

Preparation of development plans is only an initial step. Plan implementation is key and the actions in Construction 2020 will be progressed to enable planning authorities to more dynamically lead and manage the development process in their areas, ensuring that land zoned for development actually comes into use as anticipated in development plans and in tandem with supporting infrastructure.

The enhanced role of planning authorities in managing the development and use of land in their areas will complement their expanded role in economic development set out in Putting People First, providing the tools for local authorities to strongly support local economic development which facilitates overall national economic recovery.

- 1.7.17 Active land management is multi-faceted and may be said to include managing the delivery of zoned lands to ensure those lands come into active use; ensuring that social, environmental and economic considerations are appropriately integrated into land identification and delivery; and, ensuring an adequate volume of appropriate lands are identified to ensure the availability of an appropriate supply of serviced/serviceable zoned lands to serve existing and future housing demand.
- 1.7.18 In this context Cork County Council proposes to initiate a process of Active Land Management to include for the ongoing monitoring and evaluation of the following:

- Actual and projected housing demand in the Cork Region, including household sizes and required household types, appropriate density, vibrancy of the employment market and employment delivery targets;
- The planning consent process (planning permissions granted/refused for multiple house schemes), commencement notifications, housing completion rates;
- The roll-out and delivery of essential infrastructure by state agencies, including opportunities to leverage maximum returns from investment by the state;
- Opportunities to promote modal shift and sustainable transport patterns where appropriate, including along existing, planned and potential future transport corridors; and
- Opportunities to maximise use of existing hard and soft infrastructure, including supporting the vitality and viability of Metropolitan Cork, towns, villages and settlements throughout Cork

1.7.19 It is intended the process of Active Land Management will help ensure the strategic planning policy process is well-positioned to respond in a dynamic manner to the changing nature of the housing market, and in-so-doing help ensure the right type of housing units are being provided at the most appropriate locations, in a timely manner.

1.7.20 A central component of this approach will be the process of seeking to ensure that when statutory land use plans identify lands that are most suitable for the delivery of the required housing units, housing units are delivered on the lands within the lifetime of the Plan or as soon as may be reasonably expected.

1.7.21 During the lifetime of this Plan, and in addition to the provisions of the Urban Regeneration & Housing Act 2015, Cork County Council will:

- a) Monitor the degree to which serviced/serviceable zoned lands are delivering the required housing units such that during the next LAP making cycle, informed consideration may be given as to the likelihood of such lands contributing the number and type of units required and/or whether it is appropriate to continue to zone such lands for residential purposes.
- b) Provide dedicated resources (the Housing and Infrastructure Implementation Team) to collaborate with land owners, developers and state agencies to prepare and initiate implementation strategies for key strategic sites, including the designated Urban Expansion Areas and the Monard SDZ, on a prioritised basis.
- c) Monitor the delivery of housing units in Key Villages, Villages and Village Nuclei, having regard to the stated *Scale of Development and Normal Recommended Scale of any Individual Scheme* requirements set out in this Plan.

This process will be undertaken in each Municipal District to help distinguish between locations with the capacity, infrastructure and market demand to deliver housing units sustainably and other similarly designated locations in the MD that are not delivering the required supply of housing units. This process will help ensure the planning policy framework is sufficiently dynamic to respond positively in locations that can sustainably deliver the required units, while ensuring the overall Scale of Development (per Key Village, Village or Village Nuclei) is not exceeded at the MD Level.

- d) Advance the process of identifying a Strategic Land Reserve of approx 400ha in County Metropolitan Cork – a strategic initiative first introduced in the CDP 2014, and which has been the subject of ongoing consideration and analysis in the intervening period, including during the Pre-Draft Consultation process and Public Consultation Phase of the statutory LAP-making process.

Strategic Land Reserve

- 1.7.22 Section 2.2.15 of the Cork County Development Plan 2014 provides a context for the evidence based analysis that points to the requirement to provide a Strategic Land Reserve in County Metropolitan Cork, including the fact Paragraph 4.2.11 of the SWRPGs gives support for provision of the following: “an additional allowance for headroom, to allow for choice, sequencing and other local factors. This headroom should be calculated in line with the Development Plan Guidelines 2007”.
- 1.7.23 When preparing the Draft Local Area Plan, Cork County Council again identified the need for additional strategic land reserves (in the order of 300ha - 400ha), to take account of the requirements set out in the CDP 2014 but also in the context of anticipated economic and population growth in the State over the coming decades and which is likely to be concentrated at locations like Metropolitan Cork which are best positioned to drive increased economic activity.
- 1.7.24 A total of 17 SLR sites were considered - 12 identified in the Draft LAPs and an additional 5 no. proposed new sites during the consultation process (additional submissions requested some already identified SLR locations to be extended).

Table 1.2 List of possible sites for consideration as Strategic Land Reserve options

Ref	Site Name	Gross Area (Ha)
SLR1	Cobh North Extension	185.0
SLR2	Carrigaline East	47.0
SLR3	Castletreasure	21.4
SLR4	Frankfield /Grange	44.9
SLR5	Togher/Doughcloyne	93.6
SLR6	Ardrostig	100.3
SLR7	Ballincollig East-Carrigrohane	223.9
SLR8	Kilbarry/Carhoo/Kilcully	105.1
SLR9	Ballyvolane-Whites Cross	336.2
SLR10	Carrigtwohill West Extension	32.4
SLR11	Carrigtwohill East	220.7
SLR 12	Oldcourt	78.7
TOTAL		1489.2

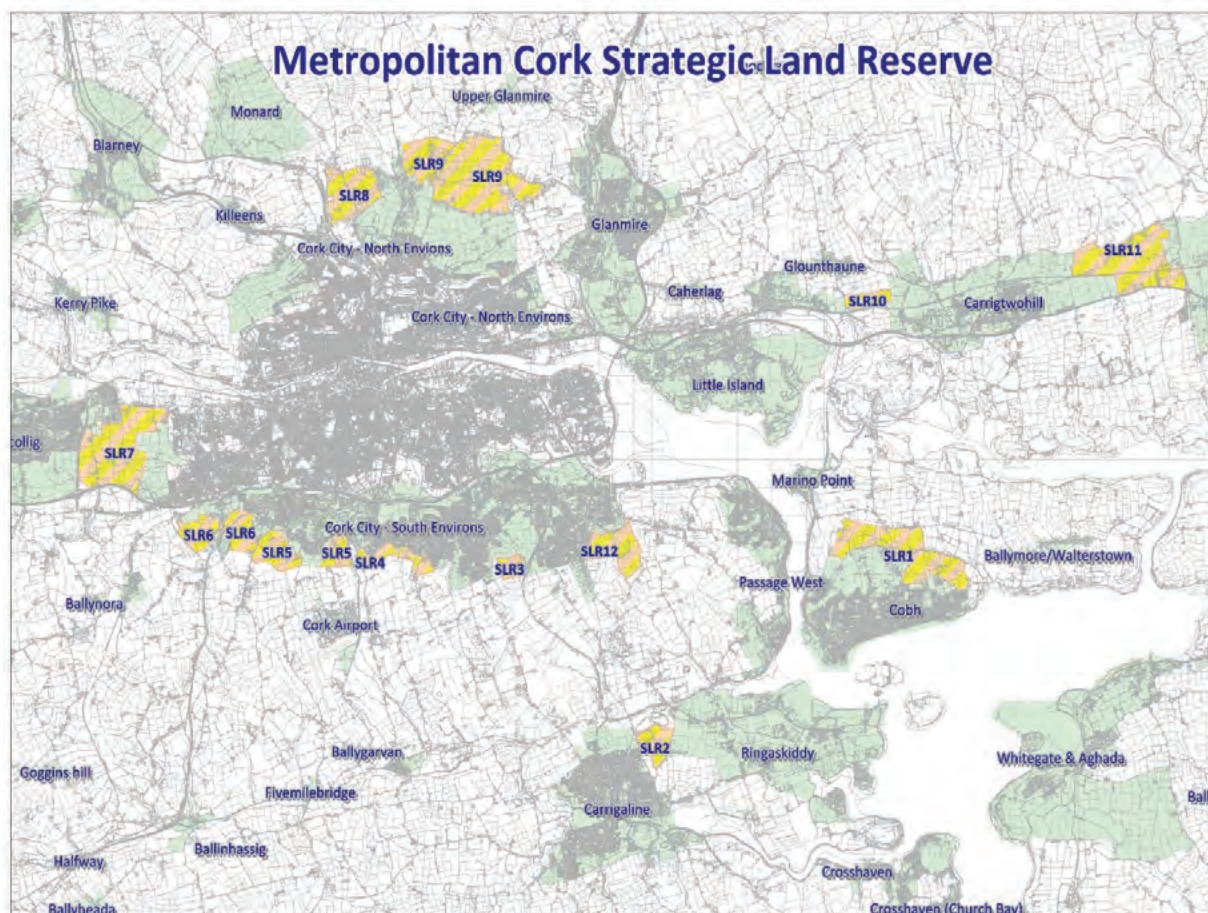


Figure 1.3: Details and location of strategic land reserve options

1.7.25 The SLR sites have been subject to a High Level Appraisal based on the following:

1. Sequential Approach: Selecting sites based on the principle that potential green-belt development should, where deemed appropriate, be located in the immediate environs of Cork City in the first instance.
2. Infrastructural Investment: Where sites offer opportunities to leverage maximum returns from infrastructural development but which would not prejudice the delivery of, or necessitate upfront investment which may be considered, regional or national in scale.
3. Multi-modal Transport Opportunities: Located so as to offer potential multi-modal opportunities for accessing local trip generating services, existing/proposed public transport services and strategic employment areas.

1.7.26 The High Level Appraisal has resulted in the emergence of 6 no. SLR sites at this stage (SLR3 Castletreasure, SLR4 Frankfield/Grange, SLR5 Togher/Doughcloyne, SLR6 Ardrostig, SLR7 Ballincollig East-Carrigrohane, SLR12 Oldcourt) as potentially having greater capacity to deliver. However, as all sites have matters to be considered in detail, it is recognised that detailed assessment is required, including consultation with landowners and state agencies. On this basis it is proposed to retain all the original 12 no. SLR sites for further detailed assessment, before preparation of site appraisals and development briefs for consideration by Development Committee. The assessment will include Habitats Directive Assessment and Strategic Environmental Assessment so that full account is taken of environmental and ecological issues.

Traffic and Transport

- 1.7.27 Chapter 10 of the County Development Plan sets out the Transportation and Land Use Strategy for the County which seeks to make Cork a more competitive county and to foster sustainable economic and population growth through the delivery of an efficient transport system and encourage balanced investment in less polluting and more energy efficient modes of public and private transport, including walking and cycling. This strategy has informed the preparation of the Local Area Plan.
- 1.7.28 The Council, in consultation with Transport Infrastructure Ireland, will protect proposed national road route corridors where the route selection process has been completed/approved and where preferred route corridors have been identified. The lines of these Route Protection Corridors are shown in Volume 3 LAP Map Browser which is accessible through www.corklocalareaplans.com.
- 1.7.29 A Transport Strategy for Cork Metropolitan Area will be prepared during 2017 and its objective is to provide a long-term strategic planning framework for integrated development of transport infrastructure in Metropolitan Cork. It will be used to inform transport investment levels and prioritization and will provide analytical basis for integration of land use and transport planning – social, economic and environmental indicators. The Strategy will be able to inform sustainable land use policy formulation.
- 1.7.30 Cork County Council and Cork City Council have prepared a cycling network plan for the Cork Metropolitan area and surrounding towns. The objective of the project is to provide a clear plan for the future development of the cycling network within the Metropolitan Area to encourage greater use of cycling for trips to work, school, recreation and leisure. The relevant routes are mapped for each of the settlements of Cobh, Glanmire, Glounthaune, Little Island, Carrigwohill and the north environs and can be found in the Cork Cycle Network Plan (2017).
- 1.7.31 The N-28 National Primary route links Ringaskiddy to Cork City and onwards to the wider regional and National road network. It is proposed to construct a new M28 Motorway from Cork to Ringaskiddy from the existing N28 N40 Bloomfield interchange on the South Ring Road to Ringaskiddy village. The new road will remain online using the existing N28 from the Bloomfield interchange to Carrs Hill and from there the route will go off line to the west of the existing N28 passing between the existing Shannonpark roundabout and Carrigaline. From there the route will pass to the south of Shanbally and Ringaskiddy villages where it will terminate at the new Port of Cork facility at Ringaskiddy. The M28 Motorway will pass through the following zoned land RY-I-03, RY-I-04, RY-O-03, RY-O-04, RY-I-10, RY-06, O-07, O-08, RY-I-14 and RY-I-15. On these zoned lands this will result in severance of strategic land banks and Cork County Council will engage with all relevant parties to future optimise and maximise the large amount of land zoned for Industry at this location.
- 1.7.32 The new motorway will have a greater capacity particularly for freight vehicles making journeys to and from the port. The development of this road scheme is being promoted by Cork County Council and is funded by Transport Infrastructure Ireland (TII). It is critical that the M28 project be finalised as quickly as possible in order to bring certainty and assurance of commitment to existing and future investment in the Ringaskiddy area. This planned upgrade represents an important catalyst for the economic development of Cork and the South-West region.

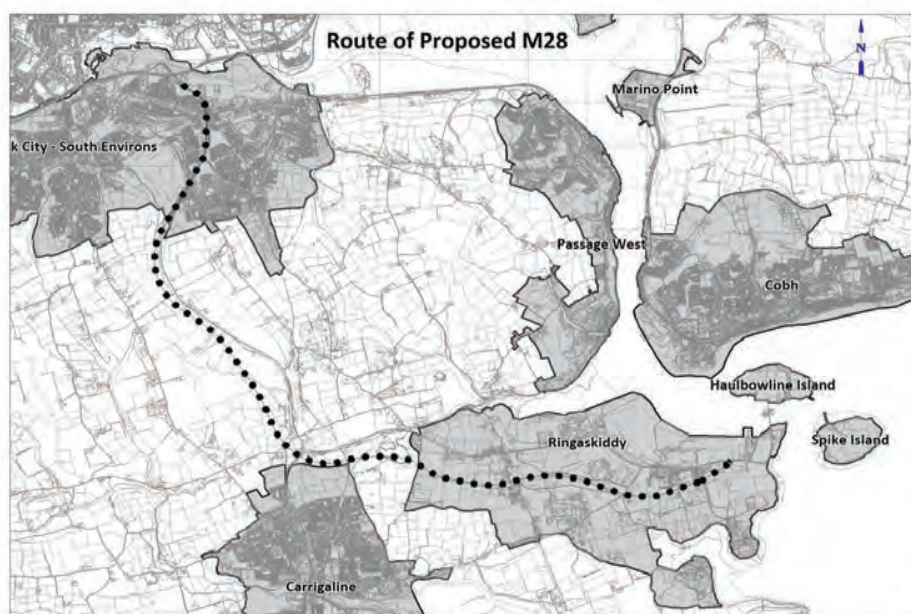


Figure 1.4: Route of proposed M28

Objective No.	Local Area Plan Objective
IN-02	M-28 Cork to Ringaskiddy Motorway Scheme. Finalisation of this route and development of the road will be subject to Environmental Impact Assessment and where necessary a Habitats Directive Assessment. Regard will be had in the design of the route to avoiding and mitigating impacts on sensitive environmental and heritage resources, as well as impacts on communities.

Water Services

- 1.7.33 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.
- 1.7.34 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.
- 1.7.35 Irish Water have undertaken a strategic review of all settlements in the Metropolitan Area and provided an investment programme for the implementation of the water services (water and waste water) in line with the priorities identified by Cork County Council's Urban Expansion Areas. The investment programme needs to be implemented in tandem with the investment package for roads, stormwater and recreation so that there is a co-ordinated approach to development.
- 1.7.36 Across the County as a whole the water services infrastructure needed to deliver the scale of growth envisaged by the County Development 2014 is often not in place. In general the Council's approach to this is that where Irish Water already have water services infrastructure in a town or

village, then Irish Water will need to upgrade that infrastructure as necessary to meet the demands of current and future customers in the settlement.

Table 1.3: Strategy for Water Services Provision

Normally Expected level of Water Services		Policy Approach
Towns Key villages	Public Drinking Water and Waste Water Treatment	Adequate water services infrastructure to be prioritised.
Villages	Public Drinking Water	Adequate drinking water services infrastructure 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.

Development Contributions

- 1.7.37 Section 48 of the Planning & Development Act 2000 to 2013 enables the Planning Authority when granting planning permission under Section 34 of the Act, to include conditions requiring the payment of a financial contribution in respect of public infrastructure and facilities benefiting development in the area of the Planning Authority and that is provided, or that is intended to be provided, by or on behalf of the Local Authority, regardless of other sources of funding for the infrastructure and facilities.
- 1.7.38 In addition a Planning Authority may require the payment of a Special Contribution in respect of a particular development where specific exceptional costs not covered by a scheme are incurred by a local authority in respect of public infrastructure and facilities which benefit the proposed development.
- 1.7.39 The Current scheme for development contributions was made by the County Council in 2004 and has been significantly modified and adapted to reflect changing economic circumstances. A new draft Development Contributions Scheme is now being prepared to reflect the infrastructure required to support the delivery of the Local Area Plans and to reflect the far reaching changes to the provision of public infrastructure that have been introduced in recent years. The Draft Scheme

will seek to raise development contributions to contribute to the delivery of projects that are necessary to facilitate the achievement of the residential and commercial growth identified in the Local Area Plans. It is also the intention of the County Council, through the introduction of the new scheme, to reduce the extent to which Special Contributions are necessary to facilitate development

- 1.7.40 With regard to the Urban Expansion Areas of Ballincollig, Shannonpark, Carrigtwohill, Water- Rock, Stoneview, Cobh, Ballyvolane and Glanmire infrastructure programmes for these sites are being progressed with the specific aim of delivering complex public infrastructure in an environment of multiple land ownerships within the sites. This work seeks to identify and activate mechanisms to facilitate the provision of start-up infrastructure to unlock development potential. That work includes infrastructure provision internal to those sites that would normally be undertaken by the developer of those lands, as well as some limited external works that are specific to those sites. The Draft Development Contribution Scheme being prepared will not include the internal infrastructure currently being identified for these sites, nor the limited external works specific to those sites. The Council is progressing a start-up infrastructure mechanism to unlock the development potential of those sites, with costs to be recouped on commencement/completion of development under Section 47/48/49 of the Planning and Development Act 2000 (as amended).

Regeneration Areas

- 1.7.41 The Urban Regeneration and Housing Act 2015, provides for the inclusion in Local Area Plans of objectives for the development and renewal of areas identified as being in need of regeneration. As part of the preparation of this Local Area Plan, regeneration sites have been identified in all towns. The main objective in identifying regenerations sites is to draw attention to the opportunities that exist to redevelop key sites within a town, where such sites have the potential to contribute to the rejuvenation of the towns, deliver housing, and perhaps act as a catalyst for other developments. In accordance with the provisions of the Urban Regeneration and Housing Act 2015, regeneration sites may, in time, be subject to the Vacant Sites Levy where the regeneration site is vacant or idle and this has adverse effects on the amenities/character of the area.
- 1.7.42 It is the intention of Cork County Council to implement the provisions of the Urban Regeneration and Housing Act 2015, through the establishment of a vacant sites register, identifying sites on which a vacant site levy can be applied. The planning authority will proactively engage with the Municipal District sub-county structure, to identify suitable sites on lands zoned residential and on lands designated as regeneration areas in this plan, which meet the criteria for inclusion in the vacant site register. This will facilitate sustainable urban development and bring such vacant sites and buildings in urban areas into beneficial use.

Town Centres

- 1.7.43 Town centre vacancy has been a marked consequence of the economic climate that prevailed for much of the past decade. Cork County Council recognises the key strategic and important cultural/economic/societal role town centres play in sustainable communities. Furthermore the successful delivery of well-conceived town centre development will deliver public realm and physical improvements which can in-turn improve quality of life factors and help increase economic activity.
- 1.7.44 To help address town centre vibrancy issues and to assist communities, property owners and prospective applicants develop the most appropriately designed investment at the optimum town centre locations, targeted supports will be required. The LAP formulation process provides an opportunity to initiate a Town Centre Improvement Scheme that will provide suggested approaches to help inform decisions that can contribute to improved town centre functionality and public realm improvements.

- 1.7.45 It is intended in the first instance, that the town Centre Improvement Scheme will consider locations within the towns of Carrigtwohill, Balilncollig, Passage West and Carrigaline and will seek to do the following:
- Provide guidance on the future land use and public realm improvement priorities within the town centre;
 - Identify key buildings to be protected within the town centre;
 - Provide guidance for developers/ public on the key aspects of the town's urban character which need to be respected/ reinterpreted in future applications (building height, roofscape, materials, building lines, plot depth, signage);
 - Provide a people-focussed movement and public realm strategy which defines the gateways/ sense of arrival within the town; enhances connectivity and permeability between the town centre and housing/employment growth areas and the train station; rationalises on-street parking on the main streets; widens and improves the quality of the pavement within the defined retail core; introduces traffic calming measures and additional safe pedestrian crossing points at key locations (near schools etc);
 - Identify opportunity sites for single or multi-use developments within the existing streetscape; and
 - Devise an urban structure for the future expansion of the town, including identifying the location of new streets, positioning of building lines, height parameters, plot divisions etc in line with the Best Practice Urban Design Manual as read with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas.

City Gateway Initiative

- 1.7.46 Gateways mark the more significant entrance points to our City and welcome visitors, shoppers and citizens to Cork. The gateways provide the opportunity to announce that we are entering a modern, confident and outward looking City. Arriving in Cork along the major arterial routes the first impressions of the City can be improved upon.
- 1.7.47 Initially this initiative will focus on aesthetic and environmental improvements in these areas in advance of an Integrated Land Use and Development Framework to be conducted in collaboration with the relevant stakeholders including, relevant landowners, Cork City Council , the National Transport Authority and Transport Infrastructure Ireland.
- 1.7.48 This new initiative presents an opportunity to reinvigorate entrance points of the City and provide aesthetic cues that signal a sense of arrival to an exciting and important place, creating the impression that Cork needs to project in order to fulfil its potential as the Regional Capital and, in its role as Irelands Second City, the viable counterbalance to Dublin.
- 1.7.49 The renewal or enhancement of the gateways has the potential to frame a view of Cork City - high quality landmark buildings, an appropriate mix of developments coupled with infrastructural and environmental improvements, landscaping and enhanced pedestrian connectivity will welcome residents and visitors alike to the commercial and cultural opportunities Cork has to offer as Irelands Second City.
- 1.7.50 The LAP has identified the following Gateway entrance points where Cork County Council will focus particular attention, including collaboration with landowners/stakeholders and Cork City Council where appropriate, during the life time of this Plan:
- N27/N40 Kinsale Road Junction
 - N71 Bandon Road/Chetwynd
 - N20 Blackpool
 - R635/R614 Ballyvolane

Green Infrastructure

- 1.7.51 Chapter 13 of the County Development Plan indicates that the Council will develop and implement a Green Infrastructure Strategy for the County during the lifetime of the Plan which will help identify, protect, manage and develop Green Infrastructure resources. Objectives GI 3-1 and GI 3-2 require new developments to contribute to the protection, management and enhancement of the existing green infrastructure of the county and the delivery of new green infrastructure, where appropriate. Individual development proposals put forward in accordance with the provisions of this local area plan will need to comply with the objectives of the County Development Plan.
- 1.7.52 During the lifetime of this plan, the Council will undertake to review and update the recreational and amenity analysis previously undertaken by the Forward Planning section of the Council.

Housing Density

- 1.7.53 The approach to housing density used in this Plan is set out in Section 3.4 - Housing Density of Chapter 3 - Housing, Volume One of the Cork County Development Plan, 2014. Objective HOU 4-1, Housing Density on Zoned Land in Section 3.4 sets out the housing density standards applicable to each category, High, Medium A and Medium B, along with an accompanying guide to the densities in Table 3.1 Settlement Density Guide.

Quality in Urban Design

- 1.7.54 High Quality design adds quality to the places we live, work and enjoy. Ensuring high quality design adds value to our towns, villages and countryside and improves our quality of life. This Plan will promote high quality design by encouraging its integration into every aspect of the Plan. The County Development Plan contains a number of relevant objectives including HOU 3-1, HOU 3-2, HOU 3-3, RCI 6-1, TCR 2-1, TCR 12-1, TCR 12-2, HE 4-6 and HE 4-7. Individual development proposals put forward in accordance with the provisions of this Local Area Plan will need to comply with the relevant design objectives of the County Development Plan.

1.8 Flood Risk Assessment and Management

Overall Approach

- 1.8.1 The assessment and management of flood risks in relation to planned future development is an important element of this local area plan. The majority of towns, villages and smaller settlements have a river or stream either running through the built-up area or close by and are inevitably exposed to some degree of flood risk when those rivers or streams overflow their normal course. Similarly, in coastal areas, flooding can periodically occur following unusual weather or tidal events.
- 1.8.2 The OPW is the lead agency for Flood Risk Management in Ireland. In accordance with Best Practice Cork County Council has arranged for the preparation of indicative flood risk mapping on a county wide basis. The indicative mapping creates flood zones that are fit for use in applying the Guidelines for The Planning System and Flood Risk Management at a strategic level - for County Development Plan and Local Area Plans, and to help inform screening for site specific flood risk assessment of individual planning applications.
- 1.8.3 As part of the preparation of this Local Area Plan the Council has updated the indicative flood zone mapping used in the 2011 Local Area Plans to take account of the information that has become available from the National CFRAM programme (Catchment Flood Risk Assessment and Management), and other Flood Schemes undertaken by the OPW.
- 1.8.4 In addition, indicative flood risk mapping for rural areas, outside of settlement boundaries, is also now available on the Councils map browser.
- 1.8.5 The Council's overall approach to Flood Risk Management is set out in Chapter 11 of the County Development Plan 2014 and intending developers should familiarised themselves with its provisions. The Council's approach to flood risk is to:
- a) Avoid development in areas at risk of flooding; and
 - b) Where development in floodplains cannot be avoided, to take a sequential approach to flood risk management based on avoidance, reduction and mitigation of risk.
- 1.8.6 A Strategic Flood Risk Assessment (SFRA) has been undertaken as part of the preparation of this plan, and all zoned lands in areas at risk of flooding have been reviewed. The Strategic Flood Risk Assessment report is available on the Council's website at www.corklocalareaplans.com.
- 1.8.7 Where a settlement is known to be at risk of fluvial or tidal flooding, the extent of the area at risk of flooding is shown on the settlement maps within this plan. It is important to note that the flood risks shown in this document refer to fluvial (river) and tidal flooding only. Some areas may also be at risk of groundwater flooding or pluvial flooding (intense periods of rainfall) but these are NOT shown on the flood zone maps included in this Plan. However, such risks still need to be assessed when planning a development.
- 1.8.8 The flood zones illustrated in this plan are based on an undefended scenario and do not take the presence of flood protection structures such as walls or embankments into account. This is to allow for the fact that there is still a residual risk of flooding behind the defences due to overtopping or breach, and that there may be no guarantee that the defences will be maintained in perpetuity.
- 1.8.9 The Indicative Flood Zone Mapping for the rural parts of the Municipal District (i.e. outside of a settlement boundary) is not shown within the Volume 1 of the Local Area Plan, but is available to view online, for information purposes, as part of the Local Area Plan Map Browser at www.corklocalareaplans.com.

1.8.10 The indicative mapping is being made available as a resource. It has been prepared for use in applying the Guidelines for The Planning System and Flood Risk Management only.

Managing Development in Areas at Risk of Flooding

1.8.11 Where development is proposed within an area at risk of flooding, either on land that is subject to a specific zoning objective, lands within the “existing built up area” of a town, within a development boundary of a village, or in the open countryside, then intending applicants need to comply with the provisions of Chapter 11 of the Cork County Development Plan 2014 and Objectives WS 6-1 and WS 6-2, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’.

Local Area Plan Objective Flood Risk Assessment and Management	
Objective No.	
IN-01	All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives WS 6-1 and WS 6-2 as detailed in Chapter 11, Volume 1 of the Cork County Development Plan, 2014, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in WS 6-2.

Managing Downstream Flood Impacts

1.8.12 When planning a development upstream of an area at risk of flooding, intending developers need to be mindful of the need to consider the potential downstream flood impacts of a development, even when the development itself is not in an area of flood risk. This relates in particular to the management of surface water and to the wider issues of pluvial flood risk, which may have downstream impacts. Detailed assessment of the potential downstream impacts is particularly important in areas where flood defences have already been provided or are planned downstream of a development, in order to ensure that there are no adverse effects on the standard of defence provided.

1.9 Environmental Considerations

Strategic Environmental Assessment (SEA)

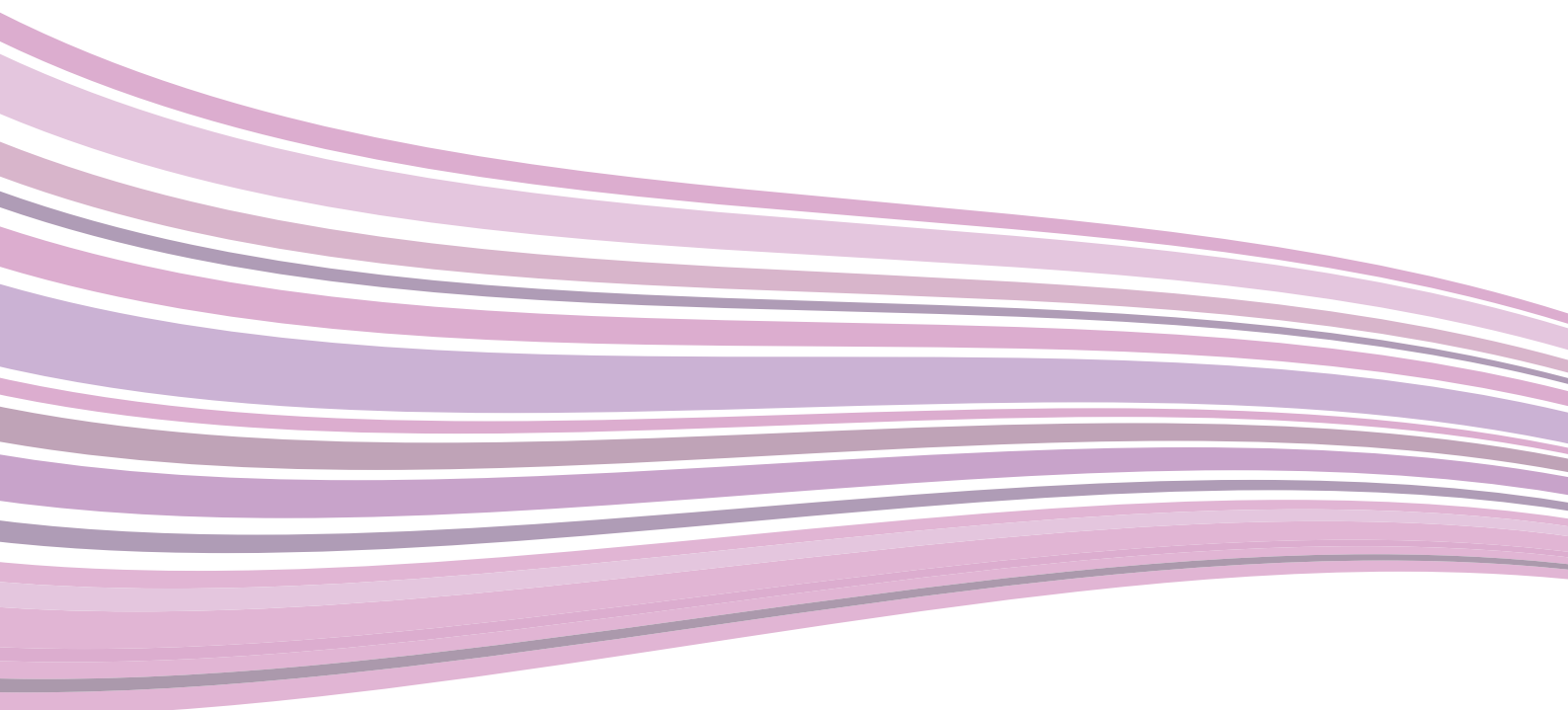
- 1.9.1 Strategic Environmental Assessment (SEA) is the process by which environmental considerations are required to be fully integrated into the preparation and adoption of plans and programmes. This Local Area Plan was subject to SEA at each stage of the plan making process. This process is detailed in the Strategic Environmental Assessment Statement which is contained in Volume Two of this Plan which is available online via the Council's website at www.corklocalareaplans.com.

Strategic Flood Risk Assessment (SFRA)

- 1.9.2 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 carried out a Strategic Flood Risk Assessment of the policies and objectives contained in this Plan. This assessment was published with the Draft Plan in November 2016. A Flood Risk Assessment of the proposed amendments to the Plan was also undertaken and was published at the Amendments Stage of the Plan in May 2017. Both of these reports are available on the Council's website at www.corklocalareaplans.com.

Habitats Directive Assessment (HDA)

- 1.9.3 In accordance with requirements under the EU Habitats Directive (43/92/EEC) and EU Birds Directive (79/409/EEC) and section 177 of the Planning and Development (Amendment) Act 2010, the impacts of the policies and objectives of all statutory land use plans on certain sites that are designated for the protection of nature under EU legislation, must be assessed as an integral part of the process of drafting of the plan. This is to determine whether or not the implementation of plan policies could have negative consequences for the habitats or plant and animal species for which these sites are designated. This assessment process is called a Habitats Directive Assessment (HDA) and must be carried out at all stages of the plan making process.
- 1.9.4 Habitats Directive Assessment is an iterative process which runs parallel to and informs the plan making process. It involves analysis and review of policies as they emerge during each stage of plan making, to ensure that their 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 policies to contribute to impacts which on their own might not be significant, but which could contribute to an impact which is significant when considered in combination with impacts arising from the implementation of other plans or projects.
- 1.9.5 The results of this analysis and review are presented alongside each iteration of the plan as it is published. The final Habitats Directive Screening Report for this plan is contained in Volume 2 of this Plan which is available online at www.corklocalareaplans.com.



Ballincollig Carrigaline Municipal District

2 Local Area Plan Strategy

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2 Local Area Plan Strategy

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 Housing, Planning, Community and Local Government and the Regional Planning Guidelines for the South West Region. The Plan also sets out county-wide objectives for the economy, retail, housing, transportation and infrastructure, heritage and the environment.
- 2.1.2 This 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 of 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

- 2.2.1 The Ballincollig Carrigaline Municipal District straddles two Strategic Planning Areas for which the County Development Plan 2014 sets out differing objectives. The entirety of the District is within the Metropolitan Strategic Planning Area.
- 2.2.2 'Metropolitan Cork' is designated as a 'Gateway' by the National Spatial Strategy and it is the main engine of population and employment growth for the South West Region. 'Metropolitan Cork' includes Cork City, the suburban areas and Metropolitan Towns¹ within the county administrative area that adjoin the city and the surrounding villages and rural areas. The 'County Metropolitan Cork Strategic Planning Area' includes the parts of Metropolitan Cork that fall within the County Council's administrative area. Ambitious populations targets for been established for Metropolitan Cork and have been allocated to Cork City and the County part of the Metropolitan Area through the Regional Planning Guidelines. In support of the development of the Gateway function of Metropolitan Cork within the Cobh MD, the County Development Plan seeks to:
- a) Recognise the importance of the role to be played by Metropolitan Cork in the development of the Cork 'Gateway' as a key part of the Atlantic Gateways Initiative and, in tandem with the development of Cork City, to promote its development as an integrated planning unit to function as a single market area for homes and jobs where there is equality of access for all, through an integrated transport system, to the educational and cultural facilities worthy of a modern and vibrant European City;

¹ The Metropolitan Towns are Ballincollig, Blarney, Carrigaline, Carrigtwohill, Cobh, Glanmire, Midleton, Passage West, the proposed new town at Monard.

- b) Prioritise development to provide the homes and jobs that are necessary to serve the planned population in Carrigaline, Midleton, Carrigtwohill, Ballincollig, North Environs, Glanmire, Blarney, Monard and Cobh.
- c) Maximise new development, for both jobs and housing, in the Metropolitan Towns served by the Blarney – Midleton/Cobh rail route and to enhance the capacity of these towns to provide services and facilities to meet the needs of their population;
- d) Provide an enhanced public transport network linking the City, its environs, the Metropolitan towns and the major centres of employment.
- e) Facilitate the development of the villages as set out in the local area plans so that the rate of future population growth complements 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) 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;
- g) 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

2.2.3 Within the Greater Cork Ring Strategic Planning Area, population growth has been significantly ahead of target over the last decade. In this context of this District, the County Development Plan seeks to:

- a) Establish an appropriate balance in the spatial distribution of future population growth so that the Ring towns of Youghal, Bandon, Fermoy and Macroom 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.
- b) Facilitate the development of the villages as set out in the local area plans so that the rate of future population growth complements 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;
- c) 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.
- d) Recognise the need to encourage the diversification of the rural economy by promoting a stronger tourism and leisure economy through the protection of the area's natural and built heritage, and by encouraging appropriate new forms of employment development;
- e) Prioritise the adequate provision of water services and transport infrastructure to meet current needs and future population targets while protecting the areas environment.

2.2.4 The National Spatial Strategy is to be replaced by the National Planning Framework (NPF), to be delivered in 2017. This national framework is intended to be a high level strategy document that will provide the framework for future development and investment in Ireland, providing a long

term and place-based aspect to public policy and investment, as well as aiming to coordinate sectoral areas such as housing, jobs, transport, education, health, environment, energy and communications. It is anticipated that the NPF will inform the future Regional Spatial and Economic Strategies (RSES) that will follow the adoption of the NPF. The Council will ensure that its forward planning will be aligned with this hierarchy of strategic plans.

2.3 The Ballincollig Carrigaline Municipal District

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

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

	Settlements	Population 2011	%
Cork City South Environs & Main Towns	Ballincollig (17,368) Carrigaline(North)(9,917), City South Environs (32,635), Passage West (5,790)	65710	91.3
Villages	Ballynora, Waterfall	278	0.4
Other locations	Curraheen, Curraghbinny and Farmers Cross		
Rural areas		5958	8.3
Total Population		71,946	100

* Village and Rural Area Populations are estimated figures

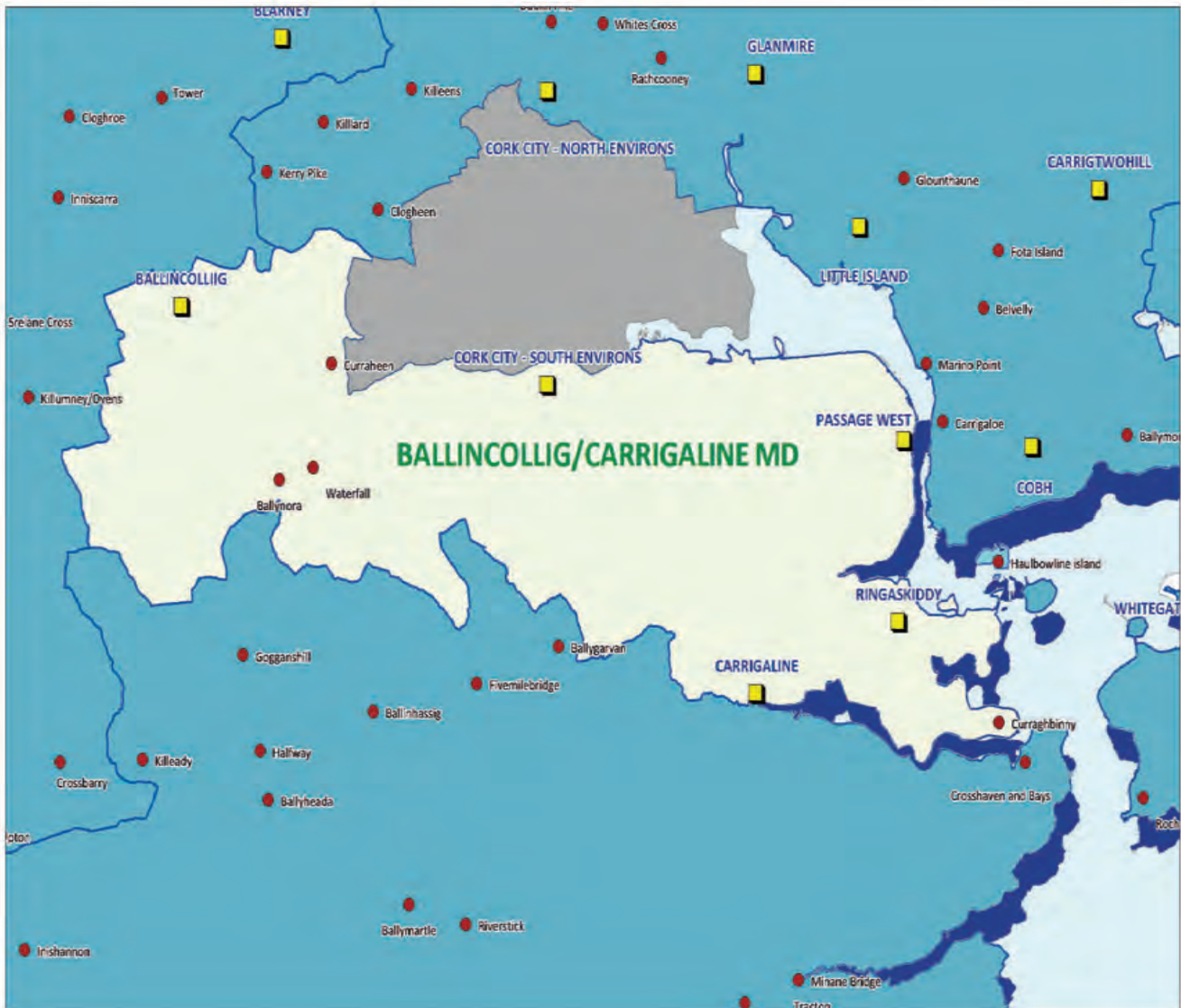


Figure 2.1: Ballincollig Carrigaline Municipal District

2.4 Growth Strategy

- 2.4.1 Within the Ballincollig-Carrigaline Municipal District the County Development Plan provides for growth in population of 8,500 persons. The number of households is expected to grow by 7,685 leading to a net requirement for 9,144 new houses within the Municipal District. The County Development Plan indicates that 347ha of residentially zoned land is required.
- 2.4.2 Through its County Development Plan 2014, the Council has allocated the majority of this growth to the towns with 8,663 new houses proposed, with significant new housing planned in each area, particularly in Ballincollig, Carrigaline and the South Environs.
- 2.4.3 As outlined in Table 2.2 there is a net requirement within the towns of the Municipal District for 8,663 new dwelling units and capacity, in terms of the current provision of zoned lands, to accommodate 10,125*. Therefore there is a potential surplus of zoned residential land within the towns with the capacity to accommodate in the order of 846 units, providing a current estimated strategic housing units reserve (headroom) for the Municipal District of 9%. The greatest number of new dwellings is planned for Ballincollig (4,033) and Carrigaline (2,422) with significant new growth also planned in the Cork City South Environs (1,284) and Passage West (925).

Table 2.2: Ballincollig-Carrigaline Municipal District housing Requirement and Supply

	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)
Ballincollig	17,368	23,805	4,033	161	183.29	4,582
Carrigaline (North)	9,917	11,994	2,422	97	98.84*	2,380*
Cork City South Environs	32,635	31,308	1,284	51	92.56	2,274^
Passage West	5,790	6,965	925	37	38.5	889
Main Towns	65,710	74,072	8,663	347	413.19*	10,125*
Villages	278	355	55	-		37
Rural	5,958	6,019	425	-		
Total Villages and Rural	6,236	6,374	480			37
Total Municipal District	71,946	80,446	9,144	347	413.19*	10,162

Current Estimated Strategic Land Reserve (LAPs and TCPs) for this Municipal District is 66.19Ha or 19.% (when Carrigaline South is included)

*including Carrigaline South

^including max yield for Douglas Woollen Mills (SE-T-01)

During the course of the preparation of the current Local Area Plan the supply of residentially zoned land and its potential yield was reviewed in light of current circumstances.

The net estimated requirement to meet the needs of the Municipal District is 347Ha-including Carrigaline South, this leaves a headroom of 66.19hectares or 19%.

Note: During the lifetime of this plan, the council will initiate an Active Land Management process to help address the fact that not all residential zoned lands delivers housing. The above table should be considered within the context of this Active Land Management process/Strategic Land reserve narrative as set out in section 1 of this LAP.

- 2.4.4 The scale of growth for the individual settlements of the Municipal District as provided for in this Local Area Plan is outlined in Table 2.3. For the towns, the 'Overall Scale of New Development' figure is the same target figure established by the Core Strategy of the County Development Plan and sufficient residential land has been zoned within the plan to cater for this level of growth and to provide for additional spare capacity in the form of headroom.
- 2.4.5 This local area plan does not zone land for development within the villages. Rather each village has a development boundary and is assigned an 'Overall Scale of New Development'. This figure is not a target to be reached, or an absolute maximum limit on development. Rather the 'overall scale of growth' figure is an indication of the number of additional dwellings which could reasonably be accommodated within a settlement over the lifetime of this Plan, subject to other considerations of proper planning and sustainable development. Development within villages also has to be balanced in line with the overall strategy of the County Development Plan which seeks to establish an appropriate balance in the spatial distribution of future population growth so that the towns can accelerate their rate of growth and achieve a critical mass of population.
- 2.4.6 Within the village network it is suggested that this LAP should maintain the scale of growth established for the 2011 Local Areas Plan 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. 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 Metropolitan Area generally to accommodate any development which cannot take place within the villages due to lack of infrastructure.
- 2.4.7 The Settlement network of this Municipal District includes three 'Other Locations' Curraghbinny, Curraheen and Farmers Cross County Development Plan Strategy recognises other locations, as areas which may not form a significant part of the settlement network, but do perform important functions with regard to tourism, heritage, recreation and other uses. No changes are envisaged to the strategy for 'Other Locations' as part of the review of the Local Area Plans, unless such changes are necessary in response to SEA/ HDA Assessment.

Table 2.3: Ballincollig-Carrigaline Municipal District – Proposed 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
Main Towns (4)						
Ballincollig	-	-	4,033			Target as per CDP 2014
Carrigaline (North)	-	-	2,422			Target as per CDP 2014
Cork South Environs	-	-	1,284			Target as per CDP 2014
Passage West	-	-	925			Target as per CDP 2014
Total Main Towns			8,664			
Villages (2)						
Ballynora	26	-	15		None	A
Waterfall	89	42	22		None	A
Total Villages			37			
Overall Total			8,701			
Water Services Key	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.					

2.5 Employment within the Municipal District

- 2.5.1 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 of the people who live within the Municipal District. In 2011 there were 31,847 jobs within the District. Jobs located within the Municipal District fall into the following key categories:
- 29.7% - Wholesale, Retail, Transportation and Storage, Accommodation and food service activities;
 - 12.6% Education, Human health and Social Work Activities.
 - 21.8% Manufacturing, mining /quarrying, Electricity/Gas /Water Supply / waste management.
 - 0.9% Agriculture, forestry or fishing.
 - 25.1% Information / Communication, Financial, professional administration etc
- 2.5.2 Within the District 31,847 persons were at work in 2011. This includes home, mobile and 'uncodeable' workers and corresponds to 41.3% of the population of the District. These jobs were distributed across and outside the county as follows:
- 7,743 or 24.3% work within the Municipal District (including 1,591 home workers).
 - 12,707 or 39.9% work within Cork City.
 - 11,647 or 36.6% work within the County Metropolitan Cork area.
 - 1,178 or 3.7% work within the Greater Cork Ring
 - 167 or 0.5% work within the West Cork area
 - 874 or 2.7% work outside Cork County
- 2.5.3 In terms of travel to work, 75.7% of employees who live within the District travel to work by driving a car, 5.7% van lorry or other vehicle. Only 3.6% of employees living within the District travel to work by bus while 5% travel on foot, 1.4% by bicycle and 3.6% by bus.
- 2.5.4 Within the District Analysis of Census 2011 at DED level shows the greatest concentration of employment is in the City South Environs, followed by Ringaskiddy and Cork Airport.
- 2.5.5 There is a strong supply of employment land within the Municipal District as detailed in Table 2.4. The new Local Area Plan should seek to ensure that lands identified for employment use can be readily developed for such and address any barriers to development.

Table 2.4: Employment Land Supply (hectares) (Current LAP / TDP Zonings)			
Settlement	Enterprise	Business Land (Ha)	Industrial Land (Ha)
Ballincollig	20*	-	-
Carrigaline	-	9.7	-
Cork City South Environs	-	-	-
Passage West	-	-	-
Ringaskiddy	-	-	353.02
Cork Science and Innovation Park	100		
Cork Airport	-	-	16.86
Total	120	15.9	369.88
<i>* Business use as part of X-01 site (estimated)</i>			

Large Scale Retail Warehousing

2.5.6 Section 4.11.2 of the Retail Planning Guidelines for Planning Authorities (2012) makes provision for exceptions to the 6,000 m² retail warehouse cap at stated locations that are accessible by a regional, if not a national, population catchment where there is evidence of demand for large scale retail warehouses - subject to satisfying additional specific requirements.

2.5.7 The Regional Planning Guidelines for the South West (2010-2022) and the Joint City and County Retail Strategy (2013), which was later incorporated into the County Development Plan (2014), recognized that “there may also be scope for the development of an innovative type of large scale retail warehouse in Cork”. Specific criteria regarding such developments are set out in the Retail Planning Guidelines as follows;

- a) Will accommodate a range of predominantly bulky goods under one roof, together with a range of customer facilities (e. restaurant, crèche), on a scale which requires a regional, if not national, population catchment;
- b) Is in accordance with the Planning Guidelines on Spatial Planning and National Roads in that proposals can demonstrate the development will not adversely affect the efficiency of the national road network and key junctions and interchanges and that it can be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads, taking account of the opportunities for encouraging a modal shift towards more sustainable travel modes;
- c) Will be served by existing or planned public transport services;
- d) Will make adequate provision for those opting for home delivery of goods other than by private car;
- e) Will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria; and
- f) Will take account of the vitality/viability criteria in respect of city/town centres set in the Retail Planning Guidelines and avoid the incorporation of uses and activities, as part of the development, which are more appropriate to city and town centre locations.

Any proposed sites designated for this use would in particular need to satisfy the locational criteria at (b) and (c) above.

- 2.5.8 The potential impact of a retail warehouse in excess of 6,000 sq. m. will need to be carefully examined in the context of this guidance.
- 2.5.9 Taking account of the policy supports providing for the Cork Gateway being a potentially suitable location for making an exception to the 6,000 m² retail warehouse cap, Cork County Council will give consideration to such a proposal at an appropriate location in Metropolitan Cork, based on the merits of the individual application.

Outlet Centres

- 2.5.10 Section 4.11.4 of the Retail Planning Guidelines for Planning Authorities (2012) describes outlet centres as ‘groups of stores retailing end-of-season or discontinued items at discounted prices and are typically located in out-of-centre locations.’ Furthermore, the Retail Planning Guidelines highlight the following characteristics of outlet centres:
- 2.5.11 ‘The success of these outlet centres depends on attracting customers from a wide catchment area, and from the tourism sector. When they are located out-of-town on greenfield sites, they can divert a significant amount of expenditure on comparison shopping goods away from established city/town centres and tourist centres even some distance away. Nonetheless, outlet centres within or immediately adjacent to a city or town centre can generate commercial synergies with the established retail outlets, thereby raising the profile of the centre and enhancing aggregate turnover on retail goods and leisure activities.’
- 2.5.12 ‘It should be recognised, however, that outlet centres are unlikely to succeed commercially in close proximity to the main urban centres in Ireland because retailers do not normally choose to trade at a large discount in direct competition with their high street outlets. However, experience shows that this constraint is unlikely to arise with smaller or secondary town centres, especially those in areas which attract large numbers of tourists.’

Retail Planning Guidelines for Planning Authorities (2012)

- 2.5.13 Hence, having regard to the specific niche market that outlet centres operate within, applicants need to demonstrate that the products sold will not be in competition with those currently on sale in typical city/town centre locations. In addition, applicants can benefit from proposing a location that attracts large numbers of tourists.
- 2.5.14 Furthermore, potential locations of outlet centres should be such that they complement existing retail offerings / established tourist areas, and having regard to the foregoing, locations within Metropolitan Cork emerge as the most appropriate location to create those economic synergies.
- 2.5.15 Any proposal for an outlet centre must demonstrate that the proposal meets the following criteria:
- will accommodate predominantly the retailing of end-of-season or discontinued items;
 - demonstrate that the products sold will not be in competition with those currently on sale in typical city/town centre locations;
 - demonstrate ability to reinforce existing tourism sector;
 - the provisions of the Cork County Development Plan and Metropolitan Cork Joint Retail Strategy;
 - the sequential test set out in chapter 4 of the Retail Planning Guidelines for Planning Authorities;
 - is in accordance with the Planning Guidelines on Spatial Planning and National Roads in that the proposal can demonstrate that the development will not adversely affect the

efficiency of the national road network and key junctions and interchanges and that it can be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads, taking account of the opportunities for encouraging a modal shift towards more sustainable travel modes;

- will be served by existing or planned public transport services;
- will make adequate provision for private car use;
- will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria; and,
- will take account of the vitality/viability criteria in respect of city/town centres set out in the Retail Planning Guidelines for Planning Authorities (2012) and avoid the incorporation of uses and activities, as part of the development, which are more appropriate to city and town centre location.

2.6 Environment and Heritage

- 2.6.1 European and National legislation now protect the most valuable of our remaining wild places, through designation of sites as proposed Natural Heritage Areas, candidate Special Areas of Conservation and Special Protection Areas.
- 2.6.2 The designation of these sites at a national level is the responsibility of the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs,, but it is the responsibility of Planning Authorities through the Strategic Environmental Assessment and Appropriate Assessment processes to ensure that planned development does not adversely affect these sites. The process of designation of such sites is ongoing, with new sites being added and boundaries of existing sites being adjusted, as better information becomes available. In addition, there are a range of plants and animals that are protected under national legislation.
- 2.6.3 The basic designation for wildlife is the Natural Heritage Area. This is an area considered important for the habitats present or which holds species of plants and animals whose habitat needs protection. Eight Natural Heritage Areas have been designated in Co. Cork. A further 103 sites have been proposed to be designated as Natural Heritage Areas in the County. These are listed in the County Development Plan 2014 Volume Two, Chapter 3 and are shown on the Cork County Development Plan Map Browser in Volume Four of that Plan.
- 2.6.4 Special Areas of Conservation (SACs) have been selected because they support habitats, plant and animal species that are rare or threatened in Europe and require particular measures, including the designation of protected sites, to conserve them. Some of these sites are called 'candidate sites' because they are currently under consideration by the Commission of the European Union. The current lists of SACs are contained in the County Development Plan 2014, Volume Two Chapter 3, and are shown on the Cork County Development Plan Map Browser in Volume Four of that Plan.
- 2.6.5 Special Protection Areas (SPAs) have been selected because they support populations of birds of particular species that are rare or threatened in Europe and require particular measures, including the designation of protected areas to conserve them. Together with the SACs they form part of the 'Natura 2000' network of sites throughout Europe. The lists of SPAs are contained in the County Development Plan 2014, Volume Two Chapter 3, and are shown on the Cork County Development Plan Map Browser in Volume Four of that Plan.
- 2.6.6 The Ballincollig Carrigaline Municipal District is characterised by a substantial range and quantity of nature conservation designations. There is one SPA (Cork Harbour), one SAC (Douglas River Estuary)

and five pNHA's in the Municipal District. These are generally composed of habitats which are important from an ornithological perspective. The SAC's and SPA's form the Natura 2000 sites and have been assessed by the appropriate assessment of the plan.

- 2.6.7 The largest nature conservation area is the Cork Harbour SPA (4030). Cork Harbour is a large, sheltered bay system, with several river estuaries – principally those of the Rivers Lee, Douglas and Owenacurra. The SPA site comprises most of the main intertidal areas of Cork Harbour, including all of the North Channel, the Douglas Estuary, and inner Lough Mahon, Lough Beg, Whitegate Bay and the Rostellan inlet. Cork Harbour is an internationally important wetland site, regularly supporting in excess of 20,000 wintering waterfowl, for which it is amongst the top five sites in the country. Several of the species which occur regularly are listed on Annex I of the E.U. Birds Directive, i.e. Whooper Swan, Golden Plover, Bar-tailed Godwit, Ruff and Common Tern.
- 2.6.8 This is a very important habitat and one of the largest in the county. With its location adjoining Douglas and the southern city environs the site would be sensitive to land use changes, population increase, recreational demands, intensification of uses and surface water run off. This site does not form part of any of this settlement but rather bounds Douglas. Discharges to Cork Harbour and coastal developments will impact on the quality and integrity of this designation.
- 2.6.9 While all of these areas have ecological value, other reasons for their designations vary from woodland and geological to botanical and ornithological values. The SAC's and SPA's form the Natura 2000 sites and have been assessed by the Appropriate Assessment of the plan. In addition other areas identified as being of local ecological and biodiversity importance will be protected.
- 2.6.10 To date, sites of geological interest have not been comprehensively covered by the existing nature conservation designations. This is currently being addressed by the Department of Environment, Heritage & Local Government and the Geological Survey of Ireland who are drawing up a list of sites of geological interest that will be proposed as Natural Heritage Areas.
- 2.6.11 In the meantime, Cork County Council recognises the importance of geological heritage and to this end has listed in the County Development Plan 2014 the important geological features within the County with the intention of maintaining their possible conservation value. The list has been produced in consultation with the Geological Survey of Ireland and the Geology Department of the National University of Ireland, Cork.
- 2.6.12 In terms of built heritage, each settlement chapter of this plan refers to protected structures and architectural conservation areas and other unique aspects of a settlements built and natural heritage where relevant.
- 2.6.13 Achieving the population targets and supporting development proposed in this plan will require the development and implementation of a range of sustainable measures to ensure the integrity of the biodiversity of the area is protected.

Local Area Plan Objective

LAS-01:

- a) In order to secure sustainable population growth proposed, appropriate and sustainable water and waste water infrastructure that will help to secure the objectives of the Water Framework Directive, Habitats Directive and Birds Directive, needs to be provided where not already available, in advance of the commencement of discharges from new development permitted
- b) This plan, and individual projects based on the plans proposals, will be subject (as appropriate) to Strategic Environmental Assessment, Habitats Directive Assessment Screening and/or Assessment (Habitats Directive and Birds Directive) and Environmental Impact Assessment to ensure the parallel development and implementation of a range of sustainable measures to protect the integrity of the biodiversity of the area.
- c) Provide protection to all proposed and designated natural heritage sites and protected species within this planning area in accordance with HE 2-1, and HE2-2 of the County Development Plan, 2014. This includes Special Areas of Conservation, Special Protection Areas and Natural Heritage Areas.
- d) Maintain where possible important features of the landscape which function as ecological corridors and areas of local biodiversity value, wetlands and features of geological value within this planning area in accordance with HE2-3, 2-4,2-5, and 2-6 of the County Development Plan, 2014.
- e) All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives WS 6-1 and WS 6-2 as detailed in Chapter 11, Volume 1 of the Cork County Development Plan, 2014, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in WS 6-2.
- f) Any development on certain sites should be accompanied by a Traffic Impact Assessment (TIA) and Road Safety Audit (RSA)
- g) All developments will need to comply with Water Services Objectives WS 2-1, WS 3-1, WS 4-1 and Management of Surface Water Objectives WS 5-1, WS 5-2 and WS 5-3 as detailed In Chapter 11, Volume 1of the Cork County Development Plan, 2014.
- h) No developer provided infrastructure will be allowed into the future except where agreed with Irish Water and where an appropriate transitional and longer term maintenance and repair programme has been provided for.
- i) All developments where appropriate will need to comply with Objective TM 3-1 National Road Network as detailed in Chapter 10, Volume 1of the Cork County Development Plan, 2014.
- j) All developments will need to comply with Management of Surface Water Objectives WS 5-1, WS 5-2 and WS 5-3 as detailed In Chapter 11, Volume One of the Cork County Development Plan, 2014, in order to make provision for Sustainable Urban Drainage Systems and provide adequate storm water attenuation. Surface water management and disposal should be planned in an integrated way in consideration with land use, water quality, and amenity and habitat enhancements as appropriate.
- k) Preserve and protect the archaeological and architectural heritage which contributes to the character of an area and is intrinsic to its identity and sense of place in accordance with the Heritage objectives (HE 3 -1, HE 3-2, HE 3-3, HE 3-4, HE 3-5, and, HE 4-1, HE 4-2, HE 4-3, HE 4-4 and HE 4 -5) of the County Development Plan 2014. This includes formal vernacular, industrial, civic, ecclesiastical, maritime and underwater heritage and features such as historic boundaries, gate piers, street furniture, and landscapes.
- l) The Council is committed to the preparation and implementation of a Wastewater Management Strategy for the Cork Harbour Area as per the 2014 County Development Plan.

Ballinacollig Carrigaline Municipal District

3 Main Towns and Key Assets

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3 Main Towns and Key Assets

3.1 Purpose of this Section

3.1.1 The purpose of this section of the plan is to set out the main planning policy guidance for the main towns of the Ballincollig, Carrigaline, Cork City South Environs, Passage West/ Glenbrook/ Monkstown, Ringaskiddy and Cork Airport.

3.2 Introduction

3.2.1 The towns of County Cork represent the most significant material asset of the county. They represent the product of many decades of investment in buildings (including houses, businesses, commercial buildings etc.), hospitals and other health facilities, schools, social and community facilities and wealth of supporting infrastructure. Across the County as whole, the 2011 census recorded that over 46% of the population lived in the main towns. In addition, many people who live in villages, smaller settlements or rural areas rely on the main towns for at least one important aspect of their daily lives (e.g. work, shopping, education etc.).

3.2.2 Main Towns will normally have the following facilities: A permanent resident population of over 1,000 persons, primary and secondary school(s), a significant choice of convenience and comparison shopping, industrial, service sector or office based employment, public library, significant visitor facilities (e.g. Hotels, B&B's), Church or other community facility, Post Office/ bank / ATM / building society, Garda station, Primary healthcare facilities (GP doctor / pharmacy), sports facility, mains sewerage, mains water, public transport, served by a regional or national road, traffic calming / management scheme / off street car parking, bring site/recycling facilities.

3.2.3 In line with the overall core strategy of the County Development Plan 2014, it is a key component of this plan to set out objectives that will:

- Make best use of previous investments in built fabric or infrastructure in the main towns;
- Establish the main towns as the principal location for future investment in housing, jobs, infrastructure and social and community facilities;
- Identify land for future development that will meet the planned requirements for each main town and offer a reasonable choice of location to those intending to carry out development;
- Prioritise future investment in infrastructure to support the sequential or phased development of the land identified for the future needs of the town;
- Confirm the role of the town centre as the preferred location for future retail development; and
- Protect the setting of the town from sprawling or sporadic development by maintaining the existing 'green belt' where only limited forms of development are normally considered.

3.2.4 In the preparation of new 'zoning' maps for the main towns in this plan, the following issues have been addressed:

- Zoned areas in the 2011 Local Area Plan that have now been developed are now shown as part of the 'existing built up area'. This approach has been taken in order to allow a more positive and flexible response to proposals for the re-use or re-development of underused or derelict land or buildings particularly in the older parts of the main towns.

3.2.5 In most towns a core retail shopping area has been identified.

3.2.6 In some towns regeneration sites have been identified where there are derelict / vacant sites which detract from the amenity of an area and offer opportunities for redevelopment

3.3 Ballincollig

Vision and Context

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

Strategic Context

3.3.2 Ballincollig is the largest main town in the County and has been one of Cork's fastest growing towns. It is located only 8km to the west of Cork City. Ballincollig has experienced a high level of growth and development pressure since 2000, however, traffic congestion in the town has been greatly reduced with the opening of the N22 bypass and the Greenfields link road.

3.3.3 Under the Cork County Development Plan 2014 Ballincollig is defined as one of nine "Metropolitan Towns" within the Cork Gateway. The strategic aims of large metropolitan towns like Ballincollig are to accommodate critical population growth and act as service and employment centres within the Cork Gateway, providing high levels of community facilities and amenities with infrastructure capacity and high quality and integrated public transport facilities.

Local Context

3.3.4 Ballincollig grew from a small village to a large town, developing over several decades largely from incremental housing development.

There is a lot of employment in the town with EMC, which is located in Ovens, the main employer in the area; however, there is still a reliance on commuting to Cork City for employment.

The N22 now runs to the south of the town and the flood plain and river are to the north. The town lies on an undulating plain with the hills rising gently to the south and also to the north of the river providing an attractive backdrop to the town. The town has developed in a linear fashion with the N22 forming a boundary to the south.

3.3.5 The development of the Barracks town centre development over the last few years has positively enhanced the town's image and improved its retail function.

Planning Considerations and Proposals

Population and Housing

3.3.6 The population of Ballincollig rose from 15,760 persons in the 2006 census to 17,368 in the 2011 Census which is an increase of 9.8%. Population targets set out in Cork County Development Plan 2014 suggest a target population of 23,805 in Ballincollig by 2023, a growth of over 5,800 people from 2011.

3.3.7 The significant population growth in Ballincollig is reflected in the growth in the number of dwellings in the town over the same period. In the period between 2006 and 2011 it is estimated from GeoDirectory data that the number of dwellings in the town increased by 2,275 which is significant growth. The majority of this development has taken place on the southern side of the town and on the former Murphy Barracks site to the north of the main street.

- 3.3.8 Data indicates that between 2010 and 2015, 159 units were constructed or were under construction on zoned land in Ballincollig.
- 3.3.9 The current Local Area Plan (2011) for Ballincollig makes provision for a residential land supply of 170ha with the capacity to provide approximately 4,872 units. The majority of this supply (4,000 units / 117ha approximately) is located within the “Maglin” land bank to the south of the town between the current developed area and the N22. The 2011 Local Area Plan required the provision of a masterplan to establish the overall framework for the co-ordinated development of this land bank.
- 3.3.10 In the short/medium term the land supply can deliver approximately 800 units. In addition to this supply there are a small number of unfinished housing schemes which will deliver approximately 160 additional units on completion – Fionn Laoi (36), Classes Lake (39) and Old Quarter (90).
- 3.3.11 The land to the south of the town (Maglin) represents a major strategic housing and employment development opportunity for Metropolitan Cork. This plan will facilitate the delivery of these lands for development and enhance Ballincollig’s important residential and employment function in Cork. The majority of Ballincollig’s growth will therefore be catered for on a significant portion of this land to the south of the town.
- 3.3.12 The strategy for Ballincollig, as set out in the Cork County Development Plan 2014 provides for the population of the town to grow to 23,805, representing growth of just over 6,400 people on Census 2011 figures (17,368). In order to accommodate this level of population growth, an additional 4,033 housing units will be required. A net housing land requirement of 161 ha has been identified as being required to cater for this level of housing provision.
- 3.3.13 Outside the development boundary, the land forms part of the Metropolitan Green Belt. Here, the objectives of the Cork County Development Plan 2014 prevail, which seek to prevent sprawl and to ensure a clear distinction between built-up areas and the open countryside.
- 3.3.14 In order to meet the requirements of the Core Strategy of the County Development Plan 2014, 4,033 dwellings need to be built up to 2022. A number of areas that were designated for housing in 2011 remain undeveloped. These areas, the majority of which lie to the south of the town are still considered to be the most suitable locations for the expansion of Ballincollig and will be retained for future residential development.
- 3.3.15 The majority of the future housing stock will be located on the Maglin Urban Expansion Site at the southern side of the town between the N22 and the Killumney Road. It is proposed that this site (approximately 220 ha) will be a mixed use masterplan site for residential, employment, educational and recreational uses, the development of which will be phased over a number of years.
- 3.3.16 Recent Planning legislation states that on zoned lands, 10% of new residential development shall be reserved for social and affordable housing.

Employment and Economic Activity

3.3.17 The 2014 County Development Plan designated Ballincollig as a Tier 1 Employment Centre in the Employment Hierarchy

The Plan outlines the range of employment activities that are suitable in such areas. These employment activities are to include both small scale and large scale industrial and enterprise development such as office based industry, manufacturing and distribution.

3.3.18 The main employment uses in Ballincollig are currently concentrated around the older business/ industrial estates on the Link Road/Leo Murphy Road, at Innismore and at the EMC² facility at Killumney to the west of Ballincollig. In recent years the modern office scheme at Barrack Square in the town centre has also become an important employment centre. Retail and service sector employment is largely based in the town centre and at the western end of the town at the Supervalu complex.

3.3.19 While EMC² has been established in the area since 1988, in recent years additional IT firms have located in Ballincollig and in total the sector now employs about 3,000 people there. EMC² have recently sought planning permission to expand their facility in Ovens, further strengthening their base in the area. The continued availability of modern office space within the town is crucial to the continued presence and expansion of the IT sector in the town. A number of sites are available to accommodate such use. The availability of good public transport links connecting Ballincollig to the city and wider city environs is also very important for businesses thinking of setting up in Ballincollig and employees seeking to work there.

3.3.20 Additional employment growth in the town is essential to underpin the sustainable growth of the population and to support an expansion of the retail base. The Cork County Development Plan 2014 promotes Ballincollig as a Cork Gateway employment location suitable for enterprise development. Enterprise development describes a broad range of economic and employment generating developments including activities such as software development, IT, university and commercial research and development, data processing and telemarketing.

3.3.21 A new area for enterprise development (BG-E-01) has been identified between the Town Centre and the Urban Expansion Area. This employment area will principally be for high quality office based employment with pedestrian and cycle links to the town centre and the new residential areas to the south.

3.3.22 Ballincollig is also very close to the proposed Cork Science and Innovation Park at Curraheen which may be an important employment location for residents of Ballincollig in the future. Improving access from Ballincollig to the Science Park via the non national road network and improved public transport is essential.

3.3.23 As the largest town in the County with plans for high quality public transport to and from the city, Ballincollig is well placed to develop as a major centre for high quality office based employment. The area to the south of the town will be close to residential areas and offers an opportunity for office development in the highest quality environment capable of attracting major national and international tenants. The challenge is to deliver a major mixed use residential and office development in parallel with public transport improvements.

3.3.24 The designation of the town as a Tier 1 employment centre in the County Development Plan 2014 and the projected growth in jobs in the town make it desirable to zone a good choice of additional land for a range of employment uses in the town.

Town Centre and Retailing

- 3.3.25 Ballincollig has a modern town centre with a large supply of retail space, although there is a significant amount of vacancy at present. The town has a strong convenience retail base with all the main multiples represented but the comparison offer is weaker, although space is available to accommodate new retailers as the economy improves.
- 3.3.26 There is significant vacancy on the north side of the Main Street, principally along the streets which form part of the Ballincollig Town Centre Development which was completed in 2007, there is also some vacancy within the Shopping Centre itself.
- 3.3.27 To the south of the main street there are opportunities for regeneration around Times Square, the retail warehouse complex behind the Cinema and at the site of the old Shopping Centre on Station Road, off Main Street.
- 3.3.28 Parking is well provided for in the town in areas close to the town centre and this allows for the provision of an attractive main street public realm.
- 3.3.29 Whilst the public realm along the Main Street was greatly improved in recent years as part of the new town centre development, the definition and quality of the public spaces south of the main street could be further enhanced.
- 3.3.30 In line with the requirements of the Retail Planning Guidelines it is proposed to define the 'Retail Core' of the town in the new Local Area Plan. The retail core is the primary shopping area.
- 3.3.31 The challenge for Ballincollig is to reduce the vacancy levels on the north side of the main street particularly in the Town Centre Development before identifying new areas for retail expansion within the town.
- 3.3.32 The Urban Expansion Area to the south of Ballincollig will require a neighbourhood centre for local retail services to the local population.
- 3.3.33 The specific town centre and neighbourhood centre zoning objectives for Ballincollig are set out in the table at the rear of this chapter.

Community Facilities

Education

- 3.3.34 Ballincollig has 4 primary schools and 2 secondary schools. There is also a special needs school, Our Lady of Good Counsel, in Innishmore which caters for children from the age of 4 to 18.
- 3.3.35 A two storey 16 classroom school for Gaelscoil Ui Riordan at Carrigrohane opened in 2011 replacing the previous premises at the western end of Ballincollig which was located on a restricted site.
- 3.3.36 Revised population targets for Ballincollig, as set out in the 2014 County Development Plan will give rise to an additional requirement for educational facilities. The new requirements at primary school level are approximately 547 additional classroom places, therefore, it is likely that a new 24 or 32 classroom school will be required in the town. This would require a 1.5-2.0 ha site to be set aside for the provision of a new primary school. At secondary school level there will be a requirement for approximately 500 new places.

These additional schools should be located in the Urban Expansion Area in the south of the town.

Healthcare

3.3.37 Mowlam Healthcare on behalf of the Health Service Executive manages a 100-bed community nursing unit in Ballincollig. The health care facility is located behind the new town centre.

Recreational and Sporting Facilities

3.3.38 Ballincollig Town is well served by a range of sports and recreational facilities most of which have been developed to a high standard. These include the GAA Club, Rugby Club, and playgrounds, Pitch and Putt Course and the Regional Park. The town also has a cemetery and lands have been identified for the extension of this cemetery.

3.3.39 Ballincollig Regional Park is the main public amenity space in the area and provides a range of facilities including surfaced paths and more informal trails, a playground, Skate Park, fitness zone and sports pitches. In addition to these formal facilities significant areas of the park comprise of natural woodland, scrub and grassland habitats giving it a natural character. Cork County Council has an ongoing investment programme for the park to upgrade and enhance facilities.

Community and Civic Facilities

3.3.40 Ballincollig lacks community facilities such as a community centre and playgrounds in the centre of the town and at the eastern end of the town.

3.3.41 This plan seeks to identify lands suitable for the construction of a new Civic centre which will facilitate community uses such as an exhibitions space concert venue and conventional community centre uses but may also house Council services such as new library for Ballincollig. A Primary Healthcare Centre will be required in the Ballincollig.

Green Infrastructure

3.3.42 The County Development Plan 2014 recognises that the extension of the Lee fields to the Ballincollig Regional Park would create a park of real regional significance. Furthermore, it is a policy of the Cork City Landscape Study 2008 to develop the Lee Fields and other areas in the city to create a network of natural heritage and recreation/open space/amenity areas by promoting linkage and accessibility and by using walkways and cycleways to connect them where appropriate.

3.3.43 In support of the CASP update and the Cork City Landscape Study, a recreational park and a riverside amenity walkway will be provided on lands within the Metropolitan Greenbelt at Carrigrohane. The proposed uses support the existing green belt policy which is 'to provide for the passive and active recreational needs of the urban populations both in the City and in Metropolitan and Ring Towns.' This park and walkway will link the existing Cork City Lee Fields linear park to the designated U-01 walk in this plan, which extends from Carrigrohane to the Regional Park and Coolroe at the western end of Ballincollig. This park will provide a significant area of active open space which will benefit the population of Cork City, Ballincollig and the wider region.

3.3.44 The specific open space, sports, recreation and amenity zoning objectives for Ballincollig are set out in tables at the rear of this chapter.

Infrastructure

Public Transport

- 3.3.45 Ballincollig is served by Bus Eireann which offers a service to the city centre, and onwards to Carrigaline, every 30 minutes on weekdays and an hourly service on a Sunday. Public transport usage is relatively low with only 10% of people working in Cork City using public transport to get to work. Improved public transport provision is proposed in the long term.
- 3.3.46 A new model for public transportation within Metropolitan Cork which includes Ballincollig is currently being developed by the National Transport Authority (NTA) and it is anticipated that this model will become operational during the lifetime of this plan. If improved public transport is to be delivered, then the new development planned for the town will need to deliver housing at appropriate densities in the areas close to the nodal points on the new transportation network.

Roads and Transportation

- 3.3.47 In general Ballincollig has good roads infrastructure, parking facilities and enjoys good access to the National Road network.
- 3.3.48 The town also has a relatively good internal road network; it is however acknowledged that as the town grows it is important that other roads are improved in order to cope with the additional traffic volumes particularly from new development areas to the south. Improvements to pedestrian facilities are also required.

During the lifetime of the plan, growth in background traffic levels, new development in the area and the need to provide additional capacity for future growth are likely to necessitate the following road network improvements:

1. Poulavone Roundabout;
2. Angler's Rest junction N22/R618 and
3. Killumney Road extension to CIT/CSIP

A traffic and transportation plan will be carried out during the lifetime of this plan.

- 3.3.49 Ballincollig will form the western terminus of the proposed N40 Cork Northern Relief Road and consideration will need to be given to safeguarding the preferred route corridor from inappropriate development, once the route has been finalised.
- 3.3.50 The town and its surrounding are relatively flat creating the opportunity to encourage walking and cycling for many local journeys where adequate infrastructure is provided. Consideration will need to be given to providing suitable pedestrian/cycle/vehicular access from the town centre and local schools to the Maglin Urban Expansion area to the south.

Water Supply

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

Waste Water

- 3.3.52 The WWTP Upgrade (Advanced Works) is completed. However upgrading of the WWTP will be required to accommodate target growth in Ballincollig. Extension/upgrading of sewers is also required to service some locations.
- 3.3.53 There are capacity issues at the west end of the village for the waste water collection system. Stormwater is an issue for the collection system which has significant surface water inflow. There is a need for stormwater separation along the collection system.

Storm water

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

Flooding

- 3.3.55 No parts of the urban area of Ballincollig have experienced flooding, however some northern parts of the town along the banks of the River Lee, located within the Ballincollig Regional Park, have been subject to recurring flood events due to the low lying nature of the lands. Parts of the Maglin Urban Expansion site are also at risk of flooding and this issue will need to be addressed as part of the preparation of the framework masterplan for those lands. There have been no unexpected flooding events within Ballincollig Town or on the Urban Expansion lands.

Cultural and Environmental Heritage

Protected Structures

- 3.3.56 There are 12 protected structures in Ballincollig, these are listed in the Cork County Development Plan 2014.

Archaeology

- 3.3.57 In Ballincollig Town there are 17 archaeological features recorded. Associated archaeology with Ballincollig Town includes the Gunpowder Mills between the town and the River Lee, the Tower House (Ballincollig Castle) to the south of the town and bawn between the town and the bypass road.

Proposed National Heritage Areas

- 3.3.58 The Lee Valley (pNHA-0094) is the only proposed Natural Heritage Area in Ballincollig.

Development Boundary

- 3.3.59 The development boundary for Ballincollig town is tightly drawn to the west, due to the presence of quarries and the N22 national primary road which places constraints on development and also creates a clear separation between Ballincollig and the nearby villages of Ovens and Kilmoney.
- 3.3.60 To the east, it is determined by the green belt (ensuring that the town does not merge with the western city suburbs), and to the north by the River Lee. To the south, the development boundary has been extended towards the N22 at Maglin, providing a strategic land reserve for properly serviced and phased residential and employment development during future development plan periods.

- 3.3.61 The lands identified at Maglin are considered broadly sufficient to accommodate the short to medium term housing requirements for Ballincollig.
- 3.3.62 The development boundary for Ballincollig includes all the areas that are the subject of specific zoning objectives. Where lands are included within the development boundary and are not covered by a specific zoning objective, a general objective shall apply. Development proposals on lands not covered by a specific zoning objective, will be considered in relation to the following:
- The objectives of the County Development Plan 2014
 - Any general or other relevant objectives of this local area plan;
 - The character of the surrounding area; and other planning and sustainable development considerations considered relevant to the proposal or its surroundings.
- 3.3.63 Development to the west is quite constrained by quarries and the N22 national primary road which creates a separation between Ballincollig and the nearby villages of Ovens and Killumney.
- 3.3.64 Generally, provision has been made to retain the undeveloped existing residential zoned areas. To the south of the town a significant area of land has been identified for a mixed use urban expansion area which will include a new enterprise park. This will be a major development not only for Ballincollig but for Metropolitan Cork with a maximum of 4,000 new housing units provided and 4,000 new jobs.
- 3.3.65 The general objectives for Ballincollig are set out to the rear of this chapter

Overall Scale of Development

- 3.3.66 Outside the development boundary, the land form part of the Metropolitan Green Belt. Here, the objectives of the Cork County Development Plan 2014 prevail, which seek to provide for rural housing needs, to prevent sprawl and to ensure a clear distinction between built-up areas and the open countryside.

Maglin-Urban Expansion Area

- 3.3.67 To provide for the lands necessary to accommodate the target population growth in Ballincollig, a significant greenfield site has been identified in the Maglin Valley, south of Ballincollig.
- 3.3.68 Designating this area as a whole for a new residential neighbourhood including the provision of business/employment lands, education and community facilities, provides an opportunity to create a sustainable new neighbourhood, allowing for the co-ordinated planning of the area's physical and social infrastructure. It is considered that comprehensive proposals are best delivered through the development of an overall master plan that co-ordinates the delivery of a infrastructure as well as providing an opportunity for the market to construct a suitable range of housing to suit the needs of Ballincollig in the future.

Overall Design Principles

- 3.3.69 In order to provide a sustainable and comprehensive design for a new neighbourhood, it is important to incorporate the requirements of the Guidelines on Sustainable Residential Development in Urban areas published by the DoEHLG in May 2009, which provides a guide to sustainable neighbourhoods as areas where an efficient use of land, high quality urban design and

effective integration in the provision of physical and social infrastructure combine to create places people want to live in.

3.3.70 The key principles in considering sustainable development on the site are as follows:

- Ensure that the proposed development provides effective connectivity (walking and cycling) to the town centre, educational and employment centres for the future residents.
- Support the achievement of high levels of modal shift by collaborating with other agencies to improve public transport services and influence patterns of employment development to support use of sustainable modes and travel by public transport.
- Ensure the provision of an appropriate housing mix, considering the changing demographic (needs of older people) and the housing market requirements for Metropolitan Cork and the requirement of the Social Housing as per the County Development Plan 2015.
- Make provision for housing density that encourages more efficient land use and infrastructure investment patterns and particularly creates conditions more favourable to the increased use of public transport.
- To achieve development areas with a distinctive character that ensures a unique, innovative and distinctive design of houses with high quality finishes and materials. They should include positive characteristics such as reference to topographical and historical features and the inclusion of individual focal points and a priority for the provision of high quality public realm.
- Make provision for major new office employment development within or near the site. The preferred option is to lands north of Killumney Road previously zoned for residential development, where there is good visibility from the road and proposed public transport networks and the potential for good links to the exiting town centre. Where business incubator and start-up facilities are not being brought forward within the town centre or within enterprise zoned lands, consideration for locating same within the site will given. Where possible, any such facilities should be located in close proximity to the proposed high frequency public transport corridor.
- Provide for at least two primary schools and one secondary school. These schools will be in central accessible locations along the main distributor road (for vehicular and public transport traffic) and along an off road pedestrian/cycleway integrated into the open space.
- Where possible provide a community centre and playgrounds with good links to the existing urban area.
- Protect and facilitate the enjoyment of Ballincollig Castle by providing a 100m buffer zone surrounding the castle. There is also a need for development to be sympathetic to the visual amenity of the castle, in particular from the N22 and surrounding residential areas.
- Provide substantial areas of open space, where possible using land not well suited to other forms of development. Where large areas of open space are provided in this way, maximise the potential for the delivery of new housing by allowing some reduction in the area of open space provided within housing developments.

3.3.71 The design concept has incorporated all the key principles outlined above.

Topography

3.3.72 The site is relatively flat with some small undulating hills. Land cover comprises highly fertile, regularly shaped fields typically of medium size and with mature broadleaf hedgerows. Agricultural use primarily involves intensive dairying as well as tillage, with numerous farms holdings throughout the site. The site is currently used for agriculture with grassland for dairying. The site is a patchwork of large fields with strong hedgerows boarding the adjoining roads and acting as strong field boundaries within.

Transportation

3.3.73 In order to provide for the integration of the delivery of key transportation infrastructure at the design stage of this development, the County Council (jointly with the NTA) has commissioned consultants to identify the appropriate transport infrastructure required to facilitate the future development of the site in its entirety and the immediate surrounding area taking account of wider development proposals throughout Metropolitan Cork. The UEA Transport Assessment is nearing completion but a number of important principles have emerged:

3.3.74 Given the proximity of the Maglin site to the existing town of Ballincollig, if walking and cycling infrastructure are provided, both on and off-site, there is the potential to reduce the extent of reliance on the private car, especially for local journeys.

3.3.75 The role of bus or other public transport services (e.g. light rail) will primarily focus on medium length journeys such as those to the City or Mahon rather than local journeys or longer distance journeys (e.g. to Little Island or Midleton)

3.3.76 The benefits of public transport can be maximised by providing a new QBC route through the site, linking key nodal points (where schools or some higher housing density could be located in addition to areas of medium density nearby).

3.3.77 High quality QBC bus services will require the delivery of integrated bus priority measures along the entire route.

3.3.78 In the medium/longer term it will be necessary to provide a road/public transport link to CSIP.

Constraints to Development

3.3.79 Parts of the site and the adjoining south eastern part of BG-R-04 have been identified as being at risk of flooding. The areas at risk follow the path of the Maglin River through the site and are illustrated on the settlement map. Government guidelines require, and it is an objective of the Urban Expansion Area that future development is avoided in areas indicated at being at risk of flooding. Development proposals in areas at risk of flooding will be assessed within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management', issued by the Minister of the Environment, Heritage and Local Government in 2009.

3.3.80 The site has a number of physical constraints in the form of a karst limestone underground caves system associated with an extensive central area at risk of flooding which forms tributaries to Maglin Stream, running west to east. Storm water drainage systems will need to be provided to manage the development. In addition to this land at risk of flooding, Ballincollig Castle requires a 100 metre protection zone which provides an opportunity for recreation and open space within the site.

3.3.81 There are limitations to the capacity of the waste water treatment plant and existing waste water sewer network in Ballincollig and any waste water from future development on this site will require pumping to its' connection to that network. Similarly, the capacity to provide adequate drinking

water to the site is limited and an additional water reservoir will need to be constructed as part of the development.

- 3.3.82 There are 8 archaeological features recorded on the site as shown on the map. There are 4 Fulacht Fia's, 2 Lime Kilns, a standing stone and a country house (Maglin House) which are all protected. Ballincollig cave pNHA 001249 is the only proposed Natural Heritage Area in the site. Most notable of the features is the Ballincollig Castle, which is a protected structure (RPS 467), and requires a minimum 100 metre buffer around the Castle. In addition a visual impact assessment is required. The Castle tower can be viewed along the N22 and it is an important landmark along this route. It is important that any proposed development does not diminish the importance of the castle in the landscape and that some of its original purpose as a look out over the surrounding landscape is maintained.
- 3.3.83 Initially these lands did not run up to the boundary of the N22. In this revised proposal the Urban Expansion Site will run up to the N22 boundary and consequently will increase in size to 220 hectares. In addition there is a site measuring 14.3 hectares to the north of the Killumney road and adjacent to the Urban Expansion Area which was previously zoned R-03 medium density residential development in the 2011 LAP but is rezoned in the current plan as a high quality Business Park for enterprise/industry and non retail commercial development as part of the Ballincollig Urban Expansion Area.

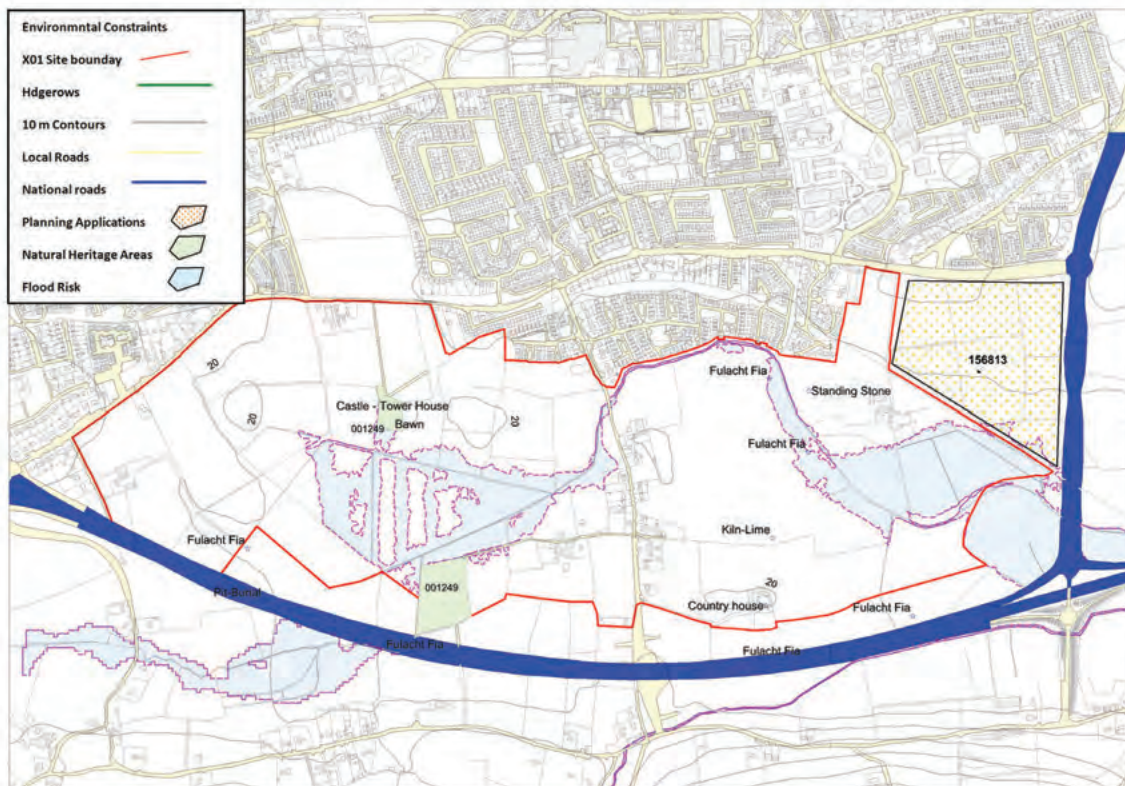


Figure 3.1: Environmental Constraints to Maglin Urban Expansion Area

Development Proposals

3.3.84 The development for this site have utilised the planning and design principles identified and focus on the provision of a mixed use neighbourhood incorporating residential, employment, community, open space and recreation, retail, traffic and transport, water services and other infrastructure. The proposals are contained in a zoning map with land use categories, land areas and specific objectives.

Residential development

3.3.85 To facilitate the delivery of housing across the area as a whole, significant transport, water and surface water infrastructure is required both on and off the site, with significant elements required at or close to the commencement of development. Ownership of the Maglin suite is fragmented amongst 13 principal landowners, and, in the absence of a single or controlling landowner it is considered unlikely that any individual landowner or developer will be able to fund and deliver the infrastructure required.

3.3.86 To overcome this difficulty, and facilitate the accelerated delivery of new housing where it is needed, the County Council is proposing to fund and construct (in two main phases) the necessary on and off-site infrastructure to facilitate the commencement of development largely within individual land ownerships. Two main infrastructure bundles are proposed. The County Council's intention is to commence with the delivery of Bundle 'A' in order to secure road, water, and waste water connections. The County Council's infrastructure proposals include the construction of on-site spine roads (including the provision of water, waste water and surface water infrastructure), off-site road and transportation infrastructure and pumping stations and connecting sewers to link the site to the appropriate Irish Water or other external infrastructure. The County Council has recourse to its statutory powers to assist in the process of land acquisition, if necessary. The County Council will recoup this investment from individual developers through the provisions of Section 47, 48 and 49 of the Planning & Development Acts 2000 as the overall development progresses.

3.3.87 Once Infrastructure Bundle 'A' is completed, the County Council will consider the options for the delivery of Bundle 'B' which could include delivery either by the County Council or private sector developers.

3.3.88 The County Council's Housing Infrastructure Implementation Team is already in discussion with landowners and developers. Funding sources have been identified and the design process in relation to specific infrastructure projects has commenced and the aim is to achieve a start on site in 2018.

3.3.89 Where a development objective requires a developer to provide particular infrastructure or amenities in addition to the items referred to in Table 3.1 below, then an appropriate off-set will be considered in relation to the contributions payable.

3.3.90 The core on-site infrastructure, necessary for housing development to commence, on the site will be delivered in three phased bundles as follows;

Table 3.1 Ballincollig (Maglin) Urban Expansion Area Proposed On-Site Infrastructure Programme Delivery Agency: Developer/Cork County Council			
On-Site Infrastructure Bundle	Key projects	Notes	Delivery Programme
A	Eastern Spine Link Road A* (Killumney Road (E) to Maglin Road)	To include water and waste water networks and surface water disposal network	Proposed initial infrastructure bundle Delivery of Bundle 'A' will facilitate development on the following zones: BG-R-04 BG-R-09 BG-R-10 BG-R-08 BG-C-04 BG-O-06, BG-O-07.
	Waste Water pumping station and rising main to existing Irish Water Infrastructure		
	Drinking water connection to IW infrastructure		
	Delivery of phase 1 of surface water management system		
B	Western Spine Link Road B* (Maglin Road to Killumney Road (W))	To include water and waste water networks and surface water disposal network	Delivery of this infrastructure bundle is not proposed to commence until after the delivery of Bundle 'A' Delivery of Bundle 'B' will facilitate development on the following zones**: BG-R-11 BG-R-12 BG-R-13 BG-R-14 BG-R-15 BG-C-02 BG-C-03
	Maglin Road re-alignment		
	Delivery of phase 2 of surface water management system		
	Development of Open Space Areas (East & West)		
<p>*Access to serve individual dwellings will not be permitted. New access will be to estate roads only</p> <p>**Development of zones linked to Infrastructure Bundles 'B' may commence in parallel with the delivery of infrastructure bundle 'A' if the following can be secured: Appropriate connections to water services infrastructure and surface management systems; and Relevant on/off site road infrastructure.</p>			

3.3.91 In order to promote the accelerated delivery of housing through the development of the Maglin site, the phasing arrangements proposed are flexible, depending only on the delivery of the relevant supporting infrastructure. The County Council's On-Site Infrastructure Programme (described above) will regulate the timing of the commencement of development on particular parcels of zoned land. In addition there is also a need to regulate the overall delivery of housing on the site to the delivery of particular off-site infrastructure and this is proposed as follows:

Table 3.2 : Ballincollig (Maglin) Major Urban Extension Proposed Off-Site Infrastructure Programme Delivery Agency: Cork County Council		
Development Phase	No of Housing Units	Off-Site Infrastructure Project
Phase 1	Up to 1,500	Killumney Road Upgrade – Phase 1 (East)
		Walking/Cycling Network (Phase 1) <ul style="list-style-type: none"> • Ballincollig Link Road • Station Road
Phase 2	1,500 – 3,600	Killumney Road Upgrade – Phase 2 (West)
		Maglin Road Roundabout*
		Maglin Road re-alignment
		Walking/Cycling network (Phase 2) <ul style="list-style-type: none"> • Muskerry Estate • Flynn’s Road
*To be completed prior to the occupation of housing on zone BG-R-11		

Water Services

3.3.92 Water Supply – Drinking water is sourced from Inniscarra Dam and there is capacity for this development to be supplied using the existing network. A storage reservoir is proposed at Ballynora to serve the town as a whole.


3.3.93 Wastewater Treatment - The topography of the Maglin site falls west and it is proposed that most of the on site collector sewers will flow by gravity to a pumping system that would be connected to existing Irish water infrastructure.

3.3.94 The waste water treatment plant in Ballincollig will require upgrading during the lifetime of the development.

Regeneration Areas

3.3.95 This plan identifies an area of Ballincollig which is currently identified as Town Centre but merits additional guidance in the event of the opportunity to redevelop them arises during the term of this plan.

Table 3.3: Ballincollig Regeneration Area

Regeneration Area	Number and Description
	<p>BG-RA-01 Main Street South/Time Square</p> <p>Area extending from Carrigdena/Main Street Junction at the Eastern End of the Town Centre to the Filling Station in the Western End and southwards to the Westside Retail Park, encompassing the Village Shopping Centre and Time Square. Seek redevelopment of backlands area from Main Street and reduction of dead frontage onto Time Square and adjoining Street.</p> <p>Create enhanced pedestrian and connectivity by removal of steps and embankments and installation of traffic calming through shared surfaces across car parking areas, improvements to street lighting, paving surfaces and increased street furniture.</p> <p>There is scope within this area for the provision of a new Civic centre for Ballincollig accommodating a number of functions including exhibition/performance space, public library and other council services.</p>

General Objectives

3.3.96 The following objectives apply to all development proposals for Ballincollig. Development within this area must comply with the General Objectives as set out in the table below.

Local Area Plan Objective General Objectives for Ballincollig	
Objective No.	
BG-GO-01	<p>Population and Housing</p> <p>Secure the development of 4,033 new dwellings in Ballincollig between 2017 and 2022 in order to facilitate the sustainable growth of the town's population from 17,368 in 2011 to 23,805 in 2022.</p>
BG-GO-02	<p>Population and Housing</p> <p>Secure the delivery of the Maglin Urban Expansion Area and supporting infrastructure including water services through a progressive implementation programme.</p>
BG-GO-03	<p>Community Facilities</p> <p>Identify lands for and secure the delivery of a new Civic Centre for Ballincollig</p>
BG-GO-04	<p>Cycling and Walking</p> <p>Implement the provisions of the Metropolitan Cycling Strategy.</p>
BG-GO-05	<p>Public Transport</p> <p>Support the progressive improvement in public transport linkages between Ballincollig and Cork City and support the improvement of public transport services within the town.</p>
BG-GO-06	<p>Enterprise</p> <p>Create a new employment area to the south of town with synergy and linkages to new employment areas on the Western End of the town.</p>
BG-GO-07	<p>Flood Risk</p> <p>All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. In particular, a site-specific flood risk assessment will be required as described in objectives FD1-4, 1-5 and 1-6.</p>
BG-GO-08	<p>To preserve and protect the archaeological and architectural heritage which contributes to the character of an area and is intrinsic to its identity and sense of place in accordance with the Heritage objectives (HE3-1-5 & HE 4-1-5) of the County Development Plan 2014. This includes formal vernacular, industrial, civic, ecclesiastical, maritime and underwater heritage and features such as historic boundaries, gate piers, street furniture and landscapes.</p>

Specific Objectives

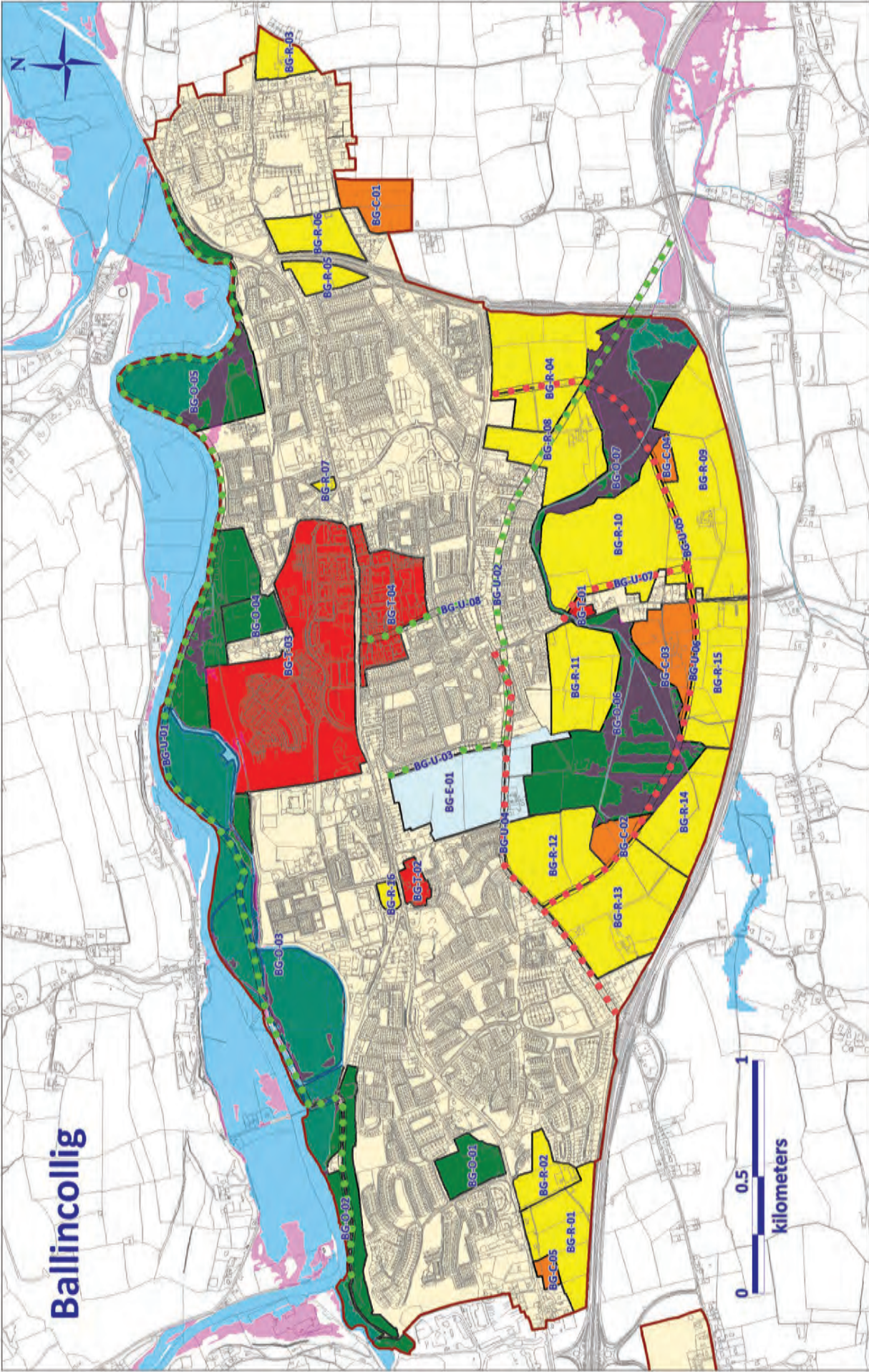
3.3.97 The following specific development objectives apply to Ballincollig. Development proposed in these areas must comply with the General Objectives preceding.

Local Area Plan Objective Specific Development Objectives for Ballincollig		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.	Residential	Approx. Area (Ha)
BG-R-01	Medium A density residential development. Access is to be provided from the R-618. There will also be a requirement to provide a public footpath along the public road. Noise attenuation measures should be provided along the southern boundary with the N22.	11.8
BG-R-02	Medium A density residential development including a detailed landscaping proposal.	4.6
BG-R-03	Medium A Density Residential Development.	3.66
BG-R-04	Medium A density residential development on a phased basis. Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 3.1 and 3.2. Noise attenuation measures should be provided along the boundary with the N22.	18.9
BG-R-05	Medium A density residential development. As part of the Cork Northern Ring Road Scheme (Western Section) there will be a requirement for a buffer zone to accommodate road widening at this location. Noise attenuation measures should be provided along the boundary with the N22.	3.2
BG-R-06	Medium A Density Residential Development As part of the Cork Northern Ring Road Scheme (Western Section) there will be a requirement for a buffer zone to accommodate road widening at this location. Noise attenuation measures should be provided along the boundary with the N22.	5.8
BG-R-07	Medium A Density Residential Development.	0.46
BG-R-08	Medium A Density Residential Development.	12.25
BG-R-09	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.1 and 3.2	26.2
BG-R-10	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.1 and 3.2	24.95

Local Area Plan Objective Specific Development Objectives for Ballincollig		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.	Residential	Approx. Area (Ha)
BG-R-11	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.1 and 3.2	13.62
BG-R-12	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.1 and 3.2	12.8
BG-R-13	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.1 and 3.2	19.8
BG-R-14	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.1 and 3.2	10.9
BG-R-15	Medium A Density Residential Development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.1 and 3.2	13.8
BG-R-16	Medium A Density Residential Development	0.6
Business		
BG-E01	Development of a high quality Business Park for enterprise/industry and non retail commercial development as part of the Ballincollig Urban Expansion Area	14.3
BG-E02	Development of a high quality Business Park for enterprise/industry and non retail commercial development as part of the Ballincollig Urban Expansion Area	4.2
Town Centre		
BG-T-01	Neighbourhood Centre Uses	3.0
BG-T-02	Neighbourhood Centre Uses	0.71
BG-T-03	Completion of the Ballincollig Town Centre' (former Murphy Barracks) site for town centre uses. The redevelopment of vacant properties for office based activities including incubator units and start ups will be considered in this area.	49.0
BG-T-04	Enhancement and regeneration of the existing town centre. See BG-RN-01. The redevelopment of vacant properties for office based activities including incubator units and start ups will be considered in this area.	12.5

Local Area Plan Objective Specific Development Objectives for Ballincollig		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.	Residential	Approx. Area (Ha)
Community		
BG-C-01	Cemetery extension.	6.0
BG-C-02	Provision for a Primary School	2.96
BG-C-03	Provision for a Secondary School	7.72
BG-C-04	Provision for a Primary School	1.5
BG-C-05	Provision for a Primary School	1.5
Utilities		
BG-U-01	Develop and maintain pedestrian walkway from Coolroe to Carrigrohane.	-
BG-U-02	Proposed cycleway.	-
BG-U-03	Greenway	-
BG-U-04	Upgrade Killumney Road	-
BG-U-05	Construct Eastern Link Road	-
BG-U-06	Construct Western Link Road	-
BG-U-07	Maglin By-Pass	-
BG-U-08	Pedestrian/Cycle green route	-
Open Space, Sports, Recreation and Amenity		
BG-O-01	Protection of existing Rugby Club and open space areas to the east of the pitches.	4.8
BG-O-02	Active open spaces for informal public recreation including the provision of an amenity walk along the river bank.	14.03
BG-O-03	Protection of the Regional Park, playing pitches and amenity walks.*	53.9
BG-O-04	Protection of existing playing pitches.	4.06
BG-O-05	Active open space for informal public recreation with the option for a small portion of housing and associated open space on the south western section of the site. As part of the development of this site provision shall also be made for an amenity walk along the	18.9

Local Area Plan Objective Specific Development Objectives for Ballincollig		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.	Residential	Approx. Area (Ha)
	river bank. *	
BG-O-06	Provision of open space and recreation park to include a mix of active and passive open space. This park provides a protection area for the Ballincollig Castle and a visual envelope over the adjacent residential areas. *	32.8
BG-O-07	Provision of open space and recreation park to include a mix of active and passive open space. *	25.0



3.4 Carrigaline

Vision and Context

3.4.1 Under the Cork County Development Plan 2014 Carrigaline is defined as one of nine Metropolitan Towns within the Cork Gateway. 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 green belt setting while maintaining its distinctiveness as a self contained Metropolitan Town with improvement of the town centre and the town's residential amenities.

Strategic Context

3.4.2 Carrigaline is a Metropolitan Town within the County Metropolitan Strategic Planning Area and has experienced a significant amount of development in recent years. The objective for Carrigaline is set out in TCR 4-4 of the County Development Plan 2014 where the stated aim is to support the vitality and viability of the metropolitan towns and to ensure that such centres provide an appropriate range of retail and non retail functions to serve the needs of the community and respective catchment areas, with an emphasis on convenience and appropriate comparison shopping.

3.4.3 Carrigaline is divided between two Municipal Districts but for the purposes of this plan is being treated as one area. This section is also replicated in the Bandon/Kinsale MD Local Area Plan.

Local Context

3.4.4 Carrigaline is situated 13 km south of Cork City and is separated from the city suburbs by open green belt. Carrigaline has a distinctive identity as a thriving Metropolitan Town with a strong village character, unique setting, history and community spirit. It is located at the mouth of the Owenboy River and at the Head of the Owenboy Estuary which forms part of Cork Harbour. The estuary itself is of considerable scenic beauty and is designated part of an extensive area of high value and much of it is a proposed Natural Heritage Area. The landscape is dominated by the River and Estuary and gently rolling hills to the North and South of the Town.

3.4.5 To the west of the town, the flood plain, of the Owenboy River and the steep hills that form its valley, limit the potential for expansion. The area to the south of Carrigaline is ultimately constrained by steep hills forming the valley side.

3.4.6 The location of the settlement in the heart of the Metropolitan Area has made Carrigaline an important residential alternative to Cork City and its Environs, most notably Douglas. The towns setting adjacent to Cork Harbour and a designated scenic landscape provide excellent opportunities to create a high quality living environment.

3.4.7 Housing in recent years has been provided in the form of large housing estate developments which, while often suburban in character, have introduced diversity to the housing mix in the town, catering for all age groups and stages in the lifecycle. This enhanced choice in housing is particularly important for a rapidly expanding settlement like Carrigaline, where the need to maintain mixed communities is an essential element in maturing a neighbourhood and creating a sense of integration between the established and new communities.

Planning Considerations and Proposals

Population and Housing

- 3.4.8 The County Development Plan 2014 established a population target of 17,870 for Carrigaline representing growth of just over 3,000 people on Census 2011 figures (14,775). This level of population growth will give rise to a growth of 2,138 households with a requirement to provide an additional 2,422 dwelling units in the period up to 2022. Data indicates that between 2010 and 2015, 130 dwelling units were constructed or are under construction on zoned land in Carrigaline.
- 3.4.9 Over the lifetime of this plan, it is envisaged that the town of Carrigaline will experience some moderate growth. This future growth will occur within the existing development boundary and will primarily focus upon the redevelopment and rebalancing of the Town Centre, the completion of existing planning permissions and the commencement of housing construction at Shannonpark.
- 3.4.10 Sufficient land will need to be provided to accommodate a target population of 17,870 people, an increase of 3,095 people on 2011 population levels. As outlined above, given the level of growth that has occurred since 2011 it is estimated that an additional 2,380 dwelling units, including unimplemented planning permissions, will need to be provided to cater for this level of growth. Having zoned additional land for residential development in the south of Carrigaline, there is capacity to provide for 2,346 dwelling units including just over 1,000 units which will be accommodated on lands zoned CL-R-11 to CL-R-17 to the north of the town.

Employment and Economic Activity

- 3.4.11 The 2011 Census data analysis available for Carrigaline includes Ringaskiddy within its study area. The number of employees rises to 7,521 within this enlarged geographical area. An analysis of POWSCAR 2011 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%). In the past, agriculture, pottery and food processing were the main sources of employment in Carrigaline.
- 3.4.12 In recent years, industrial development has become the main employment activity in Carrigaline. The principle area for industry and enterprise development is to the south-east of the town. In the 1970's, Biocon (now Quest) established a local Biochemical Industry at Crosshaven Road. Kilnaglery Industrial Park and Carrigaline Industrial Park both situated on the Crosshaven road contain many large companies such as Pepsi and locally owned West Building Products. The establishment of large stand alone industrial plants such as Pfizer, GlaxoSmithKline and Novartis at Ringaskiddy have also provided a significant amount of employment for Carrigaline residents.

Town Centre

- 3.4.13 Carrigaline has a wide retail offering including a shopping centre, three large convenience stores (Super Value, Dunne's Stores and Lidl), a co-operative store, a hotel, a number of pharmacies and a relatively wide range of other comparison shops.
- 3.4.14 The town also has a wide range of services including a Garda station, a fire station, two churches, doctor and dentist surgeries, banks and a library.
- 3.4.15 Currently the main convenience anchor stores are provided by Supervalu within the town core along with Dunne's 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 connectivity between the Main Street and the edge of town anchor stores by the provision of new pedestrian links and a new pedestrian bridge.

- 3.4.16 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 units 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.
- 3.4.17 To strengthen the retail service in the town this plan considers that the best approach is to focus future expansion close to the main street. The 2011 LAP designated a large area of backlands to the west of the Main Street as Town Centre which incorporates part of the existing retail core and this remains undeveloped. This plan 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 road which should focus on providing a more pedestrian friendly streetscape within the inclusion of a new community focused public space at the heart of the town, wider pavements, rationalized on-street parking and a more coherent approach to signage, shopfronts and utilities.
- 3.4.18 Apart from recent new convenience stores (Dunne’s 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.
- 3.4.19 There is one site for Town Centre within the current plan. 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 CL-T-01 site.
- 3.4.20 The consolidation and improvement of the town centre of Carrigaline is one of the most important elements of this plan.
- 3.4.21 Despite rapid development over recent years, the town retains a strong identity. The expansion of the town centre will add to the range of shops, services and employment opportunities whilst reducing any potential leakage in the trade to the large established shopping areas in Cork City or Douglas, in turn improving the overall quality of life in the town and discourage unnecessary journeys by car.
- 3.4.22 It is considered essential to the continued vitality of the town that the established town centre should continue to be the focus of retail and commercial activity. The construction of an inner relief road, immediately to the west of the existing town centre, will provide a framework for this expansion and consolidation while contributing to the relief of traffic congestion on the main street. The provision of access to CL-T-01 will be dependent on the delivery of this inner western relief road. The completion of this road, the main streetscape proposals, general road improvements and the public realm requirements outlined in previous sections when implemented will add greatly to the town centre environment.

Community Facilities

- 3.4.23 The town has a very strong sense of identity which places the community at its heart. The community association is extremely active running many community initiatives such as the tidy towns, the Carrigaline youth club and new youth cafe, the community complex and the upkeep of the community park.
- 3.4.24 The community park is located on the eastern side of the town and is ideally located at the Head of the Owenabue Estuary. This public facility includes a playground for children of all ages including a basketball court, 5 a side soccer for teenagers, the community complex (which has plans for redevelopment), the Naionra community pre-school, the outdoor gym and the park itself.
- 3.4.25 The town has a number of education facilities with five primary schools which include Carrigaline Educate Together National School, Gaelscoil Carraig Ui Leighinn, St. Mary's Church of Ireland School, St. John's girl's national school and Scoile Mhuire Lourdes boy's national school. The town also has a very successful co-educational secondary school. It should be noted that due to the town's large population new educational facilities will be required and are being added as there is very little room for the current facilities to expand.
- 3.4.26 New schools are also proposed to the North West of the town and in the Urban Expansion Area at Shannonpark and it is vital connectivity for pedestrians and cyclists is provided between these new schools and existing and proposed residential areas.
- 3.4.27 Carrigaline has upwards of fifty clubs and societies. The hurling and football club which was founded in 1889 has recently expanded, with new pitches and club house, while Carrigaline Soccer club have a facility on the Ballea Road with pitches and a Clubhouse. Both the GAA club and the Carrigaline Soccer Club cater for over 300 young people over the ages of six. Other notable clubs and societies are rugby, basketball, tennis, gymnastics and the Lions club.

The County Council will support the provision of new and improved facilities for sports and recreation during the lifetime of the plan, as the need arises.

- 3.4.28 Planning permission has also recently been granted for the Carrigaline Men's Shed on a site off Church Road. In addition Cork County Council will facilitate and support additional community facilities in Carrigaline.
- 3.4.29 One facility which is lacking in Carrigaline is a Primary Healthcare Centre. It is considered that the desirable location for any future primary healthcare facility should be in or adjoining the town centre.

Traffic and Transportation

Road Network

- 3.4.30 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 CATS will be required as soon as practicable and this should also reassess the proposal for the Western Outer Relief Road.

- 3.4.31 The underlying goal for Carrigaline town centre is that provision should only be made for traffic that is essential to the economic survival and development of the Main Street and its environs. In this context, the maximum space is retained for core activities and the highest possible level of amenity for pedestrians and cyclists.
- 3.4.32 The construction of an inner relief road, immediately to the west of the existing town centre, will help relieve traffic congestion on the main street, but, it will also provide a framework for the expansion and consolidation of the town centre itself. This will involve the regeneration of existing opportunity sites which may include the Owenabue car park.
- 3.4.33 The proposed parking strategy for Carrigaline town centre is based on adopting a more efficient approach to parking management in order to maximise use of spaces. The promotion of convenient off-street parking locations as part of a 'Park and Walk' initiative will be developed in the town.
- 3.4.34 The Carrigaline Area Transportation Plan identified the need for an Outer Western Relief Road. This will provide an alternative means of accessing the national road network from Carrigaline. It will also bring significant traffic relief where it is needed i.e. along the Main Street, Ballea Road and Church Road in the town centre area, and also along the R611 Cork Road.
- 3.4.35 Over the lifetime of the Plan Cork County Council will review traffic route options within the town and in this context the lack of connectivity between the western and southern relief roads will be examined.
- 3.4.36 The N-28 National Primary route links Ringaskiddy to Cork City and onwards to the wider regional and National road network. It is proposed to construct a new M28 Motorway from Cork to Ringaskiddy from the existing N28 N40 Bloomfield interchange on the South Ring Road to Ringaskiddy village. The new road will remain online using the existing N28 from the Bloomfield interchange to Carrs Hill and from there the route will go off line to the west of the existing N28 passing between the existing Shannonpark roundabout and Carrigaline. From there the route will pass to the south of Shanbally and Ringaskiddy villages where it will terminate at the new Port of Cork facility at Ringaskiddy. The M28 Motorway will pass through the following zoned land RY-I-03, RY-I-04, RY-O-03, RY-O-4, RY-I-10, RY-I-14, RY-I-15, RY-O-03, O-04, O-06, O-07 and O-08. On these zoned lands this will result in severance of strategic land banks and Cork County Council will engage with all relevant parties to future optimise and maximise the large amount of land zoned for Industry at this location.
- 3.4.37 The new motorway will have a greater capacity particularly for freight vehicles making journeys to and from the port. The development of this road scheme is being promoted by Cork County Council and is funded by Transport Infrastructure Ireland (TII). It is critical that the M28 project be finalised as quickly as possible in order to bring certainty and assurance of commitment to existing and future investment in the Ringaskiddy area. This planned upgrade represents an important catalyst for the economic development of Cork and the South-West region.

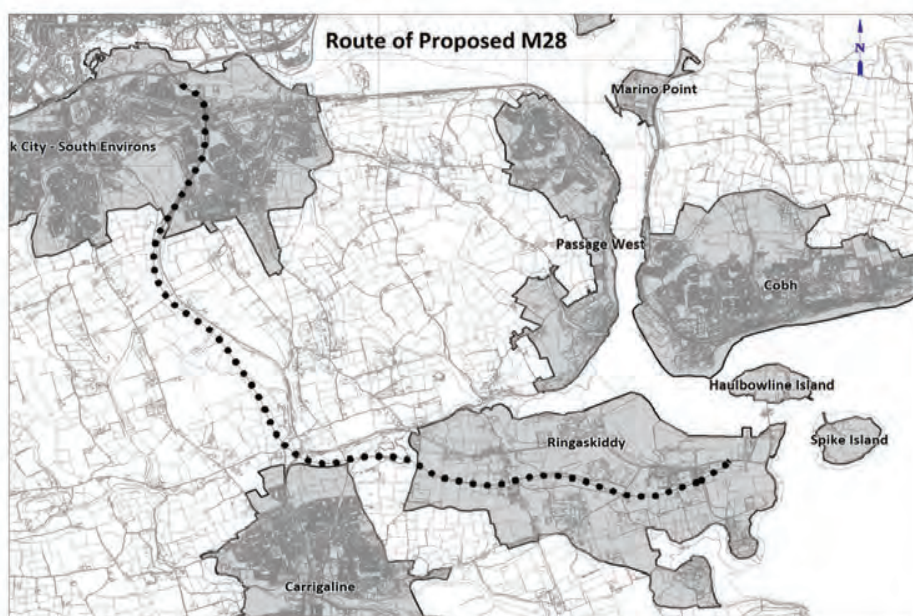


Figure 3.2: Route of proposed M28

Public Transport

3.4.38 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 Ballincollig, Cork City, and C.I.T. and to Crosshaven and Fountainstown. A public transport facility is proposed on the (CL-U-09) lands. There is no bus service 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. During the lifetime of this plan Cork County Council will facilitate and support any public transport improvements between Carrigaline, Ringaskiddy and Passage West.

Walking and Cycling

3.4.39 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.

3.4.40 This Plan recognises the future potential of linking existing shared-use walking and cycle routes or greenways which exist in Carrigaline.

Water Services

Water Supply

3.4.41 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

3.4.42 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.

Surface Water

3.4.43 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

3.4.44 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.

Environment and Heritage

3.4.45 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. A Greenway 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 (CL-U-05).

3.4.46 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.

3.4.47 The Plan should 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.

Landscape & Visual Amenity

- 3.4.48 In terms of Landscape type Carrigaline almost entirely lies within the 'Indented Estuarine Coast', an area of very high landscape value, very high sensitivity and an area of national importance. Its character area is designated as 'Incised Patchwork and Wooded Estuary with Mudflats and Islands'.
- 3.4.49 In terms of landcover, fertile soils predominantly of brown podzolics allow the undulating landscape to be farmed relatively intensively. Fields of moderate size gently rise and fall with the topography, creating a patchwork further articulated by bounding broadleaf hedgerows of generally low height as well as post and wire fencing.

Protected Structures

- 3.4.50 There are 6 structures in or in close proximity to Carrigaline which are entered on the current Record of Protected Structures.

Nature Conservation Areas

- 3.4.51 There are two conservation designations which directly impact on Carrigaline, namely, Cork Harbour Special Protection Area (SPA-004030) and the Owenboy proposed Natural Heritage Area (pNHA 001990).

Archaeological Heritage

- 3.4.52 The town contains a number of archaeological monuments which reflect the historic significance of the area. These are awarded protection under national legislation and policies contained in the County Development Plan 2014. All known archaeological sites and their setting within the development boundary shall be protected in line with the objectives outlined in the County Development plan 2014.

Water Quality

- 3.4.53 The Owenboy River flows east to west through Carrigaline Environs and discharges into Cork Harbour. The water quality of the Owenboy River is designated as poor and it is an objective of the South West River Basin District Management Plan to restore this water body to good status by 2021. As well as this, untreated wastewater currently discharges from Carrigaline Town directly into Cork Harbour and the absence of an urban wastewater treatment plant is contributing to only moderate water quality recorded in the Harbour. The delivery of the Lower Harbour Sewerage Scheme which is presently under construction is crucial to achieving improvements in water quality in the harbour.

Development Boundary

- 3.4.54 The development boundary of Carrigaline is determined, to the west and north, by the green belt (ensuring that the town does not merge with the southern city suburbs), and to the east by the Owenabue Estuary. To the south, the development boundary is set against a tributary of the Owenaboy River which forms the natural boundary to accommodate the planned expansion of the town.

The hills which bookend the town also forms a physical barrier to development beyond the development boundary.

- 3.4.55 Outside the development boundary, the land forms part of the Metropolitan Greenbelt. Here, the objectives of the Cork County Development Plan 2014 are to retain the open and rural character of lands between and adjacent to urban areas, maintain the clear distinction between urban areas

and the countryside, to prevent urban sprawl and the coalescence of built up areas, to focus attention on lands within the development boundary which are zoned for development and provide for appropriate land uses that protect the physical and visual amenity of the area.

- The objectives of the County Development Plan 2014;
- Any general or other relevant objectives of this local area plan;
- The character of the surrounding area; and
- Other planning and sustainable development considerations considered relevant to the proposal or its surroundings.

Shannonpark Urban Expansion Area

3.4.56 The principal site for accommodating the substantive part of the residential growth envisaged in Carrigaline is the site to the north of the town and to the south of the Shannonpark Roundabout which was zoned for urban development in the October 2007 amendment to the 2005 Carrigaline Local Area Plan. The amendment made provision for the preparation of a master plan for the area, which comprises a total site area of 44 hectares with two owners.

3.4.57 The Masterplan was proposed and adopted as an amendment to the 2011 Carrigaline Local Area Plan in December 2015.

Site Location and Size

3.4.58 The Urban Expansion Area (UEA) is located mainly to the north of the town along the main Cork Road (R611) and is adjacent to the Shannonpark Roundabout and the N28 road to Ringaskiddy. A small portion of the land in the north will be cut by the proposed re-alignment of the N28 to create the M28 motorway to Ringaskiddy. The eastern boundary of the site is the Fernhill Golf Course. The whole lands are gently sloping northwards to a valley that runs east west through the site, thereby giving opportunity for drainage and open space. Primarily the lands are composed of hedgerow-enclosed farmland being interspersed with a number of derelict farm houses and outbuildings.

3.4.59 The site is composed of grazed & planted agricultural lands with hedgerows acting as larger field boundaries. The fields in the lower lying areas are generally meadows, which are moderately saturated. Some of these fields are wet grassland with reeds and marshy type grasses. The planted fields are generally up on the higher levels. The hedgerows are shrub dominated (gorse and bramble) with sporadic trees (hawthorn and ash). There are also some mature tree masses along the hedgerows on the eastern part of the site and along the old railway line. Along the watercourse in the lower fields on the western part of the site, there are some fine linear tree masses.

Environment

Appropriate Assessment and Strategic Environmental Assessment

3.4.60 A Strategic Environmental Assessment of Shannonpark was undertaken and the results from the SEA process were fully considered and integrated into the preparation of the Masterplan.

3.4.61 A Habitats Directive Assessment Screening was undertaken in accordance with the requirements under the EU Habitats Directive and EU Birds Directive and section 177 of the Planning and Development (Amendment) Act 2010.

Architectural Heritage

3.4.62 Ballyhemiken Bridge located on the Rock Road is listed on the National Inventory of Architectural Heritage. The bridge is located on the Rock Road and is a former railway bridge. It is a triple-span red brick road bridge, built in 1903, spanning the former railway line. Square-headed arches, having coursed red brick piers with rock-faced limestone quoins. Cast-iron girder and concrete deck to flat arch, with English bond red brick parapets having tooled limestone coping stones. It is a reminder of the scale of the railway network which once crossed the country.

Ecology

3.4.63 A preliminary Ecological Appraisal of the Shannonpark site was carried out in January 2015. The purpose of the appraisal was to assess the baseline ecological conditions for each site, to identify the key ecological resources to be retained and where necessary identify the scope of further ecological surveys. While the site is connected ecologically to the Cork Harbour (via Glounatouig stream), it is suitable for development because it has largely agricultural habitats that are widespread. The report has identified some area of greater sensitivity, it has recommended a number of additional surveys to be undertaken before development can take place:-

- A mammal survey to assess potential for a badger sett, presence of otter Holts
- A bat survey in the tree line along the Glounatouig stream
- A freshwater aquatic survey to assess the quality of water for vegetation, fisheries and other fauna
- Retain existing tree lines and hedgerows where possible (specify types of trees)
- Provide green spaces and/or corridors within the site to maintain habitat connectivity

Archaeology

3.4.64 The record of Monuments and Places (RMP) is a record compiled with the National Monuments Act 1994. It provides a list of all known archaeological monuments and places of interests. There is only one RMP on the site within the boundaries of the Shannonpark lands, A Fulacht Fia (Co 087-115) in the townland Carrigaline Middle.

3.4.65 One of the landowners commissioned a draft Flood Risk Assessment for the lands and the recommendations are included in the residential development objectives. The Council agreed that the draft Flood Risk Assessment for the lands would form the basis of a flood risk map for the area covered by the assessment. Consequently the layout design of the site reflects the land potentially at risk of flooding and these lands have been zoned as open space/amenity on the site.

3.4.66 The existing flood maps in the 2011 Local Area Plan relate to flood risk maps prepared by the OPW and JBA. Since 2011, the OPW have produced Preliminary Flood Risk Assessment Maps (PFRA) for Cork and the entire Shannonpark site has been mapped. There is a pluvial flood risk identified through the PFRA and the OPW have advised that any future development on land affected will require a more detailed Flood Risk Assessment (FRA) as required by the Flood Risk Guidelines.

Transportation and Road Network

3.4.67 A Transport Assessment was prepared on the Shannonpark lands in May 2014 in accordance with the NRA Traffic and Transport assessment Guidelines to examine the transport impact of the proposed development on the local road network in the future.

3.4.68 The assessment identified that the provision of between 150-200 houses in phase 1 of the Shannonpark Masterplan will not have a significant impact on prevailing traffic conditions, however it should be noted that delays and queues will be evident at the Shannonpark Roundabout and at the various roundabouts located along the R611.

150-200 houses

3.4.69 The transport assessment demonstrated that the development of 150-200 houses could proceed as part of Phase 1 subject to improvements as detailed below to the Shannonpark roundabout prior to the development commencing on site. The same infrastructure requirements apply to Phase 3 if it commences first. It is recommended that the following improvements are undertaken by the developer before development commences:

- A two-lane approach to the Shannonpark Roundabout from Ringaskiddy. This additional lane of around 70m will serve both left turning and right turning traffic. This will improve conditions at this location. However, as noted above the roundabout will remain at over capacity into the future both with and without the proposed development.
- Provision of two exiting northbound lanes to Cork that merge prior to the L6469 local road, Carrig Na Curra Junction.
- The construction of a short southbound left-turning lane for the Shannonpark Masterplan site on the R611. This left-turning lane should be approximately 25m in length.

3.4.70 Further development beyond 200 houses is likely to give rise to significant impacts on the Shannonpark Roundabout. An initial assessment of 300 houses showed congestion along the R611 increasing and that the resultant queues from the roundabouts along the R611 and the signalised junction at Carrig na Curra had the potential to impact on the operation of the Shannonpark Roundabout. The following infrastructure is required for the development of additional housing at Shannonpark.

Between 200-500 houses

- An additional 60m long southbound lane to serve both left turning and straight ahead traffic approaching the Carrig na Curra junction from the north;
- The provision of a 240m long merging lane to the south of the junction,
- The conversion of the existing left only lane from the south into the Carrig na Curra housing estate to serve both left turning and straight ahead traffic and the conversion of the existing straight ahead lane to a right turn lane serving the Shannonpark Masterplan site. This realignment of traffic lanes is to facilitate the provision of two southbound straight ahead lanes from the north,
- And a planning application for the upgrade of the Shannonpark roundabout or M28 junction improvement at Shannonpark.

Up to 1000 houses

- The provision of a 100m southbound lane to serve both left turning and straight ahead traffic approaching the Carrig na Curra junction from the north;
- The provision of a 240m long merging lane to the south of the junction;
- The conversion of the existing left only lane from the south into the Carrig na Curra housing estate to serve both left turning and straight ahead traffic and the conversion of the existing straight ahead lane to a right turn lane serving the Shannonpark Masterplan site. This realignment of traffic lanes is to facilitate the provision of two southbound straight ahead lanes from the north;
- The provision of a second access to the Shannonpark Masterplan site from the Rock Road.

- 3.4.71 The Transport Assessment (TA) outlined the total infrastructure requirements for the provision of up to 1000 houses. For the benefit of constructing the traffic model 0-200 houses and 200-500 houses and upwards to 1000 houses were tested. The conclusion of the model detailed a list of infrastructure that is required to facilitate the development. The network improvements relate to the Shannonpark roundabout and the R611 and it would be preferable that the upgrades to the R611 are completed as early as possible to minimise disruption and to reduce costs.
- 3.4.72 In the longer term and to facilitate the Shannonpark Masterplan and the development of services within the Carrigaline area, improvements within the town centre will be required which will both manage the demand to travel by car and provide additional transport capacity to support additional trips within the town.

Development Vision and Principles

- 3.4.73 The overall vision for the development of these lands at Shannonpark is informed by the 2011 Carrigaline Local Area Plan X-01 Zoning Objective. All informing decisions for the Shannonpark development should be assessed within the context of this stated vision:
- 3.4.74 *“The development of the site that will optimise the site’s development potential in a manner that will be socially, environmentally and economically sustainable delivering a high quality, mixed-use development that is in accordance with the Carrigaline Electoral Area local Area Plan X-01 Zoning objective and that provides optimum opportunity for non-private car transport use. This will ensure the creation of a new residential quarter in the town of Carrigaline which will be attractive place to live for people from all walks of life”.*
- 3.4.75 A set of principles will detail the formulation and guidance of the Shannonpark site under the headings of housing, urban design, transport and mobility, green infrastructure community uses, business uses water services and flood risk.

Master Plan Concept

- 3.4.76 The design and layout of the masterplan site has strong underlying principles which will help deliver an innovative layout and format that will integrate with Carrigaline.
- 3.4.77 The concept of the site layout was also guided by a detailed site specific flood risk assessment that identified a central area measuring 8.5 hectares at risk of flooding. This informed the layout of the master plan site with open space and additional recreation areas being allocated here.
- Promote a strong sense of identity and distinctiveness through the provision of the primary amenity space at the centre of the site.
 - Ensure strong connectivity with Carrigaline and the hinterland through the arrangement of the linear park in its central location
 - Utilise the old railway line as an active amenity and promote same as a real route and asset
 - Break down the scale of the development through the provision of individual neighbourhoods, each with their own character and identity
 - Preserve existing vegetation, topographical feature and field patterns (mature hedgerows) where appropriate.
 - Prioritise the quality of architectural and urban design.
 - Watercourses should be maintained as close to their natural state as possible with minimal culverting. A mixture of open banks and over hanging bank side vegetation is considered the most natural.

- 3.4.78 A total of three development phases (1, 2 and 3) are identified within the development site. Phases 1 and 2 have one owner and measure 34 hectares and the lands identified as Phase 3 have a different landowner. The masterplan specifies, for each phase, the number of residential units, commercial uses, educational facilities, social facilities, amenities, physical infrastructure and access strategy required, thereby setting out the enabling works that are required to allow development to commence. The three phases equate to residential zoning objectives in the Local Area Plan.
- 3.4.79 Development within each phase should vary in terms of housing type in order to avoid uniformity in design. The overall layout will include an east west street link the construction of which will be shared by the developer or developers. The phased area descriptions are not intended to be overly prescriptive regarding the form and visual appearance of future development, but rather set out an overall framework which will include guidance on land use mix that will inform future planning applications. This guidance should lead to a series of co-ordinated high quality developments across the master plan site which can respond to specific site characteristics and plan for facilities.

Phasing and Implementation

- 3.4.80 Specific development guidance on the required infrastructure provision for each development phase is outlined in this Local Area Plan. This approach allows infrastructure providers and project developers to plan for the long term without having to provide large cost infrastructure in advance of its need.
- 3.4.81 The financing and timely delivery of the physical, social and community infrastructure required for the lands needs to be clearly outlined to inform project advancement.
- 3.4.82 The phasing of the masterplan site will consist of three phases; phase 1 will be divided into phase 1a and 1b, phase 2 and phase 3. Prior to development commencing a SUDs Study will be prepared.
- 3.4.83 Phase 1a will contain upwards of 200 houses and Phase 1b will contain an additional 100 houses. However construction work on Phase 1b will not commence until the infrastructure deficiencies identified in the Transport Assessment are in place. Phase 2 will be approx. 500 houses and Phase 3 upwards of 200 houses. The traffic assessment details the infrastructure requirements before development commences and what is required for each phase.
- 3.4.84 The residential densities on the entire masterplan site are guided by the requirements of Medium 'A' in the Cork County Development Plan 2014.

Phase 1

- 3.4.85 This phase of the development is divided in two parts; phase 1a and phase 1b and covers a developable area of approximately 12.8 hectares (CL-R-11, CL-R-12 and CL-R-13) and will provide for up to 300 residential units. Phase 1a measures 5.3 hectares and contains residential zoning CL-R-11 and CL-R-12. As CL-R-11 fronts the regional road, it is important that provision is made at this location for a pedestrian/cycling crossing to allow connectivity across the R611 to access the proposed educational campus on the lands to the west. This access point will also link into the network of open space on the masterplan site.
- 3.4.86 Phase 1a will include a site for a public transport interchange and a local commercial centre, including any community facilities. The proposed public transport interchange should be located in close proximity to the R611 to facilitate ease of access by public transport. The exact location and size of the public transport interchange shall be agreed with Bus Eireann and Cork County Council's

Traffic and Transportation Section ideally prior to the making of a planning application. The location of the commercial centre should be in close proximity to the transport interchange to allow centralisation of and sharing of car parking. Phase 1a is the land closest to the regional road connecting Carrigaline to the Shannonpark roundabout and the N28. Provision is made in this phase for part of the central open space which will run east west through the spine of the site.

- 3.4.87 The construction of Phase 1b can only commence once the infrastructure requirements as identified in the Traffic Assessment have been implemented. Additional infrastructure is required for later phases.
- 3.4.88 The following are the infrastructure and service requirements for Phases 1a and 1b as set within the overall carrying capacity of the masterplan lands.

Infrastructure required for 0-200 dwellings Phase 1a Implementation

- Signalisation of the Carrig na Curra Junction
- The entrance serving the Shannonpark Masterplan site will need to include both a dedicated left-turn and right turn-lane. In addition, the operation of this signalised junction should be upgraded to ensure that traffic on the R611 is provided priority during peak times
- Construction of East-West link street (CL-U-14)
- Cycle/Pedestrian Network
- Implementation of SUDs Study recommendations

Infrastructure required for > 200-dwellings Phase 1b Implementation

- A planning application for the upgrade of the Shannonpark roundabout or M28 junction improvement at Shannonpark
- An additional 60m long southbound lane to serve both left turning and straight ahead traffic approaching the Carrig na Curra junction from the north;
- The provision of a 240m long merging lane to the south of the junction;
- The conversion of the existing left-only lane from the south into the Carrig na Curra housing estate to serve both left turning and straight ahead traffic and the conversion of the existing straight ahead lane to a right turn lane serving the Masterplan site.
- Cycle/Pedestrian Network
- Construction of East-West link street (CL-U-14)

Phase 2

- 3.4.89 This phase of the development covers an area of approx 14.1 hectares on either side of the east west link street and will provide approx 500 residential units. Phase 2 is divided into 2 precincts:-
- CL-R 14 measures approx 7.9 hectares and will include provision of a site for a primary school of 1.14 hectares. It is critical that the layout and design of this area allows for connectivity with the existing Herons Wood housing estate to the south.
 - CL-R 15 measures 6.2 hectares.

3.4.90 The construction of the Open Space CL-O-09 will continue in this phase. Construction of Phase 2 cannot commence until the provision of a 100m southbound lane on the R611 to serve both left turning and straight ahead traffic approaching the Carrig na Curra junction from the north.

Phase 3

3.4.91 This phase of development measures approximately 9.3 hectares and is expected to deliver approx 250 houses in CL-R16 and CL-R17. Phase 3 will require the continuation of the construction of the open space (CL-O-09), the construction of the east west estate road (CL-U-14), the upgrading of Rock Road (CL-U-12) and the greenway project (CL-U-13), which will connect into the wider cycle network in the locality. The draft stage 3 flood risk assessment prepared does not extend to this portion of the site. However this area has been identified as being at pluvial risk through the OPW PFRA and this will require a flood risk assessment.


3.4.92 Currently these lands are in separate ownership and may be developed independently of Phase 1 and 2 subject to the following infrastructure requirements in addition to the above infrastructure (CL-U-12, CL-U-13 and CL-U-14) which are required before any development commences on the site:-

- A two-lane approach to the Shannonpark roundabout from Ringaskiddy. This additional lane of around 70m will serve both left turning and right turning traffic,
- Provision of two exiting northbound lanes to Cork that merge prior to the L6469 local road.

Regeneration Sites

3.4.93 This plan identifies areas of Carrigaline which are currently identified as Town Centre but merit additional guidance in the event of the opportunity to redevelop them arises during the term of this plan.

Table 3.4: Carrigaline Regeneration Area

Regeneration Area	Number and Description
	<p>CL-RA-01 Old Pottery Site</p> <p>This site is located within the area zoned CL-T-01, this is the former Carrigaline Pottery site which fronts the main street. This site presents an opportunity for regeneration of the town by strengthening and extending the existing retail core. The site will promote town centre living to support social vitality, promoting a range of residential types as part of a mixed use development within the town centre and is also suitable for a large scale stand alone retailers. In addition this site will provide for town centre working, providing a range of office accommodation to support town centre services and facilities and ensure a vibrant town centre during the day.</p>

General Objectives

3.4.94 The following objectives apply to all development proposals for Carrigaline. Development within this area must comply with the General Objectives as set out in the table below.

Local Area Plan Objective General Objectives for Carrigaline	
Objective No.	
CL-GO-01	<p>Population and Housing</p> <p>Secure the development of 2,380 new dwellings in Carrigaline between 2017 and 2023 in order to facilitate the sustainable growth of the town's population from 14,775 to 17,870 people over the same period.</p>
CL-GO-02	<p>Development Boundary</p> <p>The boundary of Carrigaline overlaps with and is adjacent to the Cork Harbour Special Protection Area. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the Birds Directive and with the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.</p>
CL-GO-03	<p>Urban Expansion Area</p> <p>Implement the provisions of the Shannonpark Framework Master Plan.</p>
CL-GO-04	<p>Traffic and Transportation</p> <p>Support the timely delivery of the M28 motorway by safeguarding the route corridor from inappropriate development.</p>
CL-GO-05	<p>Traffic and Transportation</p> <p>Secure public transport improvements including increased frequencies and examine the possibility of introducing a localised bus service within the town.</p>
CL-GO-06	<p>Primary Health Care</p> <p>Secure the provision of Primary Health Care Centre for Carrigaline subject to a number of location factors which include the following,</p> <ul style="list-style-type: none"> • In the first instance be a Town Centre Site • Be accessible to pedestrians and accessible by public transport and private car, in order to maximise access for both urban and rural populations <p>Proposals will need to be made for parking but location will be a determining factor in the amount to be provided. In cases where accessible public parking is provided off site a reduced parking standard may be acceptable.</p> <p>All proposals must address parking as per a mobility management plan.</p>
CL-GO-07	<p>Town Centre Expansion</p> <p>Support consolidation and expansion of the Town Centre by promoting and prioritising key sites for regeneration which can fulfil appropriate town centre uses in line with the Public Realm Strategy.</p>
CL-GO-08	<p>Flood Risk</p> <p>All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the</p>

Local Area Plan Objective General Objectives for Carrigaline	
Objective No.	
	Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD1-4, 1-5 and 1-6
CL-GO-09	Walking and Cycling Connectivity Further expand the network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town’s main residential areas, schools and the town centre.
CL-GO-10	Western Relief Road The provision of the proposed Western Inner Relief Road (Objective CL-U-02) is key element in the future expansion of the town centre and its delivery will be advanced as soon as possible.

Specific Objectives

3.4.95 The following objectives apply to all development proposals for Carrigaline. Development within this area must comply with the General Objectives as set out in the table preceding.

Local Area Plan Objective Specific Development Objectives for Carrigaline		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Residential		
CL-R-01	Medium A density residential development to include a mix of house types accompanied with appropriate landscaping.	3.0
CL-R-02	Medium A density residential development. Any proposed development will take account of scenic landscape designations on the southern part of the site and protection of the flood plain.	1.9
CL-R-03	Medium A density residential development. Any proposed development will take account of scenic landscape designations on the southern part of the site and protection of the flood plain.	1.8
CL-R-04	Medium A density residential development.	1.1
CL-R-05	Medium A density residential development to include a mix of house types accompanied with appropriate landscaping.	2.7

Local Area Plan Objective Specific Development Objectives for Carrigaline		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
CL-R-06	Medium A density residential development to include serviced sites and a mix of house types. Provision will also be made for a neighbourhood centre. Specific arrangements shall be made for the provision and construction an amenity walk (CL-U-08).	14.6
CL-R-07	Medium A density residential development to include serviced sites and a mix of house types. Specific arrangements shall be made for the continued provision and construction an amenity walk (CL-U-08).	1.62
CL-R-08	Medium A density residential development to include a mix of house types accompanied with appropriate landscaping. Specific arrangements shall be made for the provision and construction of an inner relief road (CL-U-10), amenity walk (CL-U-08).	16.0
CL-R-09	Medium B density residential development (low density residential development as individual serviced sites).	5.9
CL-R-10	Medium B density residential development to include a mix of house types accompanied with appropriate landscaping. Access to the site shall be from the R611 and the Mountain Road. Specific arrangements shall be made for the continued provision and construction an amenity walk (CL-U-08).	12.27
CL-R-11	<p>Phase 1a: Medium A density residential development to include a mix of house types. The layout shall allow for permeability between housing areas.</p> <p>A site for a public transport interchange will be provided. The exact location and size of the facility should be agreed with Bus Eireann and Cork County Council's Traffic and Transportation Section ideally prior to the making of a planning application..</p> <p>A local commercial centre as per the Cork Retail Strategy 2013 and community facilities shall be provided as part of the development to cater for the needs of the neighbourhood.</p> <p>Provision shall include at this location for a pedestrian/cycling crossing to allow connectivity across the R611 to access the educational campus which is being proposed on lands to the west</p> <p>During the construction of Phase 1a housing, there should be construction of a short southbound left-turning lane for the Shannonpark Masterplan site on the R611 at Carrig na Curra junction. This left-turning lane should be approximately 25m in length. The junction of Carrig na Curra should be upgraded to ensure that traffic on the R611 is provided priority at peak times.</p>	6.63

Local Area Plan Objective Specific Development Objectives for Carrigaline		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
CL-R-12	<p>Phase 1a: Medium A density residential development to include a mix of house types.</p> <p>During the construction of Phase 1a housing, there should be construction of a short southbound left-turning lane for the Shannonpark Masterplan site on the R611 at Carrig na Curra junction. This left-turning lane should be approximately 25m in length. The junction of Carrig na Curra should be upgraded to ensure that traffic on the R611 is provided priority at peak times.</p> <p>*</p>	3.75
CL-R-13	<p>Phase 1b; Medium A density residential development to include a mix of house types. The layout shall allow for permeability between housing areas.</p> <p>Construction of Phase 1b cannot commence until the following infrastructure is put in place:</p> <ul style="list-style-type: none"> • An additional 60m long southbound lane to serve both left turning and straight ahead traffic approaching the Carrig na Curra junction from the north; • The provision of a 240m long merging lane to the south of the junction. • The conversion of the existing left only lane from the south into the Carrig na Curra housing estate to serve both left turning and straight ahead traffic and the conversion of the existing straight ahead lane to a right turn lane serving the Shannonpark Masterplan site. This realignment of traffic lanes is to facilitate the provision of two southbound straight ahead lanes from the north • Upgrade of Shannonpark roundabout or M28 junction improvement at Shannonpark. <p>*</p>	3.55
CL-R-14	<p>Phase 2: Medium A density residential development to include a mix of house types. The layout shall allow for permeability between housing areas.</p> <p>Construction of Phase 2 cannot commence until the provision of a 100m southbound lane on the R611 to serve both left turning and straight ahead traffic approaching the Carrig na Curra junction from the north</p> <p>A site shall be identified for a primary school (CL-C-02).</p>	7.9

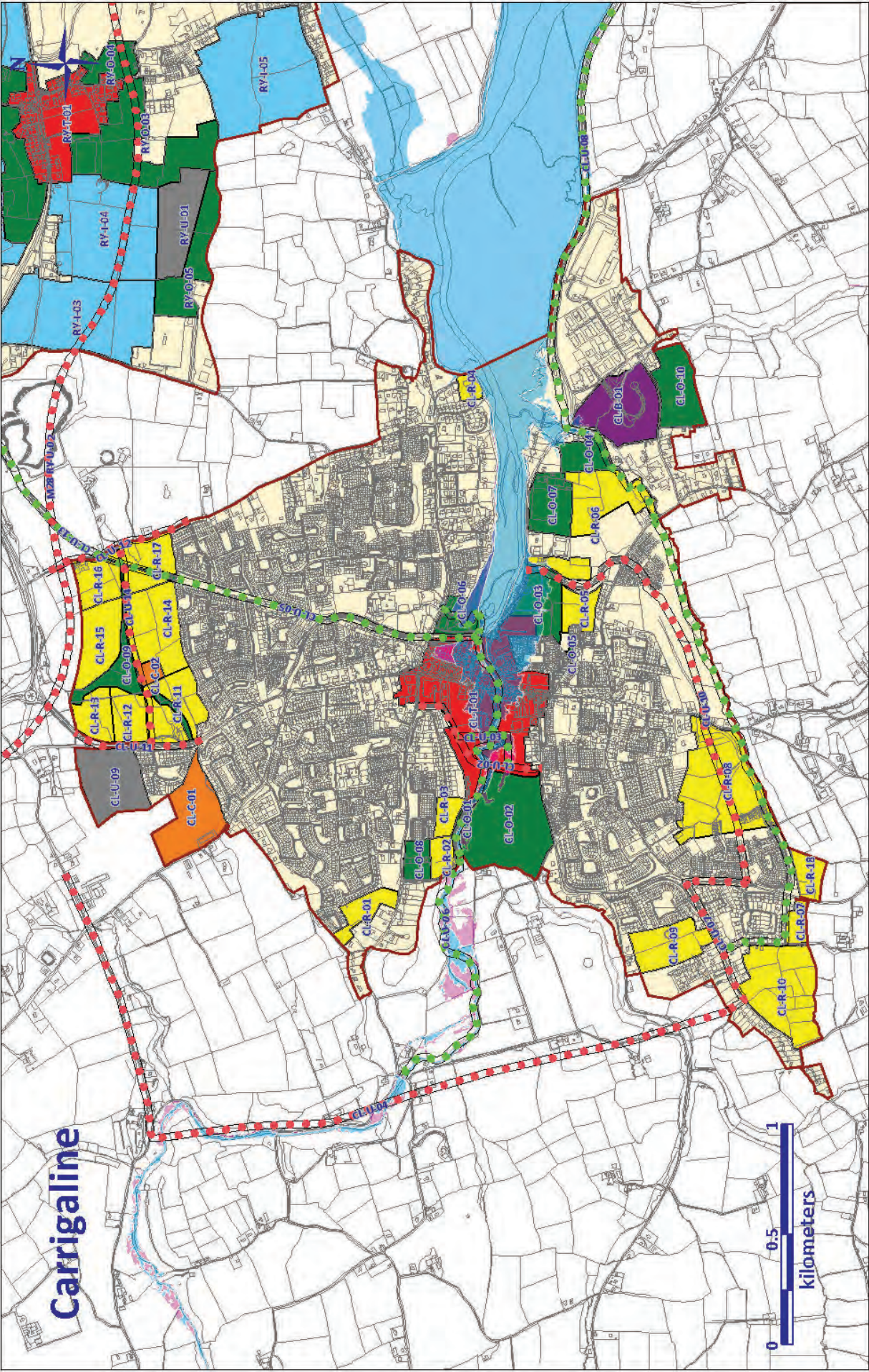
Local Area Plan Objective Specific Development Objectives for Carrigaline		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	*	
CL-R-15	<p>Phase 2: Medium A density residential development to include a mix of house types. The layout shall allow for permeability between housing areas.</p> <p>Construction of Phase 2 cannot commence until the provision of a 100m southbound lane to serve both left turning and straight ahead traffic approaching the Carrig na Curra junction from the north. *</p>	5.99
CL-R-16	<p>Phase 3: Medium A density residential development to include a mix of house types. The layout shall allow for permeability between housing areas and shall include the construction of the Greenway (CL-U-13) and east - west link street (CL-U-14). The Rock Road (CL-U-12) will need to be upgraded in accordance with the specifications of the DMURS Guidance document and to the satisfaction of Roads Section in Cork County Council.</p> <p>If Phase 3 is developed independently the following infrastructure is required;</p> <ul style="list-style-type: none"> • A two-lane approach to the Shannonpark roundabout from Ringaskiddy. This additional lane of around 70m will serve both left turning and right turning traffic, • Provision of two exiting northbound lanes to Cork that merge prior to the L6469 local road. 	4.21
CL-R-17	<p>Phase 3: Medium A density residential development to include a mix of house types. The layout shall allow for permeability between housing areas and shall include the construction of the Greenway (CL-U-13) and east - west link street (CL-U-14). The Rock Road (CL-U-12) will need to be upgraded in accordance with the specifications of the DMURS Guidance document and to the satisfaction of Roads Section in Cork County Council.</p> <p>If Phase 3 is developed independently the following infrastructure is required;</p> <ul style="list-style-type: none"> • A two-lane approach to the Shannonpark roundabout from Ringaskiddy. This additional lane of around 70m will serve both left turning and right turning traffic, • Provision of two exiting northbound lanes to Cork that merge prior to the L6469 local road. 	5.09

Local Area Plan Objective Specific Development Objectives for Carrigaline		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
CL-R-18	Medium A residential development. Any development of this site will require road and pedestrian improvement to be funded by the developer.	2.43
Business		
CL-B-01	Business development suitable for small to medium sized industrial units and office based industry and provision of a Primary Health Care Centre.	9.7
Town Centre		
CL-T-01	<p>This area denotes the built existing footprint of the town centre and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas.</p> <p>It is desirable that the inner western relief road is delivered prior to any further development. However, in order to prevent any undue delays to development, future proposals (which will include a community element) that are submitted prior to the construction of this road should be for limited development and accompanied by a detailed traffic management and access proposals. Any such development proposals in the CL-T-01 area will provide only pedestrian access to the main street. Vehicular access to such developments will not be provided directly from the main street.</p> <p>Delivery of the inner relief road offers opportunities to deliver an updated public realm for the town including the introduction of new public spaces. These should be designed to accommodate a number of community functions including a market space, festival space, meeting place, seating area etc. The desirable location of these future public spaces are:</p> <ol style="list-style-type: none"> 1.The site of the existing car park adjoining the Main Street and River; 2.Within the town centre expansion area west of the Main Street And should form part of a wider public realm strategy for the town. <p>Community uses which will be considered appropriate for this site include youth facilities, theatre, cinema, town hall/multi purpose building and town square. Within the site there will be opportunity for regeneration and town centre expansion. The scheme will give priority to pedestrians and cyclists and shall provide permeability to the rest of the town including the open space area directly adjacent to the site (CL-O-02).</p> <p>The southern part of the site backing onto existing residential</p>	31.1

Local Area Plan Objective Specific Development Objectives for Carrigaline		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	development on the Kilmoney Road may have a mix of residential development. *	
Community		
CL-C-01	Educational Campus to include two primary schools and one post primary school and associated ancillary use. Any proposed development will have to be accompanied by a detailed traffic and mobility plan. The southern side of this zoned area is within the Zone of Archaeological Potential of the three Recorded Monument CO086-054 Ringfort (possible); CO086-05501 & 2 Fulachta fiadha and any development in this area will need to be cognisance of the potential presence of subsurface archaeology and may require an archaeological impact assessment. If archaeology is demonstrated to be present appropriate mitigation (preservation in situ/buffer zones) will be required.	8.5
CL-C-02	Provision of a Primary School by the Department of Education and Skills.	1.14
Utilities		
CL-U-02	Construction of an inner western relief road.	
CL-U-03	Parallel a pedestrian street to Main Street provided as part of the development of CL-T-01.	
CL-U-04	Proposed outer western Relief road	
CL-U-05	Provide Greenway along old railway line from the river north towards Ballyhemiken where practicable.	
CL-U-06	Pedestrian walkway along river bank to Ballea road.	
CL-U-07	Link road between CL- U-04 and CL-U-10	
CL-U-08	Provide pedestrian amenity walk from Mountain road east to join Greenway on the Crosshaven road.	
CL-U-09	Public Transport Facility. Access should be on to the R611 to the West and on to the local road L2473 to the North. In order to protect the visual amenity of existing residential development, appropriate landscaping will be included on site.	

Local Area Plan Objective Specific Development Objectives for Carrigaline		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
CL-U-10	Completion of Southern Inner relief road	
CL-U-11	The provision of a 100m southbound lane on the R-611 to serve both left turning and straight ahead traffic approaching the Carrig na Curra junction from the north; The provision of a 240m long merging lane to the south of the junction; The conversion of the existing left-only lane from the south into the Carrig na Curra housing estate to serve both left turning and straight ahead traffic and the conversion of the existing straight ahead lane to a right turn lane serving the Masterplan site.	
CL-U-12	Upgrade of Rock Road from the site to the junction with the N28 and works will include traffic management at the Junction with the N28	
CL-U-13	Implementation of the Greenway project (disused railway line to Carrigaline) where practicable.	
CL-U-14	Construction of the east - west link street across the site.	
RY-U-02	M-28 Cork to Ringaskiddy Motorway Scheme. Finalisation of this route and development of the road will be subject to Environmental Impact Assessment and where necessary a Habitats Directive Assessment. Regard will be had in the design of the route to avoiding and mitigating impacts on sensitive environmental and heritage resources, as well as impacts on communities.	
Open Space, Sports, Recreation and Amenity		
CL-O-01	Open space for informal public recreation including the provision of an amenity walk along the river bank and protection of the flood plain. Parts of this site are at risk of flooding. *	0.8
CL-O-02	Town park including provision of playing pitches. Any proposed associated development (Club House or Community Building) will take account of scenic landscape designations on the southern part of the site and protection of the flood plain. Parts of this site are at risk of flooding. *	15.1
CL-O-03	Open space for informal public recreation including the provision of pedestrian walks and playing pitches. Parts of this site are at risk	5.3

Local Area Plan Objective Specific Development Objectives for Carrigaline		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	of flooding. *	
CL-O-04	Open space with provision for playing field and pedestrian walk. Parts of this site are at risk of flooding. *	3.2
CL-O-05	Provision of a pocket park for passive recreation.	0.6
CL-O-06	Existing Town Park. *	3.4
CL-O-07	Existing Carrigaline GAA Grounds and associated playing pitches and tennis court facilities.	3.4
CL-O-08	Existing Carrigaline Football Club and associated playing pitches.	3.2
CL-O-09	Provision of a linear open space and amenity park by the developer to accommodate playground facilities, pedestrian and cycle paths bio-diversity areas, possible storm-water attenuation swales and a number of playing facilities in accordance with the Recreation and Amenity Policy of Cork County Council. *	10.6
CL-O-10	Active Open space.	6.2



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3.5 Cork City South Environs

Vision and Context

3.5.1 The strategic aims for the South Environs in this Local Area Plan will be;

- The consolidation of the southern suburbs within the existing development boundary.
- The promotion of the suburban centres as important locations for residential, community and recreational facilities.
- Ensure the clear demarcation of the inner metropolitan greenbelt.
- Finally, support appropriate proposals for urban regeneration initiatives in Douglas and elsewhere in the Environs.

Strategic Context

3.5.2 This chapter concerns the southern suburbs of the City of Cork that lie outside the area administered by the City Council. The City Council is a separate planning authority and prepares its own development plan whose latest plan was adopted in 2015.

3.5.3 Cork City – South Environs is a group of suburbs including, Rochestown, Douglas, Grange, Frankfield, Lehanagmore, Togher, Doughcloyne as well Curraheen and areas of Bishopstown located within the County Area.

3.5.4 The area forms part of the County Metropolitan Strategic Planning Area. The current policy approach is to recognise that the majority of new housing units would be accommodated within the existing development boundary of the Cork City South Environs, therefore avoiding any unnecessary incursions into the green belt and restricting the scale of future development in the area.

3.5.5 The Douglas Land Use and Transportation Study is now complete and the key elements of it incorporated into the current Local Area Plan. It comprises a set of development proposals for a 20 year period covering land use, transportation and urban design.

Local Context

3.5.6 The Cork City-South Environs refer to the southern suburbs of Cork City, which lie outside the Cork City Council Area. These include areas such as Doughcloyne, Togher, Frankfield, Grange, Donnybrook, Douglas, Maryborough and Rochestown.

3.5.7 The southern periphery of the city is located on the southern edge of the River Lee valley partly on low lying gently undulating land and partly on the more steeply rising slopes of the valley side. In the past, it has tended to be a more popular location for development than the more hilly land on which the northern suburbs of the city are largely built.

3.5.8 Housing in recent years has been provided in the form of large housing estate developments which, while often suburban in character, have introduced diversity to the housing mix in the town, catering for all age groups and stages in the lifecycle. This enhanced choice in housing is particularly important for the rapidly expanding places such as Douglas and Togher, where the need to maintain mixed communities is an essential element in maturing a neighbourhood and creating a sense of integration between the established and new communities.

Planning Considerations

Population and Housing

- 3.5.9 The Core Strategy of the Cork County Development Plan 2014 has set a population target for the South Environs of 31,308 persons, representing a small reduction in the population of 1,327 persons on the 2011 population Census figure. It should be noted that between 2006 and 2011 the population increased by 2,533 persons. However in order to take account of household formation trends arising out of the continuing trend of falling average household sizes, a housing unit requirement of 1,284 was identified in the Cork County Development Plan, 2014.
- 3.5.10 It is proposed to utilise all the land currently identified for housing development in the area which will deliver 1,285 units approximately.
- 3.5.11 The current policy approach as set out in County Development Plan 2014 is to recognise that the majority of new housing units would be accommodated within the existing development boundary of the Cork City South Environs, therefore avoiding any unnecessary incursions into the green belt and restricting the scale of future development in the area. In order to achieve this there needs to be major urban regeneration initiatives in Douglas and elsewhere in the South Environs Area.
- 3.5.12 The Douglas Land Use and Transportation Study was completed and adopted as an amendment to the previous Local Area Plan and the key elements of it incorporated will be incorporated into this Local Area Plan.
- 3.5.13 The City Environs includes well established centres of population where priority will be given to consolidating the growth that has occurred in recent years with the provision of services, social infrastructure and recreational facilities to meet the needs of the existing population.
- 3.5.14 In light of the concerns about the small size of the strategic land reserve (headroom) in the County Metropolitan Cork Strategic Planning Area consideration may need to be given to the contribution if any that the Cork City South Environs could make to address this issue. However, while the Cork City South Environs has been a very successful suburb any significant expansion of the housing land supply would be difficult given the need to address traffic and transportation infrastructure deficits, limitations on the current water services infrastructure, the elevated sloping nature of the potential development lands and impact on the Metropolitan Greenbelt.

Employment and Economic Activity

- 3.5.15 Cork City is the main employment centre in the County and adjacent to City is the South Environs which employs 12,576 people, more than any other main settlement or urban area in the County. This employment, however, is not concentrated in any one area or in any one particular sector or activity and is in fact dispersed throughout the urban area stretching from Douglas to Bishopstown. The South Environs has a wide range of industrial/business parks which are concentrated mainly in the Airport and the Togher/Pouladuff area but there are also pockets located in Douglas, Frankfield, Sarsfield Road and Bishopstown.
- 3.5.16 The importance of the Cork City South Environs as an employment location is highlighted in the County Development Plan 2014, which identifies the area as Tier 1 Employment Centre in the employment hierarchy of the county.
- 3.5.17 The Airport Business Park has emerged as one of the major employment centres in the Cork area. The Business Park has developed organically into a specialised employment centre that provides a prestigious office based industrial area for international traded services. Occupancy levels are high and approximately 3,000 people are employed at the park.

Infrastructure

Transport

- 3.5.18 The South Environs is located south of the N-40 National Route. It is traversed by the N-71 (Cork City to Bandon main route) in the West, the N-27 (Cork City to the Airport main route) centrally and the N-28 (Cork City to Ringaskiddy main route) to the East.
- 3.5.19 The South Environs is heavily dependent on a road network which suffers from heavy peak hour congestion. This problem is most acutely felt in Douglas where it is difficult to make improvements to the local road network given the compact nature of the existing urban environment. In order to relieve this congestion the local road network serving the area has to be adapted to accommodate public transport by enhancing the local road infrastructure serving the area, by facilitating greater public transport use and by creating a more pedestrian friendly urban setting.
- 3.5.20 The N40 South Ring Road is a National Primary Route which provides strategic connectivity between the N22, N71, N27 and N28 with the wider National Route Network. It also serves a traffic distribution function for the southern periphery of Cork City. The N40 Road is subject to heavy congestion and resultant delay during peak periods
- 3.5.21 In order to protect this regionally important road, a demand study has been commissioned by Transport Infrastructure Ireland (TII). This study will seek to ensure that capacity along the N40 is protected as demand rises in the future.
- The study will also consider all options for the management of the N40 including both controlling traffic on the route and managing the demand for traffic to use the road as well as possible targeted infrastructure improvements.
- 3.5.22 Bus Éireann has a comprehensive network of routes serving the majority of the South Environs at regular intervals throughout the day. The routes and frequencies are highlighted in the table below. The future the viability of a direct bus connection to other parts of the South Environs such as the Airport and Bishopstown Court and Wilton should also be considered.

Table: 3.5: City South Environs Bus Routes

Number	Route	Frequency
206	Grange – South Mall	Every 15 minutes weekday, Every 30 minutes Weekends
207	Donnybrook-Glenheights via Douglas and Ballyvolane.	Every 30 minutes Mon-Sat, Reduced Sunday/Bank Holiday Service
208	Curraheen-Lotabeg via City Centre	Every 10 minutes at peak times Mon-Fri.
209A	Manor Farm-St Patricks Street	Early morning, midday and evening service, also runs on 203 route

- 3.5.23 The N-28 National Primary route links Ringaskiddy to Cork City and onwards to the wider regional and National road network. It is proposed to construct a new M28 Motorway from Cork to Ringaskiddy from the existing N28 N40 Bloomfield interchange on the South Ring Road to Ringaskiddy village. The new road will remain online using the existing N28 from the Bloomfield interchange to Carrs Hill and from there the route will go off line to the west of the existing N28 passing between the existing Shannonpark roundabout and Carrigaline. From there the route will pass to the south of Shanbally and Ringaskiddy villages where it will terminate at the new Port of Cork facility at Ringaskiddy. The M28 Motorway will pass through the following zoned land RY-I-03, RY-I-04, RY-O-03, RY-O-4, RY-I-10, RY-I-14, RY-I-15, RY-03, RY-04, RY-O-06, O-07 and O-08. On these zoned lands this will result in severance of strategic land banks and Cork County Council will engage with all relevant parties to future optimise and maximise the large amount of land zoned for Industry at this location.
- 3.5.24 The new motorway will have a greater capacity particularly for freight vehicles making journeys to and from the port. The development of this road scheme is being promoted by Cork County Council and is funded by Transport Infrastructure Ireland (TII) it is critical that the M28 project be finalised as quickly as possible in order to bring certainty and assurance of commitment to existing and future investment in the Ringaskiddy area. This planned upgrade represents an important catalyst for the economic development of Cork and the South-West region.

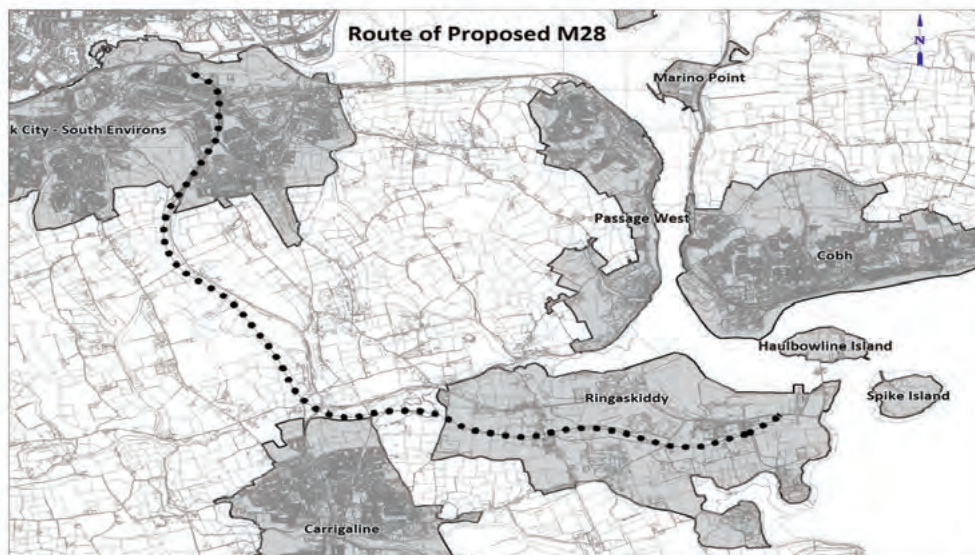


Figure 3.3: Route of proposed M28

Waste Water Treatment and Water Supply

- 3.5.25 The Cork Main Drainage Scheme put in place the necessary pipework and pumping stations to convey Cork City and its Environs sewerage and also flows from other areas of the County to a newly constructed waste water treatment plant at Carrigrennan, Little Island. This treatment plant can currently facilitate a population equivalent of 413,000. However there are currently compliance issues with this plant.
- 3.5.26 Pumping of stormwater due to combined sewers is also an issue in the area and also upgrades to pumping stations in the area may be required to facilitate development during the lifetime of this plan.

- 3.5.27 A water supply is available to accommodate proposed development in Cork City South Environs. However the upgrading of high level supplies including reservoir and watermains is required to provide adequate water pressures to some high level sites. Extension of water mains is required to provide water supply to some sites.
- 3.5.28 Surface water generally discharges to one of a number of local watercourses that feed into the Tramore Valley. At times of heavy rainfall, the extent of development in recent years has sometimes led to floods occurring where flows have exceeded the capacity of this river system. Future development proposals will require detailed analysis to ensure that the rate and volume of projected surface water discharge is within the capacity of the receiving system.

Environment and Heritage

Flooding

- 3.5.29 Parts of South City Environs have been identified as being at risk of flooding. The areas at risk follow the path of the Tramore River and its tributaries through the built up areas as illustrated on the settlement map. In particular, the area south-east of the Bandon Road roundabout is shown at risk of flooding and parts of Rochestown near the Bloomfield intersection. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section One of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.
- 3.5.30 Douglas was badly affected by flooding in 2012. As a result, Cork County Council, in partnership with the OPW, have developed a proposed Flood Relief Scheme for Douglas. The Flood Relief Scheme also includes for flood defence works in Donnybrook and Togher Village. It is intended to progress the scheme through the statutory approval processes during 2017.

Protected Structures

- 3.5.31 In all there are 26 structures in the south environs which are entered on the current record of protected structures.

Nature Conservation Areas

- 3.5.32 Cork City South Environs directly abuts two designation conservation areas.
- The Cork Harbour Special Protection Area (SPA-004030) is an internationally important wetland site, regularly supporting in excess of 20,000 wintering waterfowl, and the Douglas River Estuary (pNHA 001046) a large site situated in the north-west corner of Cork Harbour, stretching from Blackrock to Passage West, It is an integral part of Cork Harbour, which contains several other N.H.A.'s. The prime importance of this site is its birdlife and it ranks as the second most important area in Cork Harbour. It is a valuable area and high tide roost for waterfowl
 - The Douglas River estuary (pNHA 001046) is a large site situated in the north west corner of Cork Harbour, stretching from Blackrock to Passage West. It is an integral part of Cork Harbour, which contains several other NHA's. The prime importance of this site is its birdlife and it ranks as the second most important area in Cork Harbour. It is a valuable area and high tide roost for wildlife.

Architectural Heritage

- 3.5.33 The residential architecture of Douglas is of importance. The ‘village’ stems from a strong milling history, as is evident through its mills and associated cottages. It is dissected by a large green area, which includes the area’s two churches, and is particularly picturesque. The areas of Church Street and West Douglas Street have been granted an Architectural Conservation Area designation to preserve and enhance the architectural and historical importance of these areas against the pressures for change arising from their suburban location.
- 3.5.34 It is an objective of the County Development Plan 2014 “to conserve and enhance the special character of the Architectural Heritage Area”.

Archaeological Heritage

- 3.5.35 The South Environs contain a number of archaeological monuments which reflect the historic significance of the area. These are awarded protection under national legislation and policies contained in the County Development Plan 2009. All of these are Recorded Monuments which are subject to statutory protection in the Record of Monuments and Places, established under section 12 of the National Monuments (Amendments) Act 1994. Any potential archaeological sites and their setting within the development boundary shall be protected in line with the objectives for the protection of archaeological heritage listed in the Cork County Development Plan 2014.

Planning Proposals

- 3.5.36 Whilst the area in simple terms may be viewed as a singular urban mass attached to the City it is in fact quite a diverse area made up of a number of distinct settlements and it is appropriate to apportion some degree of separateness to a number of areas which will allow this distinctiveness be recognised in this plan.
- 3.5.37 This plan has identified a distinct group of settlements for the purposes of this plan, these are as follows;
- Douglas-incorporating Rochestown, Frankfield and Grange
 - Togher/Doughcloyne/Lehanaghmore
 - Bishopstown South/Curraheen.

Douglas (incorporating Rochestown, Frankfield and Grange)

- 3.5.38 Douglas ‘village’ is at the heart of the South Environs and is an important suburban centre for shopping, employment and leisure activities. It has grown very rapidly in recent years reflecting its close proximity to Cork City. Its good social infrastructure will continue to make it an attractive location for new development.
- 3.5.39 Since 2011 the Douglas Land Use and Transportation Study has been completed and a number of land use and public realm improvements along with transport proposals have been identified for the area.

Population and Housing

- 3.5.40 It is anticipated that significant future population growth and residential development in the City South Environs will largely continue to focus on this area.
- 3.5.41 Taking into account the recommendations of the DLUTS and the survey work carried out in the preparation of this plan it can be concluded that the population and housing target can be accommodated on existing zoned land thereby removing the necessity to zone additional land for residential zoning in Douglas or Rochestown.
- 3.5.42 However there is some scope to accommodate some additional residential zoning in Frankfield and Maryborough Hill in the short term.

Town Centre and Retailing

- 3.5.43 The highest proportion of retail facilities and services in the Southern Environs is located in Douglas.
- 3.5.44 Douglas is a very important employment and retail district, which has two large shopping centres; Douglas Court and Douglas Village Shopping Centre.
- 3.5.45 The Cork Metropolitan Joint Retail Strategy 2015 identifies Douglas as a District Centre which is characterised by large convenience store anchors together with a range of comparisons shopping.
- 3.5.46 In 2012, the DLUTS retail survey identified 12,253sqm of comparison shopping floorspace and 8,975 sqm of convenience floor space.
- 3.5.47 In addition there is approximately 4,500 sq metres of convenience retail space spread between Rochestown, Frankfield and Grange.
- 3.5.48 As envisaged by DLUTS, Douglas will continue to develop as a mixed use urban centre, progressively extending its range of comparison shopping so that it can rival new suburban centres such as Mahon Point rather than relying on standalone shopping centres, focused on car-dependent convenience shopping.
- 3.5.49 There is a small amount of convenience and services related retailing in Rochestown, it is not anticipated that any need for further retail services will arise in Rochestown in the foreseeable future.
- 3.5.50 During the lifetime of this plan, the Planning Authority will work with the local community in Rochestown to identify and initiate improvements which will help re-invigorate and regenerate the Rochestown Core Area.
- 3.5.51 The future focus for employment and economic activity in the Douglas/Rochestown Area should continue to centre on Douglas Village within which there exists opportunities for mixed use development and regeneration of Brownfield sites.

Transport

- 3.5.52 Traffic levels in Douglas and its environs have grown steadily over time, which coupled together with increases in population and employment, has resulted in increased levels of traffic congestion particularly during peak periods
- 3.5.53 One of the key aims of the Douglas Land Use and Transportation Strategy is to improve the transport network within the area, in turn catering for all road users and supporting the sustainable development of the area.

- 3.5.54 The DLUTS transport strategy focuses on, improving pedestrian and cycle movement within the DLUTS area improving public transport movement, facilities and accessibility. Improving urban permeability within the DLUTS area; delivering Smarter Travel objectives for the DLUTS area, developing a schools travel strategy to increase use of sustainable modes, protecting the investment in strategic infrastructure, complying with the transport objectives of CASP and integration with Cork City Council; reducing local traffic congestion levels in sensitive areas; improving the management of vehicular movements and access within the DLUTS area; and achieving accessibility and social inclusion in the DLUTS area.
- 3.5.55 Further details of the Douglas Land Use and Transportation Strategy can be found at DLUTS on the County Council website.
- 3.5.56 In Douglas, there is a large quantity of free customer car parking. Free surface customer car parking is provided at Douglas Court Shopping Centre and circa 1,000 free multi-storey customer car parking spaces are provided at Douglas Village Shopping Centre. Cork County Council operates a pay and display car parking system on street within the town centre and in a car park to the rear of St. Patrick's Woollen Mills.

Community Facilities

- 3.5.57 In common with all areas of large population situated in close proximity to the city there is an ongoing need for more community and recreational facilities in the area.
- 3.5.58 One particular need is that of Primary Health Care Centre in Douglas. Cork County Council will do all that it can to enable the development of such a facility. However, it is considered that the first choice location for any future primary healthcare facilities should be in or adjoining the town centre.
- 3.5.59 There is also a deficit of usable open space in the settlement. It is proposed to consider the quality of open space in the wider Douglas Area and how to achieve the best value from these sites, while there were significant areas zoned for this use in previous plans, recent survey work has identified issues with the usability and accessibility of some of these lands.
- 3.5.60 Currently plans are afoot for a pedestrian/cycle route linking Grange Road to the Tramore Valley Park which is currently being developed by Cork City Council. This will include a new pedestrian/cycle bridge over the N40 and the development of a new open space amenity in the grounds of Vernon Mount House. This will allow for increased public access to the attractive woodland area east of Vernon Mount and for full pedestrian and cycling connectivity between the Tramore Valley Park and the Grange Road. Mobility in the area for pedestrians and cyclists is currently constrained by the N40 and Kinsale Road Interchange and the proposed new link and bridge will considerably enhance connectivity between the Greater Douglas Area and adjoining areas in the City Council Area. The Feasibility of providing a pedestrian link between Vernon Mount, the new Regional Park and Douglas will also be examined during the lifetime of this plan.
- 3.5.61 A study carried out by Cork County Council concluded that there is a significant amount of community facilities within the area, however the spatial distribution of some these facilities does not always best match the established population centres. It is recognised that improved accessibility to such facilities is necessary.
- 3.5.62 Whilst attempting to address this, appropriate consideration will be given to the location for future facilities to achieve optimum usage by the communities being served, including the clustering of community facilities.

3.5.63 This Local Area Plan will protect the existing cultural and sporting facilities and will give consideration to other suitable locations for new facilities where capacity, in existing facilities, has been identified as an issue. Cork County Council will work with local groups to identify and promote appropriate social and community heritage projects.

Togher/Lehanaghmore/Doughcloyne

3.5.64 Togher-Lehanaghmore-Doughcloyne is an established residential and employment area which straddles the city boundary to the north along the Glasheen and Tramore Rivers and is bookended by steep hills and Cork Airport to the south.

3.5.65 The area has continued to expand southwards in recent years with a number of new housing estates being constructed along Matthew Hill and Togher Road. During the lifetime of this plan provision shall be made for adequate footpaths and lighting in this area as well as the improvement of Matthew Hill itself.

Population and Housing

3.5.66 Significant growth in housing and population has occurred here over the last ten years particularly along Matthew Hill and development there continues apace.

3.5.67 Given its close proximity to the City and the many large employers and services nearby including UCC, CIT and CUH. It is anticipated that this area will continue to experience population and housing growth during the lifetime of this plan. This development will mainly entail the development of existing available residential land coupled with some new zoning adjoining housing developments along Sarsfield Road. It is envisaged that higher densities must be achieved in the future and the housing mix will meet the needs of a constantly growing urban area.

Town Centre and Retailing

3.5.68 Retailing in the area is largely concentrated around two areas, the Kinsale Road which offers a mix of trade showrooms and retail warehousing and Togher Cross which offers a small range of convenience retailing.

3.5.69 Wilton Shopping centre, which is located north of this area within the Cork City Council boundary acts along with Bishopstown Court as the main retailing centres for the district.

3.5.70 There are some regeneration opportunities in the area particularly around Togher Cross which has the potential for a more enhanced retail offering, which if delivered on an appropriate scale would benefit local community.

3.5.71 This Local Area Plan needs to promote and develop this area as a higher mixed use density urban centre with good public transport facilities which can provide an appropriate level of services to the local community.

Employment and Economic Activity

3.5.72 Currently employment in the area is characterised by small scale industrial and business development. There are a number of significant Brownfield sites which currently operate as low density industrial developments located in the area. It is envisaged that future employment in the area could be centred on the redevelopment of the area adjoining Kinsale Road and Tramore Road for higher mixed use density development. The potential of these areas warrants further investigation as its development may entail the relocation of some of the existing business uses.

3.5.73 As these lands border areas in the administrative area of the city, co-operation may be required with the City Council to develop a co-ordinated land use strategy for the area.

3.5.74 It is envisaged that the majority of new jobs proposed for the South Environs will be higher quality office based employment developed in a high density mixed use environment. For that reason, there is an opportunity to redevelop these existing Brownfield sites as high density mixed use areas which will enhance the environmental amenity of existing residential population areas and rejuvenate lands which are currently considered an eyesore. One of the key reasons for redeveloping these lands is that they are already served by a relatively good public transport network including the N40 South Ring.

Community Facilities

3.5.75 There is a deficit of usable open space in the settlement. It is proposed to consider the quality of open space in the wider Togher Area and how to achieve the best value from these sites, while there were significant areas zoned for this use in previous plans, recent survey work has identified issues with the usability and accessibility of some of these lands.

3.5.76 The opportunity to create connectivity between existing larger open spaces and any proposed adjacent open space development in the City will be considered, this will maximise the use of some of the more marginal areas.

Transport

3.5.77 Traffic levels in the area have grown steadily over time and severe congestion occurs at peak times around Spur Hill, the N40 flyovers and junctions with significant amounts of traffic using the area as an alternative access/exit from the city.

3.5.78 Significant road improvements are needed in the area to service the current and future traffic volumes in the area along with the provision of footpaths, public lighting and cycling routes from Togher Village to the residential developments which have occurred along Matthew Hill and Togher Road over the last decade.

3.5.79 An extension to the existing bus services (203,209A) to the Manor Farm development has recently commenced but further extensions of these services is required to service additional areas in the locality that have or are being developed at present. An increase in frequencies is also desirable.

Bishopstown South/Curraheen

3.5.80 Curraheen is located adjacent to the Cork City boundary and approximately 2 kilometres south of Ballincollig. A small area of Bishopstown, a large and established city suburb, lies with the County Council Area.

Population and Housing

3.5.81 The area contains the small residential village of Curraheen which has primarily residential function. It is an elongated settlement pattern with a line of ribbon development to the south of the main road. There are a number of one-off houses as well as some medium density schemes with shared access. There are only a small number of dwellings to the north of the main road.

3.5.82 There is also a recently constructed residential development fronting onto the Curraheen Road adjoining the Two Pot River which delineates the City Boundary.

3.5.83 A section of the residential city suburb of Bishopstown sandwiched between the Glasheen River and the N40 is located within the Cork County Council Administrative Area.

3.5.84 Demand for housing in this area is expected to increase dramatically during the years ahead.

- 3.5.85 The relatively built up area within Curraheen may be suitable for a very limited amount of further development. However, any additional development needs to be in accordance with the objectives of the Metropolitan Green Belt and should be subject to the availability of suitable sites and normal proper planning considerations. Development should therefore be restricted to one-off housing that will not detract from existing residential character and amenity, or the rural character of the wider area.
- 3.5.86 There is no public sewer in the area and the proliferation of septic tanks should be monitored. Given the lack of adequate mains wastewater treatment facilities, future development will need to provide its own individual on-site wastewater treatment facilities
- 3.5.87 There may be scope in future to accommodate large scale residential growth in Curraheen in the future and this option will be explored separately from this Local area plan but may inform a future amendment to this plan.
- 3.5.88 It is important that any new development in Curraheen maintains the integrity of the surrounding landscape and the rural character of the settlement.
- 3.5.89 The Munster Agricultural Society has established a Showgrounds and ancillary facilities at Curraheen. This use is supported under Chapter 4 of the current County Development Plan (CDP). The current CDP under Objectives RCI 5-6 and RCI 5-7, subject to normal planning considerations, recognise the requirements of long established commercial or institutional uses located entirely within the Metropolitan Greenbelt, as well as the needs of uses that are strategic and exceptional in nature that may not be suitably located within zoned lands. Requirements of such established uses can include operational matters and structures / ancillary facilities.

Employment and Economic Activity

- 3.5.90 The UCC Technology centre a Third Generation Office development on the Eastern boundary of the area, home to a number of software, call centres and media services is a significant source of employment in the area, St Patricks Hospital (Marymount) is also a significant employer in the area.
- 3.5.91 Additional employment is provided in farm machinery sales and meat processing amongst other activities of note.

Town Centre and Retailing

- 3.5.92 Bishopstown Court a standalone department store is the main district shopping centre in the area.
- 3.5.93 Given its close proximity to the city, Wilton Shopping Centre approximately 5km east is a popular shopping destination for the area,
- 3.5.94 Ballincollig also serves as a major retail destination for the area.

Community Facilities

- 3.5.95 St Patricks Hospital (Marymount) is the main palliative care facility for the Cork region and is located South west of the City on an elevated site which enjoys ease of access to the both the N40 South Ring and the Waterfall Road, the site is also served by public transport.
- 3.5.96 Munster Agricultural Show Grounds are located on a large site which lies north and east of Curraheen Village between the N40 and Curraheen Road. The site is host to many public events throughout the year.

- 3.5.97 Cork Greyhound Stadium (Curraheen Park) is located at the Eastern Edge of the area adjacent to Bishopstown.
- 3.5.98 Murphy's Farm a public park with sports facilities and a riverside walk is located just inside the city boundary and is an important recreational outlet for the area.

Transport

- 3.5.99 The area enjoys good access to both Ballincollig and the city via the N40 and N22 national primary roads and a number of regional and local roads.
- 3.5.100 Traffic levels in the area are significant and severe congestion occurs at peak times around the Curraheen junction of the N40 and along the Curraheen Road with significant amounts of traffic using the area as an alternative access to the City.
- 3.5.101 The area is served by the 208 bus route which provides services to Lotabeg on the northside of the city via the city centre. This frequent service terminates at St Patricks Hospital with the less frequent 208A terminating west of Curraheen Village.
- 3.5.102 A proposed high speed bus service to Ballincollig may also serve this area in the future.

Special Policy Areas and Regeneration Areas

Douglas Land Use and Transportation Study (DLUTS)

Project Aims

- 3.5.103 The overall aim of the Douglas Land Use Transportation Strategy is to ensure that there is an integrated approach to land use planning, urban design and transportation engineering for the future development of the town. Specifically, the goals of this study were:-
- to provide a framework for future planning decisions
 - optimise the traffic and transport network
 - provide a guide to the investment in transport infrastructure
 - identify the capacity of the town centre for additional retail and other development
 - inform the future of two areas zoned 'Special Policy Areas' (Douglas Town Centre X-03a and the lands described as Douglas Golf Course X-03b) in the Carrigaline Electoral Area Local Area Plan (2011)."
- 3.5.104 The project was undertaken by Cork County Council in conjunction with MVA Consultancy, who were retained to provide traffic and transportation inputs. It began in April 2012 and was completed by July 2013. The project involved 7 stages as follows:-
- Stage 1: Project Inception – identified a vision statement, objectives and key performance Indicators (KPI's) for evaluation as well as the first public consultation event
 - Stage 2: Evaluation of Existing Situation – surveys of vehicular, pedestrian and cycle traffic, journey times, modal split, POWCAR, land use, retail floor space, public realm and recreation facilities

- Stage 3: Option Development – for two plan periods; 2022 and 2032, identified three development options based on land use, urban design and transport future forecasts
- Stage 4: Option Assessment – based on key performance indicators and modelling results
- Stage 5: Develop Future Plans – after second public consultation, incorporate comments received and develop fully integrated set of recommendations.
- Stage 6: Consultative Phase – third and final public consultation event and incorporate comments made
- Stage 7: Final Reporting – to all groups and final approvals

Benefits Accruing

3.5.105 When the Douglas LUTS recommendations have been carried out;

- Douglas Village will no longer be subject to through traffic in peak periods. Generally, only traffic with a destination in the village will travel through the village.
- Douglas Village will be subject to a 30 kph speed limit, making it a much more pleasant place to walk through and to cycle. This should result in increased safety for all.
- Cycle paths will be provided through the Mangala, and to the city along the Douglas and South Douglas roads additionally most roads and streets in the area will be pedestrian and cycle friendly. This should have the affect of encouraging the making of short trips by bike or on foot with a resultant drop in car trips, with the benefit of less traffic congestion.
- Foot and Cycle connectivity to the Tramore Valley Park will be of significant benefit both from an amenity perspective and a connectivity perspective to the areas of Grange/Frankfield, Inchvale and Douglas areas.
- Significantly improved public amenity areas will be immediately available to the residents of the area by direct access to the Tramore Valley Park, Grange open spaces, enhanced Town Park and walking and cycling facilities in the Managala area.
- Improved walking and cycling facilities as well as intensive schools travel planning will result in a large number of schools related trips being undertaken by walking or cycling with a resulting drop in car trips. This will make a significant contribution to reduction of traffic congestion in peak periods
- The changes in lifestyle associated with more walking and cycling and less time spent sitting in cars will have a direct benefit to the health of the local population
- Improved public realm in the village centre with the move to more shared space will make Douglas Village a more attractive place to visit and to do business in. This will lead to increased footfall, improve vitality and vibrancy and will significantly reduce, if not eliminate, vacancy in the village centre
- Improved public realm in the village centre with the move to more shared space will make Douglas Village a more attractive place to visit and to do business in. This will lead to increased footfall, improve vitality and vibrancy and will significantly reduce, if not eliminate, vacancy in the village centre
- The provision of bus priority in the village centre and at all key junctions, allied to the traffic improvements, will permit greater reliability and dependability of the bus service thereby making it a more attractive option for travellers. This could deliver a further reduction in traffic congestion.

- Through the introduction of a land use framework for future development decisions in the longer term, new development will be focussed on employment creation in town centre precincts with less emphasis on additional retail provision. This will have the effect of bringing more jobs to the area and reducing the need for people to travel long distances for work. This will, in turn, permit some work trips to be done by walking or cycling and reduce car trips and traffic congestion.

3.5.106 In summary, the DLUTS strategy will, for a modest investment in infrastructure, facilitate the transformation of the Douglas into a more vibrant and economically sound business centre, providing jobs and improved public realm.

Douglas will be a more pleasant place to visit and do business in and a healthier place to live in. Life in Douglas will be much more sustainable and much less influenced by traffic concerns than it is today.

3.5.107 DLUTS plots out the road map that shows how all of this can be achieved without major investment and in a relatively short timeframe.

3.5.108 Further details of the Douglas Land Use and Transportation Study can be obtained from the Planning Policy Unit of Cork County Council or at DLUTS.

Cork Science and Innovation Park

3.5.109 Cork County Council, in conjunction with the landowners, UCC, CIT and expert advisors, undertook a detailed Masterplan for a Science and Innovation Park at Curraheen. The Science Innovation Park shall, when completed, be a critical piece of economic infrastructure for the Smart Economy.

3.5.110 The master plan has now been prepared and approved and a Strategic Infrastructure Development (SID) application has been approved by An Bord Pleanála for the construction of infrastructure on site.

3.5.111 Planning permission has been granted for the commencement of the first phase of development.

Rationale for Site Selection

3.5.112 This site was selected for the advantages it offers in terms of transport connections, quality of landscape, proximity and accessibility to UCC and CIT and sufficient scale of available lands.

Project Aims

3.5.113 The aim is to develop a Science, Innovation Park that accords with global best practice and is recognised as such, by harnessing and developing the existing national and regional competitive advantages in co-operation with higher education authorities, government agencies and private enterprise, to create business led innovation.

3.5.114 The Cork Science Innovation Park will be a leading edge science park with a global reputation for adherence to best practice in all aspects and particularly with regard to environment, design and operation in its creation of business led innovation.

Development Objective

3.5.115 The range of uses facilitated by this objective is broad and the intention is to focus on a wide range of science and technological dependent activities. These are described in Objective SE-X-01, at the end of this section.

3.5.116 In light of new opportunities and initiatives being developed in the current Economic Recovery climate, the overall model/approach has been reviewed as part of this local area plan review, with revised wording included in Objective SE-X-01.



3.5.117 The additional wording included in Objective SE-X-01 is considered compatible with the existing uses identified in the previous local area plan and CSAIP Masterplan, and, also reflect specific uses that have been successfully incorporated into other science and technology parks internationally. The revised wording of Objective SE-X-01 is intended to give greater clarity to the permissible uses within the site.

3.5.118 Further details on the proposed development including layouts, phasing and services can be found at CSIP Masterplan.

Regeneration Areas

3.5.119 This plan identifies areas of the City South Environs which are currently developed but may merit from additional guidance in the event of the opportunity to redevelop them arise during the term of this plan.

Table 3.6: Cork City South Environs Regeneration Area

Regeneration Area	Number and Description
 <p>A detailed street map of the Togher Village area in Cork City. A red outline highlights a central residential and commercial area, including the site of the Doughcloyne hotel complex.</p>	<p>SE-RA-01-Togher Village</p> <p>Area around Togher Cross with development centring on the Doughcloyne hotel complex. Potential for a mixed use neighbourhood centre and a new Primary Health Care centre to serve the western portion of the City South Environs.</p>
 <p>A detailed street map of the Douglas area in Cork City. A red outline highlights a section of West Douglas Street, specifically the southern portion within the West Douglas Street Conservation Area.</p>	<p>SE-RA-02 Douglas</p> <p>Southern portion of West Douglas Street located within the West Douglas Street Conservation Area.</p> <p>Potential to address appearance, streetscape and urban fabric of the area.</p>

General Development Objectives

- 3.5.120 Over the lifetime of this plan, it is envisaged that the Cork City –South Environs will experience some steady growth. This future growth will occur within the existing development boundary and will primarily focus upon the development of existing zoned land, the completion of existing planning permissions and the phased development of any proposals which are proposed by the Land Use & Transportation Study for Douglas.
- 3.5.121 With a 2022 target population of 31,308 persons in the South Environs, it is estimated that an additional 1,285 dwelling units will need to be provided up to 2023. This requirement excludes houses which were completed between 2010-2016 and those which are currently under construction. In this context it is considered that, coupled with the existing residential land supply and the proposed potential yield from the redevelopment of brownfield sites, there is sufficient capacity to provide for the housing needs of this target population.
- 3.5.122 This plan proposes to carry forward the undeveloped existing zonings from previous plans and to identify a small number of additional residential zonings.
- 3.5.123 The development boundary of the South Environs of the city is, generally, tightly drawn, ensuring a clear separation from neighbouring settlements, particularly Passage West to the east, Carrigaline to the south and Ballincollig to the west. To the north it is formed by the boundary with the City Council.
- 3.5.124 Outside the development boundary, the land forms part of the Metropolitan Green Belt. Here, the objectives of the Cork County Development Plan 2014 seek to preserve the character of the area and (subject to certain exceptions) reserve the land generally for agriculture, open-space or recreation uses.

Local Area Plan Objective General Objectives for Cork City South Environs	
Objective No.	
SE-GO-01	Population and Housing To secure the development of 1,285 new dwellings in the South-Environs between 2017 and 2023.
SE-GO-02	Development Boundary All new development be located within the development boundary of the settlement established by this plan and which defines the extent to which the South Environs may grow during the lifetime of the plan.
SE-GO-03	Development Boundary The boundary of Cork City South Environs overlaps with and is adjacent to the Cork Harbour Special Area of Conservation and the Cork Harbour Special Protection Area. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.
SE-GO-04	Water Services All new development shall be connected to the public water supply, the public waste water treatment system and shall make adequate provision for storm water disposal.

Local Area Plan Objective General Objectives for Cork City South Environs	
Objective No.	
SE-GO-05	<p>Flooding</p> <p>All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD1-4, 1-5 and 1-6</p>
SE-GO-06	<p>Public Transport</p> <p>Priority shall be given to the delivery of a high quality public transport connecting the Airport and the Airport Business Park to the City Centre and other locations which are deemed appropriate.</p>
SE-GO-07	<p>Walking and Cycling</p> <p>Develop a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town’s main residential areas, schools and the town centre in line with the Metropolitan Cycling Strategy.</p>
SE-GO-08	<p>Airport Public Safety Zones and Obstacle Limitation Surfaces. →</p> <p>Planning applications in the vicinity of these zones will be referred to the Irish Aviation Authority (IAA) by Cork County Council’s Planning Department to seek their observations as part of the statutory planning process under Section 28 of the Planning and Development Regulations, 2001.</p> <p>The Planning Authority will have regard to the recommendations of the ERM Report “Public Safety Zones 2005” commissioned by the Department of Transport and the Department of Environment Heritage and Local Government, in assessing proposals falling within the Public Safety Zones or any update thereof</p> <p>(See section 3.8 Cork International Airport)</p>

Local Area Plan Objective Specific Development Objectives for City South Environs		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
→ Airport PSZ and OLS Obj applies		
Objective No.		Approx. Area (Ha)
Residential		
SE-R-01	Medium A density residential development to include a mix of house types and sizes. An appropriate tree planted buffer, shall be provided along the boundaries of the site. * →	7.0
SE-R-02	Medium A density residential development, estate type layout. →	2.1
SE-R-03	Medium A density residential with provision for an appropriate tree planted buffer along the southern boundary of the site to establish a definite limit to further development in this area.	4.5
SE-R-04	Medium A density residential development.	11.9
SE-R-05	Medium A density residential development with provision for a local convenience shop. Any development should not exceed two storeys in height and proposals for this site will be accompanied by a road safety audit.	0.5
SE-R-06	<p>Development of this site is to include the following;</p> <p>Medium A density residential development to cater for a variety of house types and sizes.</p> <p>3 Ha of additional open space over and above what is normally required in housing areas. This Open space should include a fully landscaped and useable public park</p> <p>Retain the existing trees and hedgerows within the overall development of the site.</p> <p>A site for a primary school that could be accessed from the R609 and developed by the Department of Education in the short term.</p> <p>The timing and provision of appropriate drinking water and waste water disposal services for the development including where necessary the upgrading of off-site infrastructure.</p> <p>Provision of a cycleway</p> <p>Consideration will need to be given to the provision of a primary school within this site at the detailed planning application stage.</p>	21.1
SE-R-07	Medium A density Residential Development. Any proposals for this site will include a detailed traffic impact assessment and will address the need for road and junction improvements in the vicinity	9.7

Local Area Plan Objective Specific Development Objectives for City South Environs		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
→ Airport PSZ and OLS Obj applies		
Objective No.		Approx. Area (Ha)
SE-R-08	Medium A density residential development	16.8
SE-R-09	Medium B density residential development including provision for public transport. Any proposals for this site will include a detailed traffic impact assessment and will address the need for local road and junction improvements.	1.6
SE-R-10	Medium B density residential development which will be restricted to the low-lying northern portion of the site and will include appropriate improvements to the local road network. Development will be serviced by a single estate road access and there will be no access from individual properties on to the local road. The southern portion of the site should be landscaped and developed as a usable public or private open space.	9.1
SE-R-11	Medium A density residential development. Any proposals for this site will include a detailed traffic impact assessment and will address the need for road and junction improvements in the vicinity.	2.98
SE-R-12	Medium A density residential development. Any proposals for this site will include a detailed traffic impact assessment and will address the need for road and junction improvements in the vicinity. →	4.47
SE-R-13	Medium A density residential development, subject to satisfactory vehicular and pedestrian access arrangements*	0.81
Town Centre		
SE-T-01	It is recommended that an Overall Planning or Development Scheme be prepared for the entire site and which can be implemented on a phased basis. This shall include comprehensive proposals for a mixed use development which caters for a variety of town centre type uses including offices, retail (including urban format retail warehousing in a mixed use building), retail services and some residential. The redevelopment of the site should only result in an increase of 25% to the floorspace to the footprint of the existing buildings. If the developer wishes to increase this density of development they will have to prove that there will be no negative net impact to the proposed improvements to the existing transport network.	4.91

Local Area Plan Objective Specific Development Objectives for City South Environs		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
→ Airport PSZ and OLS Obj applies		
Objective No.		Approx. Area (Ha)
	<p>The site can cater for an additional 70 dwellings. If the developer wishes to increase this density of development they will have to prove that there will be no negative net impact to the proposed improvements to the existing transport network.</p> <p>The redevelopment of the site shall create linked pedestrian routes which will provide safe permeability and connectivity and which shall follow the preferred desire lines to the existing village.</p> <p>Traffic calming management to reduce the severance effect from the Woollen Mills to the Douglas Village Shopping Centre including additional crossing points.</p> <p>Car parking for new development should follow the revised car parking standards of the County Development Plan.</p> <p>The existing historic buildings will be protected and where possible enhanced.</p>	
SE-T-02	It is recommended that the vacancy in the shopping centre be filled as a matter of urgency and that improved connectivity be provided as part of the urban design public realm programme.	3.39
SE-T-03	<p>It is recommended that the entire site be developed in an integrated manner that will result in the provision of a mixed use development of 4,000sqm which will include office accommodation and commercial development with full frontage development along the Church Street and Carrigaline Road to form a continuous commercial strip with the existing Barry's Pub and Restaurant. If the developer wishes to increase this density of development they will have to prove that there will be no negative net impact to the proposed improvements to the existing transport network.</p> <p>It will be more functional use of land if there was acquisition of the Eircom storage building and yard as part of the Barry' Field site and the removal/or incorporation of the existing dwelling house and outbuildings into an overall site development.</p> <p>Consideration of the construction of a new municipal car park of at least 200 bays with the provision of improved pedestrian linkages from west to east.</p> <p>Vehicular access to the site shall be from Church Street and the old Carrigaline road.</p> <p>Car parking for new development should follow the revised car parking standards of the County Development Plan.</p>	1.23

Local Area Plan Objective Specific Development Objectives for City South Environs		
* Flood Risk Obj. IN-01 of Section 1 applies	^ TIA and RSA Required.	
→ Airport PSZ and OLS Obj applies		
Objective No.		Approx. Area (Ha)
SE-T-04	<p>It is recommended that an Overall Planning or Development Scheme is prepared for the entire site, taking account of the planning permission granted to the existing cinema. Development on the site can be implemented on a phased basis. This shall include the provision of a comprehensive mixed use development with an additional 5,500sqm of non-residential floor space and 70 residential units. If the developer wishes to increase this density of development they will have to prove that there will be no negative net impact on the proposed improvements to the existing transport network.</p> <p>The new development will have active ground floor uses, an anchor store, office space and residential units on the whole site incorporating the cinema, the car park, vacant land and the old TSB site and the filling station site. It is desirable to enable the relocation of the filling station and rehabilitation of the site for the construction of a landmark building that will represent the entrance to Douglas Village from the gateway underneath the N40 flyover on Douglas Road. The future buildings should form an edge along the relief road on the north of the site, which will provide a noise barrier to the N40.</p> <p>There should be the provision of a number of pedestrian linkages from East Douglas Street through the site to the pedestrian crossing to Douglas Court on the relief road and from the site to the East Village complex to the south. The development of the site could include a central town square which will host public events, retail and community services. Road access to the site would be provided from the new signalised junction at the Douglas Court pedestrian crossing. Car parking for new development should follow the revised car parking standards of the County Development Plan.</p> <p>This development is dependent on promoting smarter travel measures and achieving safer and more user friendly access for pedestrians and cyclists. The above suggested quantum of development assumes that all existing vacancy will be filled before new building takes place.</p>	3.95
SE-T-05	<p>It is recommended that an Overall Planning or Development Scheme is prepared for the entire site which can be implemented on a phased basis. This shall include the provision of a comprehensive mixed use development with an additional 7,500sqm non residential floor space. If the developer wishes to increase this density of development they will have to prove that</p>	9.25

Local Area Plan Objective Specific Development Objectives for City South Environs		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
→ Airport PSZ and OLS Obj applies		
Objective No.		Approx. Area (Ha)
	<p>there will be no negative net impact to the proposed improvements to the existing transport network.</p> <p>The new development shall cater for a variety of town centre type uses which will add life and vibrancy to the area outside the opening hours of the existing shopping centre.</p> <p>Appropriate uses could include offices, retail, retail service (restaurants, public houses etc.) leisure/recreational facility, community buildings and cultural uses. An improvement in the urban environment of the area with the removal of some surface car parking and the provision of a civic space would encourage such uses to locate in this area.</p> <p>The redevelopment of the site shall create linked pedestrian routes which will provide safe permeability and connectivity that shall follow the preferred desire lines to the existing village. Traffic calming/management to reduce the severance effect from the existing site to the rest of Douglas Village which may include additional crossing points.</p> <p>Car parking for new development should follow the revised car parking standards of the County Development Plan.</p> <p>Any new scheme will have to include the wetland site to the rear. At the moment it is informal open/green space. There is an opportunity here for a park or other amenities for the benefit of the wider community.</p>	
Community		
SE-C-01	Cemetery extension.	6.0
Utilities		
SE-U-01	Maintain pedestrian walk on route of old railway line.	
SE-U-02	Develop and maintain pedestrian walk from Grange road north to South Link Road and east to Douglas Village. Provide pedestrian and cycleway over-bridge to connect to pedestrian walk /cycleway and proposed public park on old landfill site.	
SE-U-03	Provide pedestrian walk through stream valley connecting open spaces to Donnybrook.	
SE-U-04	Provide pedestrian walk through stream valley to Douglas Village.	

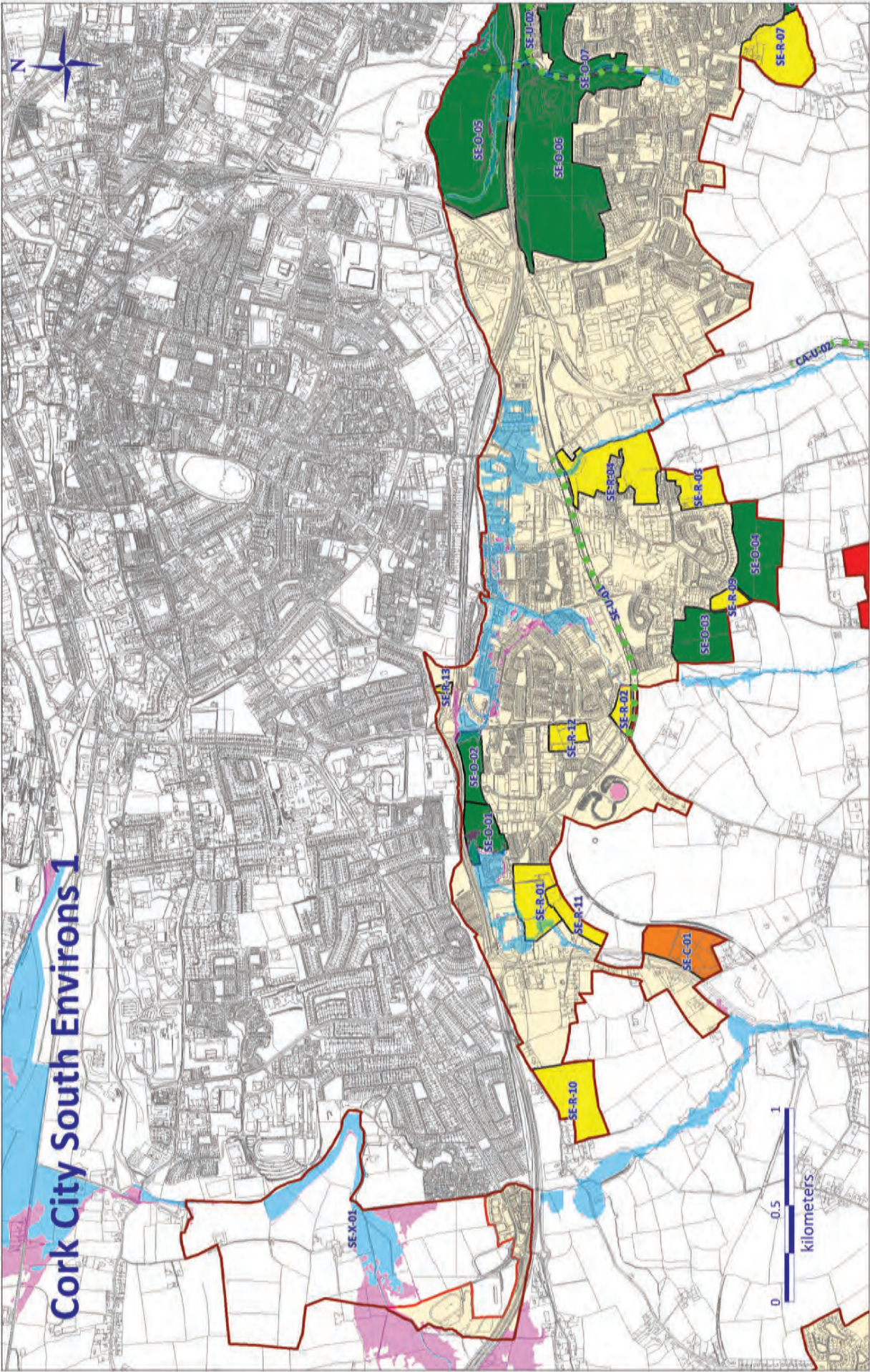
Local Area Plan Objective Specific Development Objectives for City South Environs		
* Flood Risk Obj. IN-01 of Section 1 applies	^ TIA and RSA Required.	
→ Airport PSZ and OLS Obj applies		
Objective No.		Approx. Area (Ha)
SE-U-05	Maintain existing amenity walk. Development along this route will be subject to Habitats Directive Assessment and will only be progressed where it is found to be compatible with the requirements of the Birds and Habitats Directives. The habitats directive assessment will focus on the potential for development and use of the new route to result in disturbance impacts on birds.	
SE-U-06	Provide pedestrian walk through stream valley to connect open spaces and residential areas.	
SE-U-07	Provision of a new road and bridge between Grange Road and Carrigaline Road over the Ballybrack River valley.	
RY-U-02	M-28 Cork to Ringaskiddy Motorway Scheme. Finalisation of this route and development of the road will be subject to Environmental Impact Assessment and where necessary a Habitats Directive Assessment. Regard will be had in the design of the route to avoiding and mitigating impacts on sensitive environmental and heritage resources, as well as impacts on communities.	
Open Space, Sports, Recreation and Amenity		
SE-O-01	Open space, recreation and amenity including playing pitches	4.58
SE-O-02	Open space for public recreation including the provision of playing pitches.	3.86
SE-O-03	Open space. This prominent slope makes a significant contribution to the setting of the city and the south environs in particular. The lands have certain potential to accommodate a school (primary/post primary) on the northern portion of the site with comprehensive landscaping and strategic planting on the southernmost parts of the site. Development of the site for a school will be dependent on a satisfactory, agreed solution to the surface water drainage problems in the area and a detailed landscaping proposal to reduce the visual impact of the development and to provide a strategic tree planted buffer to the southern boundary of the site which will act as a definite barrier to further encroachment into the green belt in the future	7.7
SE-O-04	Open space for public recreation including provision of playing pitches.	10.89

Local Area Plan Objective Specific Development Objectives for City South Environs		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
→ Airport PSZ and OLS Obj applies		
Objective No.		Approx. Area (Ha)
SE-O-05	Open space for informal public recreation including the provision of an amenity walk connecting with similar proposals in the City Council's Area	33.7
SE-O-06	Open space. This area includes prominent wooded slopes that make a significant contribution to the visual setting of Cork City and Douglas Village and there is a general presumption against development here. The area also includes a building of national architectural and historic importance, Vernon Mount, and its grounds. Consideration may be given to development proposals comprising a comprehensive scheme for the future conservation and management of the house and grounds. Such a scheme may involve the sensitive conversion (with a minimum of associated new building) of Vernon Mount to other appropriate uses including possibly a hotel, corporate headquarters or a conference or leisure centre. This area will also contain a proposed Pedestrian/Cycleway Bridge over the N40 to connect with SE-O-05 to the north	39.7
SE-O-07	Open space to provide for informal public recreation including amenity walks and urban forestry. This area will also contain a proposed Pedestrian/Cycleway Bridge over the N40 to connect with SE-O-05 to the north.	8.1
SE-O-08	Open space for public recreation including the provision of a playing pitch, pedestrian walk, tree planting and protection of the stream.	4.7
SE-O-09	Open space including the provision of playing pitches and a pedestrian walk.	4.8
SE-O-10	Open space for public recreation including the provision of a playing pitch, pedestrian walk, tree planting and protection of the stream.	28.5
SE-O-11	Retention of existing sports facilities	3.1
SE-O-12	Douglas Golf Course	54.07
SE-O-13	Open Space and Recreation Area. Provision of a multi-purpose leisure facility in Douglas to cater for sports clubs, community	9.63

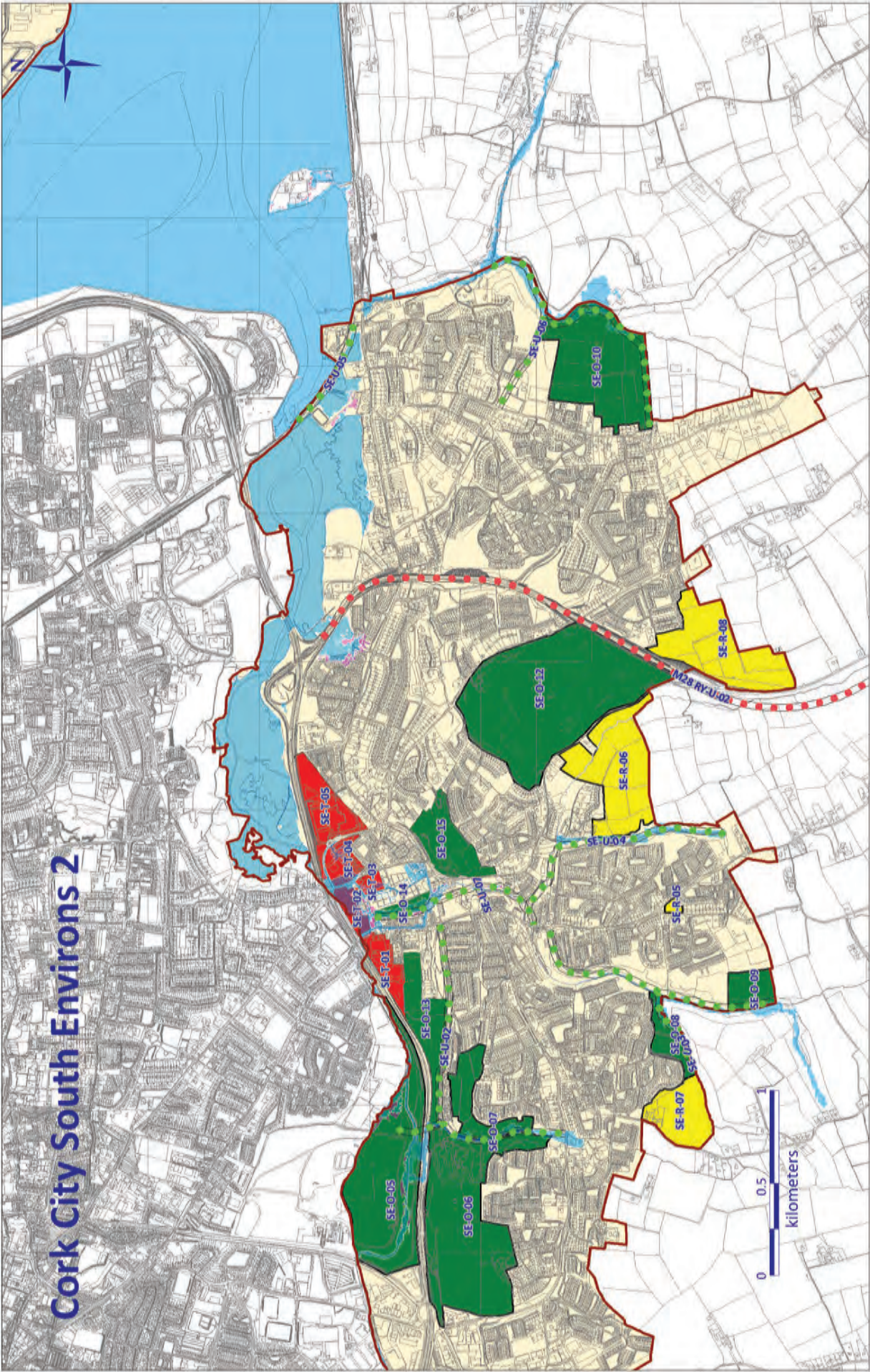
Local Area Plan Objective Specific Development Objectives for City South Environs		
* Flood Risk Obj. IN-01 of Section 1 applies	^ TIA and RSA Required.	
→ Airport PSZ and OLS Obj applies		
Objective No.		Approx. Area (Ha)
	organizations and leisure activities. In addition, playing fields, parks and walkways/cycleways that provide a link to the Tramore Valley Park over the N40 and access to Vernon Mount walkway through to Grange, should be provided.	
SE-O-14	Douglas Community Park – Improved access to the community park from the north and south should be provided. Within the park, improved lighting, landscaping and security measures should also be provided.	1.97
SE-O-15	<p>Active open space for informal public recreation to be landscaped and planted.</p> <p>The development of a school can be accommodated on a portion of this site, subject to satisfying the Planning Authority that issues relating to the following can be satisfactorily addressed;</p> <ul style="list-style-type: none"> • Relationship of School site with remaining active amenity land • Entrance detail and traffic management • Visual impact when viewed from Douglas Village and surrounding areas. 	9.23
Special Policy Area		
SE-X-01	<p>Cork Science and Innovation Park</p> <p>A. To develop a science, innovation and park that accord with the highest European standards.</p> <p>B. The development of this site will accord with the approved Masterplan. The Masterplan shall include provision for:</p> <ul style="list-style-type: none"> • High quality park environment, focused on retention of the natural environment and priority for pedestrians and cyclists. • Provision for incubator units, grow-on units and stand-alone units that meet the users evolving needs. • Appropriately phased development that reflects the potential for early phasing of the previously zoned X-01 lands under the 2005 Carrigaline Electoral Area Local Area Plan. • Admissions policy to the park to ensure its future occupiers are 	100

Local Area Plan Objective Specific Development Objectives for City South Environs		
* Flood Risk Obj. IN-01 of Section 1 applies	^ TIA and RSA Required.	
→ Airport PSZ and OLS Obj applies		
Objective No.		Approx. Area (Ha)
	<p>appropriately engaged in science, technology and innovation activities.</p> <ul style="list-style-type: none"> • Proposals to facilitate vehicular, public transport, cyclist and pedestrian access to the site. • Proposals for enhanced accessibility to Cork Institute of Technology via Science Park. • Access by public bus and future Bus Rapid Transit. • Mobility plan for movements to/from the Science Park and within the Science Park. • Appropriate provision for public access to Science Park amenities. • Appropriate road access. • Sustainable infrastructure provision that reflects the distinct infrastructural circumstances of each development area within the park. • Detailed flood risk assessment. • Develop linear park / water feature adjoining Curraheen River. • Provision of high quality telecommunications. • On-site energy generation appropriate to the Science Park's needs. • On-site enterprise, business and leisure support services in accordance with the Science Park's needs. <p>C. Buildings constructed on the site will be primarily used for the following purposes:</p> <ol style="list-style-type: none"> I. Manufacturing, production and service delivery activities that use high-added value technologies or are related to research or higher education institutions. II. Research activities that are technologically innovative or involve experimentation. III. Postgraduate or other specialised training activities linked to third level institutions. IV. Knowledge workers who are employed by client companies of the IDA or EI. V. Undertaking of research or the commercialization of research in a science and technology or a knowledge based enterprise sector. VI. Focus on R&D, process or product design, applications engineering, high level technical support or consultancy – with at least 25% of staff in the relevant unit involved in 	

Local Area Plan Objective Specific Development Objectives for City South Environs		
* Flood Risk Obj. IN-01 of Section 1 applies	^ TIA and RSA Required.	
→ Airport PSZ and OLS Obj applies		
Objective No.		Approx. Area (Ha)
	<p>these functions.</p> <p>VII. Healthcare facilities and health/medical campus (including hospital, dental school and associated research), that are mutually beneficial in co-locating with other permissible users within the site.</p> <p>Within the above categories of permissible uses, the provision of space of less than 500 sq.m in size to users will be considered where such users demonstrate their need for 'landing' type space and where they demonstrate their potential to grow employment in the Park and into larger space over their development period</p> <p>Where it can be demonstrated that the proposed activity directly supports existing on-site or planned uses under I to VII as set out, within the following use categories:</p> <ul style="list-style-type: none"> • Business Support • Hotel and Conference facilities • Leisure • Restaurants and appropriate shops • Appropriate residential accommodation <p>Such developments, or mix thereof, will be required to be planned, phased and developed within each individual Precinct so as to ensure that the overall objective of the Park delivering accommodation to support the employment uses, is achieved, recognizing the Park's status as a Strategic Employment Area.</p> <p>The phasing and delivery of such supports to be agreed with the Planning Authority.</p> <p>D. The CSIP will provide for appropriate governance structures for tenant selection in accordance with C as set out above.</p> <p>*</p>	



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3.6 Passage West/Monkstown

Vision and Context

3.6.1 The vision for the area is to facilitate continued population and housing growth within this attractive harbour side setting in tandem with an urban design strategy to help address issues of commercial vacancy, poor town centre environment and promoting the development of key town centre sites in Passage West.

Strategic Context

3.6.2 Passage West, Glenbrook and Monkstown are a series of linked Lower Harbour commuter settlements within the Metropolitan Strategic Planning Area. The towns all have different functions reflective of their historic roles. Passage West has a well defined urban structure reflective of its importance as a shipbuilding and railway terminus, however, the past few decades the function of the retail core has been progressively weakened resulting in a poor urban environment. Glenbrook is largely a small linear residential fishing village which containing some limited services including the local Garda Station. Monkstown's historic development as a new commuter suburb for the rich middle classes in the 19th century has left a legacy of large and impressive buildings. The existing town centre zoning reflects the focus of the existing limited services within the town. This settlement has been allocated a population target of 6,965 to 2022 under the CDP 2014, representing growth of just over 1,000 people on Census 2011 figures (5,790). Taking account of vacancy, an additional 925 housing units would be required to accommodate the target population growth.

3.6.3 Passage West functions as an important residential area with excellent recreational facilities centred on its harbour location. The Settlement overlooks Cork Harbour, which provides an attractive setting. The existing dockland area primarily due to its location represents a significant redevelopment opportunity. Continued population growth may be constrained by the town's topography, the lack of wastewater treatment facilities, the lack of transportation infrastructure and the proximity of the docks near its centre.

Local Context

3.6.4 Passage West is a popular residential area not just because of its unique setting but because of its location 14 km south of Cork City and 5.5 km from the southern Cork City suburbs.

3.6.5 The settlement is located on the western shores of Cork Harbour. Passage West and Glenbrook overlook the West Channel, through which Lough Mahon funnels into the lower harbour. Monkstown, further downstream at the mouth of the West Channel, overlooks the huge expanse of water that is Lower Cork Harbour.

3.6.6 The location of the settlement in the heart of the Metropolitan Area has made Passage West an important residential alternative to Cork City and its Environs most notably Douglas. The town's setting adjacent to Cork Harbour and a designated scenic landscape provide excellent opportunities to create a high quality living environment.

3.6.7 Housing in recent years has been provided in the form of large housing estate developments which, while often suburban in character, have introduced diversity to the housing mix in the town, catering for all age groups and stages in the lifecycle. This enhanced choice in housing is particularly important for a rapidly expanding settlement like Passage West, where the need to maintain mixed communities is an essential element in maturing a neighbourhood and creating a sense of integration between the established and new communities.

3.6.8 This group of small settlements grew as nineteenth century port towns in Cork Harbour. Only in Passage West does any significant commercial activity remain. Monkstown is a significant centre for water-based leisure activities including Monkstown bay Sailing Club and there is a cross-river ferry from Glenbrook to Carrigaloe which provides easy access to Great Island and East Cork.

Planning Considerations and Proposals

3.6.9 Over the past few decades the residential function of the settlement has expanded westwards up the undeveloped, steep hillsides in the areas closest to Douglas and Cork City. This is considered significant as many who live in these dwellings may not experience integration with the town they live in as they do not need to pass through the town. They are essentially dormitory developments with little integration with Passage West itself. The new residential areas are far removed from the historic residential core. The existing, undeveloped land supply within the LAP follows this linear hillside development pattern. The key issue is ensuring connectivity opportunities are maximised between zoned lands and the town centre, existing schools and all residential developments.

Population and Housing

3.6.10 Passage West has grown rapidly in recent years reflecting its attractive location and good access to employment centres at Cork City, Douglas and Ringaskiddy while at the same time reflecting its value as a Maritime Heritage Town.

3.6.11 Much of the new development in Passage West has occurred mostly in the more elevated parts of the town that are relatively remote from both the dockyard and the former fertiliser factory on Great Island. Whilst it is important to protect the attractive open slopes overlooking the harbour itself, there is also a need to consolidate the settlement to enhance both the appearance and function of the central areas. The area's most sensitive to new development are those overlooking the harbour itself.

3.6.12 The Core Strategy of the Cork County Development Plan 2014 has set a population target of 6,965 persons by 2022, representing a population growth of 1,175 persons on the 2011 Census figure. The existing available land supply within this LAP has 38.5ha of zoned land with an estimated minimum yield of 889 units.

3.6.13 The Local Area Plan will primarily focus upon the phased development of existing zoned sites. Over the lifetime of this plan, it is envisaged that the main town of Passage West will experience some moderate growth. This future growth will occur within the existing development boundary and will primarily focus on the phased development of existing zoned land.

3.6.14 With a 2022 target population of 6,965 persons in Passage West, it is estimated that an additional 925 dwelling units will need to be provided between 2011 and 2022. The estimated minimum yield for the current zoned lands is 889 units and in this context it is considered that there is sufficient capacity in the existing residential land supply to provide for the housing needs of this target population.

3.6.15 The development boundary for Passage West is tightly drawn and follows the shoreline on the eastern side. To the west, it follows the green belt boundary and is set to include land designated for planned development. To the north and south, it is tightly drawn to protect the important, strategic green belt gaps separating the town from the nearby settlements of Rochestown and Rafeen respectively.

3.6.16 Outside the development boundary, the land forms part of the Metropolitan Green Belt. Here, the objectives of the Cork County Development Plan 2014 seek to preserve the character of the area

and (subject to certain exceptions) reserve the land generally for agriculture, open-space or recreation uses.

Employment and Economic Activity

- 3.6.17 The settlement does not have any specific employment-related land supply. The traditional town centre of Passage West has been significantly eroded over the past 30 years. A slowdown in the shipbuilding industry in the 20th century hit trade in the town together with local job losses in the 1980s resulting in high unemployment rates. Passage West which was one of the few towns in Ireland which continued to decline during the national boom in the late 1990s and early 2000s.
- 3.6.18 The town largely functions as a commuter settlement with good access to the employment nodes of Ringaskiddy and Cork City. There are currently 3 no. Brownfield opportunity sites within the historic core of Passage West; Cork Dockyard, Convent site and Railway Street which offer a range of possible future land uses, including employment. Some additional guidance in the form of a non-statutory planning brief may be useful in attracting investment to these sites, as they offer enormous potential in reversing the recent negative trends in decline and urban decay within the town centre.
- 3.6.19 Of the three components of the settlement, Passage West has been influenced most by large scale industry. The dockyard, dating originally from the nineteenth century, occupies an elongated and restricted site through the town centre along a good proportion of the town's water front. It attracts significant volumes of general cargo vessels and the commercial traffic taking goods to and from the docks causes' congestion and unsatisfactory environmental conditions.

Town Centre

- 3.6.20 Passage West Town Centre which acts as the main retail focal point for the area has experienced decline in recent decades. This is particularly evident along Main Street and Strand Street. And in other areas of the town where a number of properties have fallen into disrepair due to their wide dispersion, only the overall rejuvenation of the town will result in their re-development.
- 3.6.21 The Retail Strategy set out in the Cork County Development Plan 2014 identifies Passage West as an existing smaller Metropolitan Town. It is an objective to strengthen and consolidate the retail role and function of the smaller metropolitan towns and to provide retail development in accordance with their planned population growth to serve their local catchments. There are currently 2 no. areas zoned for town centre, one in Passage West and one in Monkstown.
- 3.6.22 Within Passage West the extent of the town centre zoning reflects the parameters of the retail focus of the town.
- 3.6.23 This plan identifies areas in Passage West for regeneration. There is an urgent need to concentrate activity and effort towards revitalising and enhancing the town centre core. Efforts should be made to facilitate town centre expansion at the Dockyard and the former convent site along the R610 Strand/Main street. Within the Town Centre there is plot of land which is flanked by railway street on three sides and Strand Street.
- 3.6.24 This is a prime opportunity site which has an aspect onto the harbour on two sides but is currently derelict. Any redevelopment proposals at this location should seek to improve the amenities of the slip and harbour here. Additional measures should include the protection and enhancement of the built heritage and unique natural setting of the town.
- 3.6.25 The town centre environment is quite restricted and difficult to navigate, both as a pedestrian and by car. There is a huge opportunity to provide better connectivity between the town centre and its riverside setting. An urban design strategy would greatly benefit the historic core, part of which is designated as an Architectural Conservation Area. This would need to focus on key issues such as

movement and parking; the regeneration of key historic buildings/ sites, addressing vacancy within the core and re-connecting the town with its riverside location. A marina has been developed recently close to the town centre and there are a number of small inlets with moorings within the town. Additional marine activity can help stimulate additional retail services within the town and it is important that the LAP looks at supporting these facilities.

- 3.6.26 Traffic management is an important issue in the town with a particular problem being peak hour traffic congestion.
- 3.6.27 The provision of a safer environment for pedestrian and cyclist use of the town is required. In order for the town centre to flourish commercially safe pedestrian and cyclist permeability is required. This will require improved and increased pedestrian crossing points, dropped curves, tactile paving and traffic calming measures. Road widening in Glenbrook can also contribute to improved circulation in the town.
- 3.6.28 This Plan recognises the future potential of linking existing shared use cycle and walking routes or Greenways which exist between Crosshaven and Cork City
- 3.6.29 In Monkstown, the town centre zoning reflects the existing small cluster of bar/restaurants and community uses within the historic seaside settlement.

Infrastructure

Transportation & Road Network

- 3.6.30 The area is served by one main route the R610 which follows the coastline linking the towns with Douglas to the north and the N28 at Raffeen Bridge. A cross river ferry operates from Glenbrook to Carrigaloe giving good linkages between these settlements and Cobh and East Cork.
- 3.6.31 This main route within Passage West is primarily two-way with the exception of the area close to the centre at the Shamrock Stores, where due to the existing building layout traffic is carried by two one-way streets. Main Street which is a one-way street carries traffic wishing to enter the town from Cork City while the back road carries traffic exiting the town.
- 3.6.32 Currently Passage West suffers some traffic congestion in the middle of town, particularly in the vicinity of Main Street and Back Street. The majority of the delays experienced by motorists in the town are primarily down to the extent of unauthorized parking in the centre of the town. Due to the lack of convenient parking within the town many of the drivers visiting the shops and services within the town, park illegally on the roadside which delays through traffic.
- 3.6.33 Pedestrian facilities within the town are average. Footpaths are provided on at least one side of each of the main streets within the town. There is one pedestrian crossing in the centre of the town. There is a large reliance on vehicular transport in Passage West, this is particularly true for residents in the newer residential areas to the west of Church Hill, who due to the steep nature of Church Hill favour vehicular transport to access the town.
- 3.6.34 Access issues to zoned land on the western side of the town need to be addressed in order to assist in the development of existing residential zoned lands at R-05 and R-04.
- 3.6.35 Bus Éireann runs a commuter service through Passage West, Glenbrook and Monkstown, seven days a week. The first bus from Monkstown to Cork City on a weekday morning leaves Ringaskiddy at 6.40 am, arrives in Monkstown at 6.55 am and stops in Passage West at 7.00 am. Buses continue to run at 20 – 25 minute intervals throughout the day. The main obstacle to an efficient bus services is the peak hour congestion along the R610 to Douglas and traffic congestion in Douglas

itself. There is no bus service from Passage West to Carrigaline or between Ringaskiddy and Carrigaline. The first bus from the city centre (South Mall) is at 6.50 am arriving in Passage West at 7.20 am.

- 3.6.36 There is a shared-use walking and cycling route or greenway with public lighting, connecting Passage West and Rochestown. The route connects the town centre in Passage West with Harty's Quay in Rochestown (and onwards to Cork City) and generally runs along the old railway line, incorporating a total route of 4.8 kilometres.
- 3.6.37 Fixed line broadband is available in Passage West.
- 3.6.38 A revised Traffic and Transportation Study will be carried out during the lifetime of this plan

Community Facilities

- 3.6.39 In the immediate area of Passage West, the services are scattered which presents a challenge to the town. Community facilities are primarily in Passage West which has a library, medical centre and PACE which provides services for the elderly. There are numerous places of worship in all three settlements. There is a Garda Station (restricted hours) in Glenbrook and a community hall in Monkstown associated with the Church. Maulbaun Park on the site of the former tennis clubhouse recently been completed by Cork County Council and provides table tennis tables and astro turf pitches. The Post-Primary School (St. Peters) an amalgamation of the Secondary School and technical college re-located from the town centre of Passage West in the 1990s to a site on the northern fringes of the town. There are 2 no. primary schools in the settlements; one in Monkstown and one adjoining the secondary school in Passage West, called Star of the Sea. The former primary school on the R610 is now used as a community centre. Improving walking and cycling links between residential areas and schools should be improved to encourage green modes for shorter trips and help ease congestion.
- 3.6.40 The settlements has a good supply of active open space, including the GAA grounds, soccer pitches, Monkstown golf club and tennis courts. There are a number of water-based recreation facilities including a rowing club, sailing club, sea angling club and marina in both Passage West and Monkstown. The Railway Walk is a very popular local walking and cycling route along the riverside which links Passage West to Mahon and Blackrock Castle. This is planned to be extended via a green route to Carrigaline and Crosshaven along the route of the former railway line (PW-U-02).
- 3.6.41 There is a small town park in Passage West, Fr. O Flynn Park which has benches and a playground. There are opportunities to develop additional riverside open spaces, especially on the site of the Dockyard. Any improvement along the waterfront should seek to remove the containers by the Mariners Quay Apartment Block. The new Marina at this location is welcomed.
- 3.6.42 The plan includes proposals for a number of pedestrian walkways throughout the town. Some of these walkways have been completed and should be maintained and protected. Connectivity and permeability throughout the town will be encouraged and promoted.
- 3.6.43 However the locations of key services and amenities have been located out of the town centre to the north of the settlement. The GAA grounds are located on the upper ridges close to the new schools and housing developments. This amenity is disconnected from the town itself and the nature of the topography means that it is difficult to access the facility on foot from the town centre.

Green Infrastructure

- 3.6.44 Passage West, Glenbrook and Monkstown offer one of the most pleasant walking environments in South Cork. The coastal route along the former railway line from Hop Island in Rochestown to

Passage West has been restored and enhanced and is a very popular Greenway along the shores of Lough Mahon.

- 3.6.45 The redevelopment of the waterfront offers great potential for the settlement. Improved access to the water from both Passage West and Glenbrook will present great opportunities for the town and proper landscaping and appropriate seating will create an ideal town centre focal point. The attractiveness and functionality of the waterfront will be further enhanced by the continuation of the Cork Metropolitan Area Cycle Network from Passage to Monkstown to Carrigaline.

Public Realm

- 3.6.46 In order for Passage West Town Centre to expand and develop it is critical that progress is continued in the redevelopment of key opportunity sites. There is a need to promote Passage West as a settlement with a vibrant and attractive town centre. The new small pocket park, Tom Fahy Park on the main street is to be welcomed.
- 3.6.47 It is clear that Passage West is a unique place with distinctive characteristics. The aim is to build on these characteristics by enhancing its attractions and amenities as a shopping, recreational and business centre while promoting a clean and attractive and secure environment which is conveniently accessible to all potential users. The vision is to see Passage West regain its status as a vibrant town and once again become a pleasant place in which to visit, live and do business.
- 3.6.48 Currently the town is focused on one main street which suffers from accessibility & visibility problems and traffic congestion. The town in its current form is not pedestrian friendly and therefore there is a need to develop a traffic management scheme which gives priority to pedestrians and cyclists. The redevelopment of the old dockyard site would allow for the town centre to open up and expand while at the same time developing an appropriate town layout with a clearly defined streetscape. This will provide an opportunity for the development of town centre services and amenities which are currently absent in Passage West. The high level of vacant sites which are currently in the town centre provides an opportunity to create community space and facilities centred on the waterfront; this would make Passage West an attractive place to visit creating revenue and pride of place. There has been an increase in retail occupancy rates in the town having butchers, take away, two shops, solicitors and hairdressers. The convent site and dockyard are the largest opportunities in Passage West town centre expansion.
- 3.6.49 A public realm programme for Passage West should include raised areas of high quality material that contrasts with both the road surface and the footway surface, road widening, kerb dropping, landscaping and high quality street furniture, the development of a new town square, improved signage and road markings, increased pedestrian crossings, traffic calming and improved parking management.

Waste Water Treatment and Water Supply

Drinking Water

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

Wastewater

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

Environment and Heritage

Flooding

3.6.52 In recent years there have been significant flooding events in Passage West and Glenbrook, resulting in flood relief works at Glenbrook. The last recorded flood event occurred in November 2009 and was caused by heavy rainfall, storm force gusts and high tides. This resulted in low lying areas of Passage West and Glenbrook being severely affected by tidal flooding.

3.6.53 Not many parts of Passage West/Monkstown have been identified as being at risk of flooding. The areas at risk are broadly along the coastline and are affected by tidal flooding as illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section One of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

Landscape & Visual Amenity

3.6.54 The County Development Plan 2014 addresses the landscape of the County with reference to 4 landscape sensitivities. Passage West lies within the landscape type 'City Harbour and Estuary', an area of very high landscape value, very high sensitivity and an area of national importance. Its character area is designated as 'Cork City and Harbour'.

3.6.55 The topography and landscape components in this area, primarily the River Lee as well as the vast open and natural harbour, have provided the opportunity for human settlement and the development of a city.

3.6.56 Overall, the landscape of the city and harbour area comprises a mix of rural and intensely urban areas, combined with a large expansive harbour. To the south of the city, the western side of the harbour supports major industrial development, while on higher ground telecommunication masts and water storage towers punctuate the skyline. The harbour includes large islands, which, along with much of the harbour shore, comprises landscape of fertile farmland which slopes gently to the sea. It comprises a mosaic of fertile fields of mixed use on brown podzols.

3.6.57 The rural areas around much of the greater harbour area are now characterised by a prevalence of infrastructure such as roads, bridges and electricity power lines and some urban sprawl. The narrow harbour mouth is defined by two hilltops with old military fortifications on their summits.

3.6.58 Having regard to the combination of steeply sloping local topography and intensive urban areas within Passage West town centre, where it is considered necessary to support specific development proposals of three stories or more within the town centre, the Planning Authority may require the submission of light and shadow analysis with development consent proposals.

Protected Structures

3.6.59 In all there are 10 structures in or in close proximity to Passage West which are entered on the current record of protected structures.

Nature Conservation Areas

3.6.60 There are two conservation designations which directly impact on Passage West, namely, Cork Harbour Special Protection Area (SPA-004030) and the Monkstown Creek proposed Natural Heritage Area (pNHA 001979).

3.6.61 Special Protection Area's are designations of European significance. They form part of the "Natura 2000" network of sites spread throughout Europe. Their purpose is to give protection and support to populations of birds that are rare or threatened in Europe.

3.6.62 The Cork Harbour Special Protection Area (SPA-004030) is an internationally important wetland site, regularly supporting in excess of 20,000 wintering waterfowl, for which it is amongst the top five sites in the country. Of particular note is that the site supports an internationally important population of Redshank.

3.6.63 The Natural Heritage Areas cover nationally important semi-natural and natural habitats, landforms or geomorphologic features, wild plants and animal species or a diversity of these natural attributes.

3.6.64 Monkstown Creek (pNHA 001979) is situated between Monkstown and Ringaskiddy on the western shores of Cork Harbour. Monkstown Creek is a tidal inlet composed of mudflats, with limestone along the southern shore. A brackish lake also occurs, separated from the sea by a sluice gate.

3.6.65 The area is of value because its mudflats provide an important feeding area for waterfowl and it is a natural part of Cork Harbour which, as a complete unit, is of international importance for waterfowl.

Architectural Heritage

3.6.66 The residential architecture of the settlement is of importance, as the area, including Monkstown, consists of a high number of large town houses, many of which are terraced. The town includes smaller artisan-style housing, as well as a number of civic buildings. The mix of styles in these areas has led to the designation of an Architectural Conservation Area, both in Passage West and Monkstown, due to its retention of original fabric and styles.

3.6.67 Architectural Design Guidelines have been prepared by Passage West Town Council to assist developers in formulating suitable design proposals for developments in the area to ensure such development is respectful of the character of the area.

3.6.68 It is an objective of the County Development Plan 2014 (HE 4-5) "to conserve and enhance the special character of the Architectural Conservation Areas".

Archaeological Heritage

3.6.69 The town contains a number of archaeological monuments which reflect the historic significance of the area. These are awarded protection under national legislation and policies contained in the County Development Plan 2014. All of these are Recorded Monuments which are subject to statutory protection in the Record of Monuments and Places, established under section 12 of the National Monuments (Amendments) Act 1994. Any potential archaeological sites and their setting

within the development boundary shall be protected in line with the objectives for the protection of archaeological heritage listed in the Cork County Development Plan 2014.

Open Space

- 3.6.70 Sections of the former railway line from Cork to Passage West and on to Crosshaven have been converted to a Greenway. Many sections are segregated from road traffic and the amenity is well used.
- 3.6.71 The redevelopment of the waterfront provides great potential for the settlement. Improved access to the water from both Passage West and Glenbrook will present great opportunities for the town and proper landscaping and appropriate seating will create an ideal town centre focal point. The attractiveness and functionality of the waterfront will be further enhanced by the continuation of the Cork Metropolitan Area Cycle Network on from Passage to Monkstown to Carrigaline.
- 3.6.72 The objectives PW-O-04 to PW-O-08 in this plan for areas of open space seek to apply an appropriate degree of protection on those visually important open areas that contribute to the setting of this town and amenity afforded by the upper harbour generally. The other open space objectives PW-O-01 and PW-O-02 aim to protect existing sporting and recreational facilities which are deemed important to the settlement. In addition efforts, should be made to further enhance the town park as a passive open space and playground facility.
- 3.6.73 The specific open space, sports, recreation and amenity zoning objectives for Passage West are set out at the rear of this chapter.




Infrastructure

- 3.6.74 Traffic management is an important issue in the town with a particular problem being peak hour traffic congestion.
- 3.6.75 The provision of a safer environment for pedestrian and cyclist use of the town is required. In order for the town centre to flourish commercially safe pedestrian and cyclist permeability is required. This will require improved and increased pedestrian crossing points, dropped curves, tactile paving and traffic calming measures. Road widening in Glenbrook can also contribute to improved circulation in the town.
- 3.6.76 This Plan recognises the future potential of linking existing cycle and walking routes which exist in Passage West to those that exist in Carrigaline, Douglas and Cork City through the connection to Monkstown via Glenbrook via the Cork Metropolitan Area Cycle Network
- 3.6.77 During the lifetime of this plan Cork County Council in collaboration with Bus Eireann will facilitate and support any public transport improvements between this area and Ringaskiddy and Carrigaline.

Regeneration Areas

- 3.6.78 This plan identifies areas of the Passage West which are currently developed but may merit from additional guidance in the event of the opportunity to redevelop them arises during the term of this plan.
- 3.6.79 This plan identifies areas in Passage West for regeneration. There is an urgent need to concentrate activity and effort towards revitalising and enhancing the town centre core. Efforts should be made to facilitate town centre expansion at the Dockyard and the former convent site along the R610 Strand/Main Street. Within the Town Centre there is plot of land which is flanked by Railway Street on three sides and Strand Street. This is an opportunity site which is derelict and has an aspect out onto the harbour on two sides. Any redevelopment at this location should seek to improve the amenities of the slip and harbour here. This portion along with additional measures should include the protection and enhancement of the built heritage and unique natural setting of the town.

Table 3.7: Passage West Regeneration Areas

Regeneration Area	Number and Description
	<p>PW-RA-01 Former Convent Site Within the area zoned T-01, vacant institutional building and grounds which front the main street.</p>
	<p>PW RA-02 Royal Victoria Dockyard Working Dockyard on the eastern side of the R610. The site is bounded by a high stone wall which prevents access from the town centre to the waterfront. The site is located in T-01. Any development proposals on this site should facilitate pedestrian and cycle permeability along the Waterfront.</p>
	<p>PW RA-03 Railway Street Backland development to the rear of the main street, which fronts the water on two sides. Any redevelopment at this location should seek to improve the waterfront amenities.</p>

General Objectives

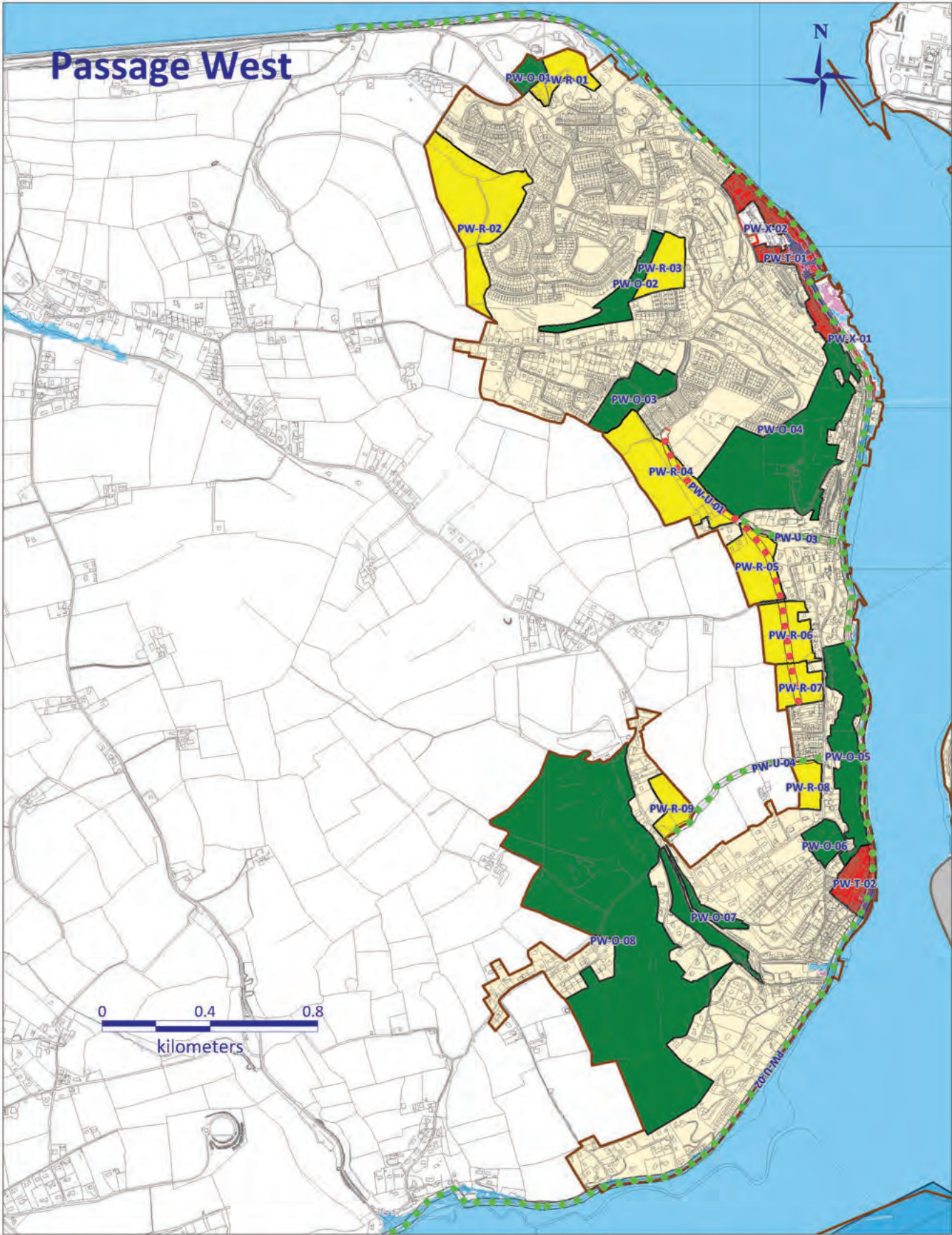
3.6.1 The following objectives apply to all development proposals for Passage West. Development within this area must comply with the General Objectives preceding.

Local Area Plan Objective General Objectives for Passage West/Monkstown/Glenbrook	
Objective No.	
PW-GO-01	<p>Population and Housing</p> <p>Secure the development of 925 new dwellings in Passage West between 2011 and 2022.</p>
PW-GO-02	<p>Development Boundary</p> <p>The boundary of Passage West overlaps with and is adjacent to the Cork Harbour Special Area of Conservation and the Cork Harbour Special Protection Area. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.</p>
PW-GO-03	<p>Development Boundary</p> <p>All new development will be located within the development boundary of the town established by this plan and which defines the extent to which Passage West may grow during the lifetime of the plan.</p>
PW-GO-04	<p>Water Services</p> <p>All new development shall be connected to the public water supply; the public waste water treatment system shall make adequate provision for storm water disposal.</p>
PW-GO-05	<p>Walking and Cycling</p> <p>Develop a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools and the town centre in line with the Metropolitan Cycling Strategy.</p>
PW-GO-06	<p>Flood Risk</p> <p>All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. In particular, a site-specific flood risk assessment will be required as described in objectives FD1-4, 1-5 and 1-6.</p>

Local Area Plan Objective Specific Development Objectives for Passage West/Monkstown/Glenbrook		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Residential		
PW-R-01	Medium B density residential development (low density residential development individual serviced sites in woodland setting).	2.5
PW-R-02	Medium A density residential development to include serviced sites and a mix of house types. Medical centre and nursing home to also be provided.	10.9
PW-R-03	Medium A density residential development.	2.7
PW-R-04	Medium A density residential development, with provision for relief road linking Maulbaun to Lackaroe.	8.2
PW-R-05	Medium B density residential development, with provision for relief road linking Maulbaun to Lackaroe.	4.0
PW-R-06	Medium B density residential development with appropriate access and with provision for road linking Maulbaun to Lackaroe.	4.0
PW-R-07	Medium B density residential development with appropriate access and with provision for road linking Maulbaun to Lackaroe.	2.5
PW-R-08	Medium B density residential development.	1.6
PW-R-09	Medium B density residential development to include serviced sites and a mix of house types. Specific arrangements shall be made for the continued provision and construction an amenity walk (PW-U-04).	2.1
Town Centre		
PW-T-01	Passage West: This area denotes the existing built footprint of the town centre and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas.	5.9
PW-T-02	Monkstown: This area denotes the existing built footprint of the town centre and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas.	3.0
Special Policy Areas		
PW-X-01	Proposed redevelopment of the Victoria Dockyard site for mixed convenience and comparison retail, office, leisure, marina, service,	2.4

Local Area Plan Objective Specific Development Objectives for Passage West/Monkstown/Glenbrook		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	civic and residential uses to facilitate town centre expansion. Any development proposals on this site should facilitate pedestrian and cycle permeability along the Waterfront. *	
PW-X-02	The former convent site is recognised as an opportunity site for Passage West which could accommodate various uses that would incorporate the retention of the buildings and their setting with provision for associated car parking.	1.6
Utilities		
PW-U-01	Local access road.	
PW-U-02	Develop and maintain pedestrian walk along Monkstown Creek as part of the network from Rochestown to Carrigaline. Development along this route will be subject to Habitats Directive Assessment and will only be progressed, where it is found to be compatible with the requirements of the Birds and Habitats Directives. The Habitats Directive Assessment will focus on the potential for development and use of the new route to result in disturbance impacts on birds.	
PW-U-03	Pedestrian walk along stream glen to connect with proposed access road.	
PW-U-04	Pedestrian walk.	
Open Space, Sports, Recreation and Amenity		
PW-O-01	Existing Passage West Football Club and associated playing pitches	1.2
PW-O-02	Open Space with views overlooking Cork Harbour. Provision for landscape protection.	3.0
PW-O-03	Existing Passage West GAA Grounds and associated playing pitches.	3.8
PW-O-04	Open Space which functions as an essential backdrop to the setting of the town. These lands will remain predominantly open and rural in character.	16.9
PW-O-05	Open Space that will remain predominantly open in character, especially retaining the existing trees and natural features on site. This area is visually important and makes a significant contribution to the setting of Monkstown. Consideration will be given to the development of four dwellings on the northern side of these lands,	7.0

Local Area Plan Objective Specific Development Objectives for Passage West/Monkstown/Glenbrook		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	close to the public road and in the vicinity of the existing dwelling.	
PW-O-06	Open space, a prominent slope which is important to the setting of monkstown and should therefore remain open and rural in Character	1.7
PW-O-07	Open Space, recreational woodland walk with panoramic views over Monkstown, Cobh and Cork Harbour. Provision for tree protection.	3.8
PW-O-08	Monkstown Golf Course.	52.0



- Settlement Boundary
- Open Space / Sports Recreation / Amenity
- Town Centre / Neighbourhood Centre
- Industry
- Special Policy Area
- Utilities
- Residential
- Community / Utility
- Business
- Enterprise
- Retail Core
- Area Susceptible to Flooding: Zone A
- Area Susceptible to Flooding: Zone B
- Roads
- Walkways

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3.7 Ringaskiddy including Port of Cork

Vision and Context

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

Strategic Context

3.7.2 Ringaskiddy is designated as a Strategic Employment Area, within the County Metropolitan Strategic Planning Area and has developed into one of the most significant employment areas in the Country. The objective for Ringaskiddy is set out in EE 4-1 of the County Development Plan 2014 where the stated aim is to promote the development of Ringaskiddy as a Strategic Employment Area suitable for large scale industrial developments which is compatible with relevant environment, nature and landscape protection policies as they apply around Cork Harbour.

3.7.3 Lands in this area will be protected from inappropriate development which may undermine Ringaskiddy's suitability as a Strategic Employment Centre.

3.7.4 Ringaskiddy is the location of modern deep-water port facilities, a naval and marine training institution and has successfully attracted major, large scale, high technology manufacturing plants. There are advanced proposals to upgrade the N28 to motorway standards.

3.7.5 This Plan will consider the following issues: securing enhanced public transport infrastructure possibly by the provision of a high quality green route, improved traffic management and environmental protection for the existing residential community in the area.

Local Context

3.7.6 Ringaskiddy is located 16km from Cork City and on the western side of Cork Harbour and adjacent to the sea port and is south-east of Cork City and separated from the city suburbs by open green belt. Ringaskiddy has excellent port facilities and contains predominantly large-scale manufacturing industrial uses that occupy large, stand alone sites with eight of the Top 10 largest pharmaceutical companies located in the area.

3.7.7 The settlement consists of two small villages, Shanbally and Ringaskiddy village and there are a number of residential and amenity uses that would benefit from protection from the impact of nearby large scale development. There is, however, very limited expansion potential for residential uses because of the importance of the area for future industrial development.

3.7.8 The N28 is a critical piece of infrastructure which needs to be upgraded. The current road is a sub-standard single-carriageway. Failure to upgrade the N28 to dual carriageway will have severe competitive and economic implications for both the Metropolitan Cork area and the region as a whole.

3.7.9 Ringaskiddy is physically linked to Haulbowline Island by road. Haulbowline is home to the Irish Naval Service, the old Irish Steel site, the Coastal Marine Research Centre (UCC) and a crematorium. Haulbowline is dealt with in the Cobh Municipal District Local Area Plan.

3.7.10 However, It should be noted that Ringaskiddy provides the only road access to the Irish Naval Service base at Haulbowline Island. The continued Naval presence, the planned remediation work

and the proposals for the future development of the area will provide significant employment opportunities, particularly in the tourism/amenity areas while providing new amenities for both local people and the wider region.

Planning Considerations and Proposals

Population and Housing

- 3.7.11 The population of Ringaskiddy in 2011 was 478. This is a 7% decline on the 2006 population of 514 and the population of Shanbally stood at 337.
- 3.7.12 Carrigaline provides the main supply of housing land for this area. Housing is contained in a number of sporadic settlements throughout the area; the plan will consider opportunities for small scale infill development in both Ringaskiddy and Shanbally Villages.
- 3.7.13 Whilst the Local Area Plan does not intend to provide for any significant additional population growth it does aim to maintain the current population of the settlement whilst also ensuring that the amenity and quality of life experienced by the residents will not be compromised by development of Ringaskiddy as a strategic employment area.
- 3.7.14 In the absence of a 2023 target population figure it is envisaged that Ringaskiddy's population will remain relatively static. There is potential for limited residential development within the town centre areas of Ringaskiddy and Shanbally villages. The land which was zoned for residential development in previous plans has now been included within the overall town centre zonings of Ringaskiddy and Shanbally villages.
- 3.7.15 The scale and form of development will be very much dependant on retaining the character of the villages. While there may be opportunities for terraced and in-fill development in the village core areas, most development will be in the form of clusters of dwellings of varying sizes and types and in this context no one proposal for residential development should be larger than 30 units. As well as this student, staff and short term visitor accommodation associated with existing and future educational facilities located in the area will be deemed appropriate within the town centre zoning of Ringaskiddy village.
- 3.7.16 The development boundary of Ringaskiddy is determined, to the west and south by the green belt (ensuring that the town does not merge with Carrigaline), and to the east and north by Cork Harbour. To the south, the development boundary is set to accommodate the planned expansion of the town.
- 3.7.17 Outside the development boundary, the land forms part of the Metropolitan Green Belt. Here, the objectives of the Cork County Development Plan 2014 seek to preserve the character of the area and (subject to certain exceptions) reserve the land generally for agriculture, open-space or recreation uses.
- 3.7.18 While it is the Councils intention to develop Ringaskiddy as a Strategic Employment Area within Metropolitan Cork, there is a need to protect the amenity afforded to the existing communities of Ringaskiddy village and Shanbally. Balancing these two requirements is a challenge which will require much consideration. While Cork County Council will continue to promote the employment role of Ringaskiddy greater recognition will be given to the needs of the established resident community.

Employment and Economic Activity

- 3.7.19 Outside of the Greater Dublin Area, Ringaskiddy has the largest direct investment employment centre in Ireland. Many of the top world leading pharmaceutical companies are located there. It is estimated that approximately 8,800 people are employed in the area. There are 344 acres of IDA industrial zoned land available. The Port of Cork's deepwater berth at Ringaskiddy is the principal port facility in the region. Facilities at the deepwater berth can handle a range of cargo types, including roll-on roll-off, lift-on and lift-off and dry bulk. Planning permission has been granted for the relocation and expansion of the port of Cork at Ringaskiddy and this will see the relocation of container traffic from Tivoli Docks to Ringaskiddy. Future expansion of port activities in Ringaskiddy is important to deliver the Cork City's plans for the Docklands area close to the city centre.
- 3.7.20 The Port of Cork's deepwater berth at Ringaskiddy is of huge importance to the region both from a commercial and a tourism perspective. Facilities at the deepwater berth can handle a range of cargo types, including roll-on roll-off, lift-on lift-off and dry bulk, while Brittany Ferries sail out of Ringaskiddy to Roscoff, France.
- 3.7.21 Ringaskiddy is a significant centre of pharmaceutical manufacture which within the global community has earned an international reputation as a location of choice for mobile pharmaceutical investment. Firms such as Pfizer, Novartis GlaxoSmithKline, Centocor Biologics, Johnson & Johnson and Recordati all have major production facilities at Ringaskiddy. These create high-quality employment opportunities while contributing to both the local and national economy.
- 3.7.22 Ringaskiddy is a textbook example of clustering, a theory that contends where one industry is established supplier industries soon follow, as does investment in education, training, research and development, and infrastructure.
- 3.7.23 In addition to the pharma industry, a €52 million state of the art National Maritime College of Ireland (NMCI) opened its doors to students in October 2004. Located near the bridge to Haulbowline Island on a Naval Service site, the college is one of the most sophisticated centres of its kind in the world. National Maritime College offers naval training/education using Navy staff and Merchant Navy training using staff from the Cork Institute of Technology.
- 3.7.24 Plans to expand the existing facility eastwards to provide a maritime campus adjacent to the college, accommodating the Irish Maritime and Energy Cluster Ireland (IMERC) have been completed and are now operational. This includes facilities for UCC's Coastal and Marine Resources Centre (CMRC) and Hydraulics and Marine Energy Renewable Ireland (MaREI), as well as maritime IT, incubator and marine business accommodation. Renewable ocean energy is seen as one of the niche areas the campus will focus on initially. Work has recently been completed of the national Beaufort Laboratory adjacent to the NMCI and this will be extended into a maritime energy, science campus. Additional suitable lands have been identified to allow for the possible expansion of these marine educational related facilities.
- 3.7.25 The overall effort in the marine research area can be seen as an attempt to build up a critical mass of sector related businesses and skills or Cluster in the Cork area, somewhat analogous to the Cork Harbour Development Plan in the 1970s and UCC's National Microelectronics Research Centre in the 1980s. Such initiatives are necessary if the region is to develop and retain worthwhile sources of competitive advantage. They involve a willingness to commit substantial resources, ahead of potential competitors, and often also to adopt a relatively long term view in relation to results.
- 3.7.26 Having regard to the strategic objectives of the County Development Plan 2014, projected employment targets and land requirement targets for the Electoral Area, it is envisaged that Ringaskiddy will continue to act as a Strategic Employment Area and indeed should see significant industrial employment growth, which will serve the Municipal District and Cork County as a whole.

3.7.27 It should be noted that Ringaskiddy provides the only road access to the Irish Naval Service base at Haulbowline Island. The continuing Naval presence, the planned remediation work and the proposals for the future development of the area will provide significant employment opportunities, particularly in the tourism/amenity areas while providing new amenities for both local people and the wider region.

Town Centre

3.7.28 Town centre sites have been identified at both Shanbally and Ringaskiddy village. These town centre sites represent the existing built footprint of the town centre/village core. It is an objective of this plan to protect and enhance the amenity value afforded to these existing communities.

3.7.29 It is considered inappropriate to make provision for new housing on a large scale in Ringaskiddy. However, it is deemed appropriate that residential development (as outlined above) could take place within the town centre zonings.

3.7.30 The specific town centre zoning objectives for Ringaskiddy are set out in the table to the rear of this chapter.

Community and Utilities

3.7.31 Ringaskiddy was selected as the ideal location of the lower harbour waste water treatment plant. This plant is currently nearing completion.

3.7.32 The site RY I-19 is identified as being suitable for marine related educational facilities. There is great potential to expand existing educational activities in Ringaskiddy and establish a centre of excellence for marine related education, research and training. Any proposed development is likely to comprise of research facilities, for the existing NMCI and for the Coastal Marine and Resources Centre (CMRC) and Hydraulics and Maritime Research Centre (MaREI) of UCC. In addition, a marine related research and innovation park may be developed including general office accommodation, manufacture and storage associated with prototype development and testing. Any student, staff and short term visitor accommodation will have to be catered for within the town centre of Ringaskiddy.

3.7.33 The specific community and utilities objective for Ringaskiddy is set out to the rear of this chapter.

Open Space

3.7.34 The objectives in this plan for areas of passive open space seek to apply an appropriate degree of protection on those visually important open areas that contribute to the setting of Ringaskiddy and amenity afforded by the upper harbour generally. During the lifetime of this plan, if required, the Planning Authority will undertake to identify new areas of open space to compensate for the loss of any open space which may occur as a result of the construction of the M28 Cork – Ringaskiddy Motorway Scheme. Such open space is most appropriately located as close to the town centre as is practicable.

3.7.35 The specific open space, sports, recreation and amenity zoning objectives for Ringaskiddy are set out to the rear of this chapter.

Seveso

3.7.36 Three of the major employers within the development boundary of Ringaskiddy are designated under the Major Accidents (Seveso) Directive. These are Novartis Ringaskiddy Ltd, Pfizer Ireland Pharmaceuticals and Smithkline Beecham (Cork) Ltd.

Land Supply

3.7.37 In previous plans there were 344ha of land zoned for business use in Ringaskiddy of which 236ha of this remained undeveloped, part of which is set aside for large stand-alone development.

Infrastructure

Transportation and Road Network

3.7.38 The N-28 National Primary route links Ringaskiddy to Cork City and onwards to the wider Regional and National road network. It is proposed to construct a new M28 Motorway from Cork to Ringaskiddy from the existing N28 N40 Bloomfield interchange on the South Ring Road to Ringaskiddy village. The new road will remain online using the existing N28 from the Bloomfield interchange to Carrs Hill and from there the route will go off line to the west of the existing N28 passing between the existing Shannonpark roundabout and Carrigaline. From there the route will pass to the south of Shanbally and Ringaskiddy villages where it will terminate at the new Port of Cork facility at Ringaskiddy. The M28 Motorway will pass through the following zoned land RY-I-03, RY-I-04, RY-O-03, RY-O-04, RY-O-06, RY-O-07, RY-I-10, RY-I-11, RY-I-14 and RY-I-15. On these zoned lands this will result in severance of strategic land banks and Cork County Council will engage with all relevant parties to future optimise and maximise the large amount of land zoned for Industry at this location.

3.7.39 The new motorway will have a greater capacity particularly for freight vehicles making journeys to and from the port. The development of this road scheme is being promoted by Cork County Council and is funded by Transport Infrastructure Ireland (TII) it is critical that the M28 project be finalised as quickly as possible in order to bring certainty and assurance of commitment to existing and future investment in the Ringaskiddy area. This planned upgrade represents an important catalyst for the economic development of Cork and the South-West region.

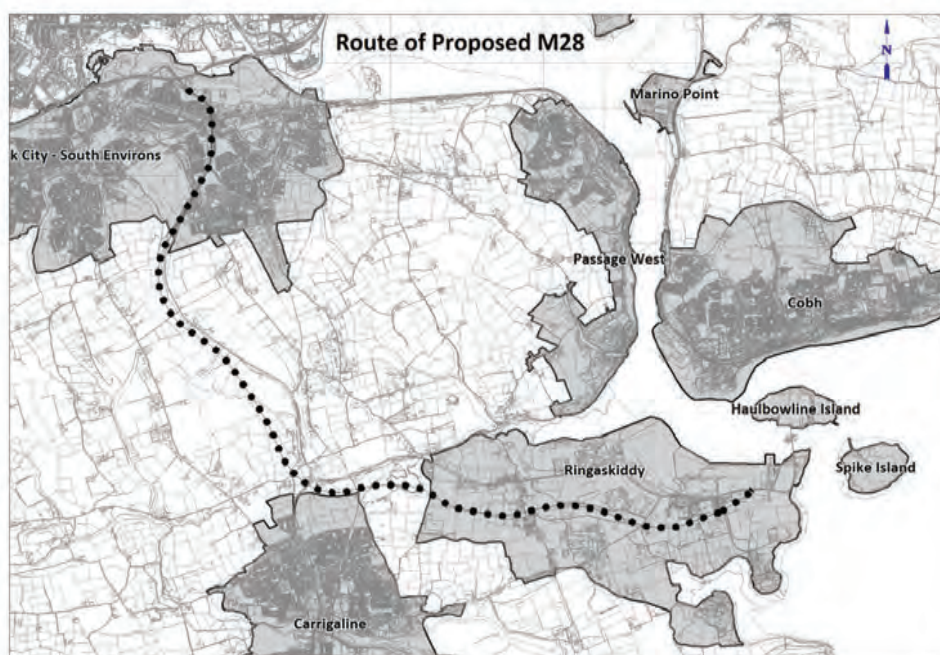


Figure 3.4: Route of proposed M28

- 3.7.40 Approximately 20% of the workforce in Ringaskiddy reside in Carrigaline and currently transportation linkages between the two settlements are poor, with access between the two settlements primarily by private car, although Ringaskiddy is served by a frequent public bus (223) this bus does not serve Carrigaline. The possibility of introducing a bus service between Ringaskiddy and Carrigaline will be explored during the lifetime of this plan as well as the possibility of altering the existing route to bring it closer to the employment locations with Ringaskiddy.
- 3.7.41 The M28 will offer the scope to modify the exiting N28 to offer dedicated bus and cycle lanes and provide increased footpath provision - which in turn will help increase connectivity along the Ringaskiddy, Carrigaline and Passage West access.
- 3.7.42 With a significant percentage of the Ringaskiddy workforce residing in East Cork and the Northern Environs of the city, the feasibility of a new public ferry route between Cobh and Ringaskiddy which would help in reducing journey to work times, as well as traffic congestion in the area between the South Environs of the city and Ringaskiddy, will also be explored during the lifetime of this plan.

Wastewater treatment and Water Supply

- 3.7.43 Ringaskiddy wastewater discharges through two sewerage systems; sewers constructed by the IDA that serve industry and the others serving the village. The sewer, which serves the village, is a combined sewer will be served by the Lower Harbour Sewerage Scheme which is near completion. Although most existing industries have their own on-site treatment prior to discharging to the IDA outfall sewer, there is no secondary treatment plant and the macerated effluent is discharged to the harbour.
- 3.7.44 Drinking water is supplied by the Cork Harbour City Water Supply Scheme and there is adequate storage from a reservoir at Strawhall.
- 3.7.45 In times of heavy rainfall surface water is a problem in Ringaskiddy village and in order to protect the capacity of the planned waste water treatment plant for the lower harbour towns this will have to be addressed. All new development should include attenuation measures in accordance with Sustainable Drainage Systems (SuDS).

Flooding

- 3.7.46 There have been a number of flooding events in Ringaskiddy over the last decade. The last recorded flood event occurred in November 2009 and was caused by surface water due to extremely heavy rainfall. This resulted in the low lying areas close to Ringaskiddy village and the NMCI being impassable. Minor flood events have also been recorded at Coolmore Crossroads and Raffin Bridge.
- 3.7.47 Parts of Ringaskiddy have been identified as being at risk of flooding. The areas at risk are mainly the areas affected by tidal flooding along the coastline as illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section One of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

Community Facilities

- 3.7.48 There are a number of community facilities located within the development boundary of the settlement. These are centred on the two established residential areas of Shanbally and Ringaskiddy village. There is a church, a primary school, a shop and a public house located in both

settlements. A large pre-school and a community centre are located in Rinaskiddy. The GAA club (Shanbally GAA) and soccer club (Hibernian AFC) are located at Shanbally.

- 3.7.49 The Pfizer Sports Club is also located in the area and its facilities include a Golf Course, Pitch and Putt club and some playing fields. Membership of the club is open to existing, retired and former Pfizer Ireland employees and their families, with associated membership available to members of the local community.
- 3.7.50 Given the location of Ringaskiddy along the shoreline of Cork Harbour it is important that public access to the water is available and existing facilities are protected and improved to facilitate residents, visitors and local boat and leisure craft owners while taking account of and protecting natural and other heritage resources of the harbour. A Draft Cork harbour Study was prepared by Cork County Council in 2011 and it is the intention of the Planning Authority to identify key aspects of this plan which can be worked on in conjunction with the Planning authority and Strategic Development SPC to help address these matters, where these are compatible with the protection of key natural and other heritage resources in the harbour.

Environment and Heritage

Landscape & Visual Amenity

- 3.7.51 The County Development Plan 2014 addresses the landscape of the County with reference to 16 defined landscape types that were derived from a study of 76 smaller landscape character areas. Ringaskiddy lies within the landscape type 'City Harbour and Estuary', an area of very high landscape value, very high sensitivity and an area of national importance. Its character area is designated as 'Cork City and Harbour'.
- 3.7.52 The topography and landscape components in this area, primarily the River Lee as well as the vast open and natural harbour, have provided the opportunity for human settlement and the development of a city.
- 3.7.53 Overall, the landscape of the city and harbour area comprises a mix of rural and intensely urban areas, combined with a large expansive harbour. To the south of the city, the western side of the harbour supports major industrial development, while on higher ground telecommunication masts or water storage towers punctuate the skyline. The harbour includes large islands, which, along with much of the harbour shore, comprises landscape of fertile farmland which slopes gently to the sea. It comprises a mosaic of fertile fields of mixed use on brown podzols.
- 3.7.54 The rural areas around much of the Greater Harbour Area are now characterised by a prevalence of infrastructure such as roads, bridges and electricity power lines and some urban sprawl. The narrow harbour mouth is defined by two hilltops with old military fortifications on their summits.

Protected Structures

- 3.7.55 In all there are two structures within the development boundary of Ringaskiddy, which are entered on the current record of protected structures.

Nature Conservation Areas

- 3.7.56 There are two conservation designations which directly impact on Ringaskiddy, namely, Cork Harbour Special Protection Area (SPA-004030) and the Monkstown Creek proposed Natural Heritage Area (pNHA 001979).

- 3.7.57 Special Protection Area's are designations of European significance. They form part of the "Natura 2000" network of sites spread throughout Europe. Their purpose is to give protection and support to populations of birds that are rare or threatened in Europe.
- 3.7.58 The Cork Harbour Special Protection Area (SPA-004030) is an internationally important wetland site, regularly supporting in excess of 20,000 wintering waterfowl, for which it is amongst the top five sites in the country. Of particular note is that the site supports an internationally important population of Redshank.
- 3.7.59 The Natural Heritage Areas cover nationally important semi-natural and natural habitats, landforms or geomorphologic features, wild plant and animal species or a diversity of these natural attributes.
- 3.7.60 Monkstown Creek (pNHA 001979) is situated between Monkstown and Ringaskiddy on the western shores of Cork Harbour. Monkstown Creek is a tidal inlet composed of mudflats, with limestone along the southern shore. A brackish lake also occurs, separated from the sea by a sluice gate.
- 3.7.61 The area is of value because its mudflats provide an important feeding area for waterfowl and it is a natural part of Cork Harbour which, as a complete unit, is of international importance for waterfowl.

Protected Structures

- 3.7.62 In all there are two structures within the development boundary of Ringaskiddy, which are entered on the current record of protected structures.

Archaeological Heritage

- 3.7.63 The town contains a number of archaeological monuments which reflect the historic significance of the area. These are awarded protection under national legislation and policies contained in the County Development Plan 2014. All of these are Recorded Monuments which are subject to statutory protection in the Record of Monuments and Places, established under section 12 of the National Monuments (Amendments) Act 1994. Any potential archaeological sites and their setting within the development boundary shall be protected in line with the objectives for the protection of archaeological heritage listed in the Cork County Development Plan 2009.

Port of Cork

- 3.7.64 Cork Harbour is the second most significant port in the state. It is critical to the economic success of the south west region. The port's activities are divided between several locations in the harbour, including traditional open wharfs and container facilities on the eastern approaches to the city at Tivoli and a modern deep water facility with Ro-Ro facilities and passenger car ferry links to Roscoff in France. The Port of Cork is identified in National Ports Policy (NPP) as a port of national significance (Tier 1) and is proposed for inclusion as one of 3 ports including Dublin and Shannon/Foynes in the state in the TEN-T (North Sea – Mediterranean priority Corridor in the European Union's Trans European Network – Transport). For inclusion in the core network, ports must enjoy significant volumes of freight and/or passenger traffic, have a high level of international connectivity and by 2030 be connected to the core European rail and road network.
- 3.7.65 One of the ambitions of this network is that interconnectivity – in the North and West of the corridor where accessibility from the island regions is the critical issue, there is a need to develop Motorways of the Sea and to improve hinterland connections at the seaports.
- 3.7.66 The LAP supports the port of Cork's proposals to expand its facilities in Ringaskiddy so that port centred operations and logistics can become more efficient through the accommodation of larger

ships and so that port traffic can directly access the National Road Network without passing through the city centre. The Ringaskiddy Deepwater Terminal has a length of 485m, with a depth of 13.4m. The storage space behind the berth is 16 hectares. Objective TM 5-2 in the 2014 County Development Plan supports Cork County Council's policy on Ringaskiddy Port.

3.7.67 The limitations at the existing Lo-Lo facilities in the Tivoli Container Terminal required the relocation of the container business downstream to the lower harbour at Ringaskiddy. In 2015 planning permission was granted for the further development of Ringaskiddy port. The first phase of the Ringaskiddy Development includes an optimized 360m single berth with supporting quay development and equipment. This development represents the first phase of the implementation of the Port of Cork's strategic development Plan review 2010 and the project is expected to be operational by 2018.

General Objectives

3.7.68 The following objectives apply to all development proposals for Ringaskiddy. Development within this area must comply with the General Objectives as set out in the table below.

Local Area Plan Objective General Objectives for Ringaskiddy	
Objective No.	
RY-GO-01	<p>Strategic Employment Area</p> <p>Reaffirm Ringaskiddy's focus on industrial and port related roles which reflects its status as a Strategic Employment Area</p>
RY-GO-02	<p>Development Boundary</p> <p>The boundary of Ringaskiddy overlaps with and is adjacent to the Cork Harbour Cork Harbour Special Protection Area. Development within the town will only be permitted where it is shown that it is compatible with the requirements of the Birds and Habitats Directives and the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.</p> <p>In relation to proposals for new development in industrial zones in the settlement, the Habitats Directive Assessment will focus on the following:</p> <ul style="list-style-type: none"> • impacts of emissions generated by the new industrial development on the SPA and its qualifying species; • potential for new industrial development to result in loss of availability of field feeding habitat for wintering birds; • potential for new industrial development to result in disturbance impacts on birds. <p>Some greenfield and wetland areas around Lough Beg, which have been zoned for industrial development, provide important feeding and roosting habitat for some of the bird species for which the Cork Harbour SPA is designated. It will be necessary to retain some of this land in an undeveloped state to maintain the favourable conservation status of populations of these wintering birds.</p>
RY-GO-03	<p>Port of Cork</p> <p>Facilitate the relocation of the Port of Cork's container and bulk goods facilities to Ringaskiddy subject to the implementation measures which are required to be undertaken to comply with the planning consent to ensure that adverse affects on the integrity of the Cork Harbour SPA are avoided as well as impacts</p>

Local Area Plan Objective General Objectives for Ringaskiddy	
Objective No.	
	on communities.
RY-GO-05	<p>Transport and Transportation</p> <p>Upon completion of the M28, upgrade the existing N28 to facilitate the installation of bus priority and that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes throughout the settlement and connecting to Carrigaline.</p>
RY-GO-06	<p>Residential Amenity</p> <p>Protect, maintain and enhance the residential amenities of the existing communities at Ringaskiddy and Shanbally villages.</p>
RY-GO-07	<p>Water Services</p> <p>All new development shall be connected to the public water supply, the public waste water treatment system and shall make adequate provision for storm water disposal.</p>
RY-GO-08	<p>Flooding</p> <p>All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD1-4, 1-5 and 1-6.</p>

Specific Objectives

3.7.69 The following objectives apply to all development proposals for Ringaskiddy. Development within this area must comply with the General Objectives preceding.

Local Area Plan Objective Specific Development Objectives for Ringaskiddy		
* Flood Risk Obj. IN-01 of Section 1 applies	^ TIA and RSA Required.	
Objective No.		Approx. Area (Ha)
Industry		
RY-I-01	Industry including ancillary uses such as associated offices, laboratories, manufacturing and utilities. The open space zonings in specific objectives RY-O-01 and RY-O-02 shall be provided as part of this development. This zone is adjacent to Cork Harbour Special Protection Area.	8.6

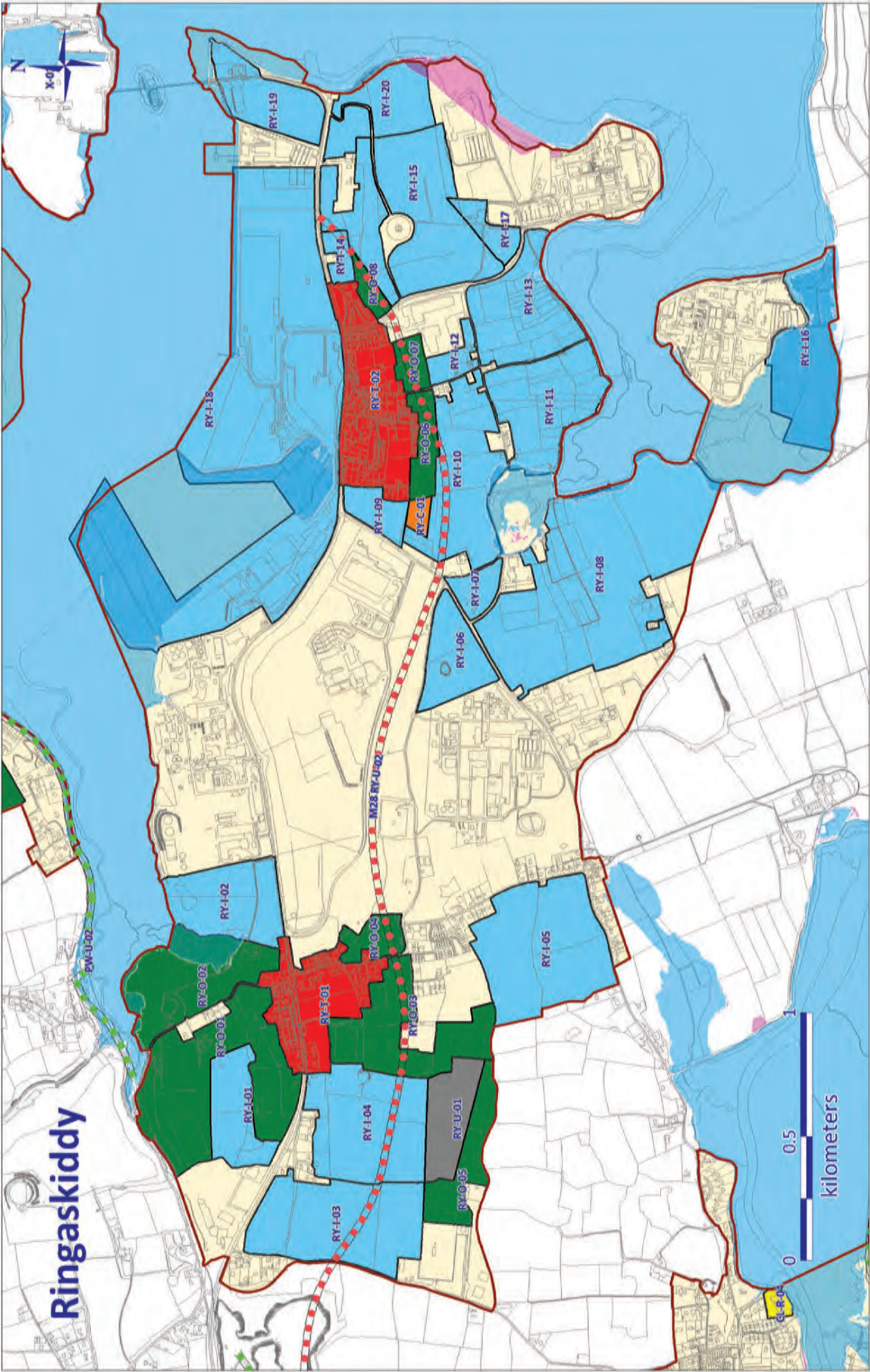
Local Area Plan Objective Specific Development Objectives for Ringaskiddy		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
RY-I-02	Industry including ancillary uses such as associated offices, laboratories, manufacturing and utilities. This zone is adjacent to Cork Harbour Special Protection Area.	5.6
RY-I-03	Industry with provision for appropriate landscaping, along the north western boundary to residential areas.	22.0
RY-I-04	Industry, with provision for appropriate landscaping, along the eastern and northern boundary to residential areas.	20.5
RY-I-05	Industry, with provision for appropriate landscaping, along the eastern and southern and south western boundaries to residential areas.	25.4
RY-I-06	Suitable for industry including small to medium sized enterprises with appropriate measures taken, in consultation with the relevant competent authorities, to take account of the presence of the ring fort on the site. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated.	8.3
RY-I-07	Suitable for industry, including small to medium sized units. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated.	3.0
RY-I-08	Suitable for large stand alone industry with suitable provision for landscaping and access points from the R613 and provision for appropriate landscape buffering, to all residential areas. This zone is adjacent to Lough Beg which forms part of the Cork Harbour Special Protection Area. Lough Beg and some of the fields in the area are known to be particularly important for field feeding species of bird for which the SPA is designated. It will be necessary to retain a portion of this land in an undeveloped state to avoid negative impacts on the SPA. The southern portion of the zone is known to be of particular importance for wintering birds. *	51.3
RY-I-09	Port related industry. The site is zoned for use as a transitional site, between the established residential use on the eastern side and industry and enterprise zoning on the western side; it is suitable for office use associated with port uses. Appropriate landscaping shall be provided on the eastern boundary of the site. This zone is adjacent to Cork Harbour Special Protection Area.	3.8
RY-I-10	Industry, with provision for appropriate landscaping to Eastern boundary with open space (RY-O-06) and to the residential areas to	18

Local Area Plan Objective Specific Development Objectives for Ringaskiddy		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	the south and western boundaries of site. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated.	
RY-I-11	Industry, with provision for the maintenance of a planted buffer zone along the southern boundary to nature conservation area, the scale of which will be determined at project level. This zone is adjacent to Cork Harbour Special Protection Area.	15.6
RY-I-12	Industry, with provision for appropriate landscaping along the eastern, southern and south western boundaries to residential areas. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated.	2.6
RY-I-13	Industry, with provision for the maintenance of a planted buffer zone along the southern boundary to nature conservation area. This zone is adjacent to Cork Harbour Special Protection Area.	14.5
RY-I-14	Industry and Enterprise, the site is zoned for use as a transitional site, between the established residential use on the western side and industry/enterprise zoning on the eastern side, it is suitable for office based industry use. Appropriate landscaping shall be provided on the site boundaries with the established residential area as part of an approved landscaping scheme for the entire site. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated.	1.9
RY-I-15	Suitable for large stand alone industry with suitable provision for appropriate landscaping and protection of the access points and provision for open space buffer to the Martello Tower and its associated pedestrian accesses. Any development proposals shall protect the special function and integrity of the setting of the Martello Tower and maintain the existing line of sight from the Martello Tower to the other four fortifications in the Harbour (Fort Camden Meagher, Carlisle Davis, Westmorland and the Martello Tower on Haulbowline Island). This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated.	28.84
RY-I-16	Suitable for limited extension of adjacent stand alone industry including ancillary uses such as associated offices, laboratories, manufacturing and utilities. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. The zone supports wetland habitat which is known to be of importance for wintering birds, including species for which the SPA	16.05

Local Area Plan Objective Specific Development Objectives for Ringaskiddy		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	is designated. It will be likely to be necessary to retain a significant portion of this land in an undeveloped state to avoid negative impacts on the SPA. *	
RY-I-17	Port related industry with appropriate landscaping where necessary. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated.	3.0
RY-I-18	Port Facilities and Port Related Activities. This zone is adjacent to the Cork Harbour Special Protection Area and partially overlaps Monkstown Creek proposed Natural Heritage Area. *	92.67
RY-I-19	Suitable for the extension of the adjacent Third Level Educational Campus and enterprise related development including marine related education, enterprise, research and development. Consideration will also be given to established operators in Ringaskiddy for the provision of ancillary office accommodation and for Research and Development facilities. * This site is considered inappropriate for any short or full time residential accommodation.	9.5
RY-I-20	Suitable for the extension of the opposite Third Level Educational campus and enterprise related development including marine related education, enterprise, research and development. Consideration will also be given to established operators in Ringaskiddy for the provision of ancillary office accommodation and for Research and Development facilities. This site is considered inappropriate for any short or full time residential accommodation. Any existing access to the nearby Martello tower which crosses this site shall be protected and provision for open space buffer to any existing access shall be provided. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated.	10.16
Town Centre		
RY-T-01	This area denotes the existing built footprint of Shanbally and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas. Any future development should reflect the scale and character of the surrounding existing built up residential area.	15.3

Local Area Plan Objective Specific Development Objectives for Ringaskiddy		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
RY-T-02	This area denotes the existing built footprint of Ringaskiddy and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas. Any future development should reflect the scale and character of the surrounding existing built up residential area.	18.0
Utilities		
RY-U-01	Waste Water Treatment Plant	7.7
RY-U-02	M-28 Cork to Ringaskiddy Motorway Scheme. Finalisation of this route and development of the road will be subject to Environmental Impact Assessment and where necessary a Habitats Directive Assessment. Regard will be had in the design of the route to avoiding and mitigating impacts on sensitive environmental and heritage resources, as well as impacts on communities	
PW-U-02	Develop and maintain pedestrian walk along Monkstown Creek as part of the network from Rochestown to Carrigaline. Development along this route will be subject to Habitats Directive Assessment and will only be progressed, where it is found to be compatible with the requirements of the Birds and Habitats Directives. The Habitats Directive Assessment will focus on the potential for development and use of the new route to result in disturbance impacts on birds.	
Community		
RY-C-01	Provision of Primary School	1.2
Open Space, Sports, Recreation and Amenity		
RY-O-01	Open space comprising a golf course and playing pitches to provide a long-term, structural landscape setting for the adjoining industrial zoning including the provision and maintenance of tree planted buffers to the southern and northern boundaries of the site. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated.	25.32
RY-O-02	Open space comprising existing golf and pitch and putt courses to provide a long-term, structural landscape setting for the adjoining industrial zoning including the provision and maintenance of a tree planted buffer and the protection and maintenance of the existing	23.65

Local Area Plan Objective Specific Development Objectives for Ringaskiddy		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	lagoon and NHA. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. *	
RY-O-03	Open space which acts as a buffer between proposed industry and established uses. While the patterns of land use will remain largely unchanged, if the adjoining industry makes proposals for development, consideration will be given to landscaping including strategic tree planting on the land.	15.9
RY-O-04	Open space that acts as a buffer between proposed industry and established uses. While the patterns of land use will remain largely unchanged, if the adjoining land designated for industry is developed, consideration will be given to landscaping including strategic tree planting on the land.	3.6
RY-O-05	Public open space and playing pitches to be provided as part of the future development of RY-I-03	7.3
RY-O-06	Open space that acts as a buffer between proposed industry and established uses. While the patterns of land use will remain largely unchanged, if the adjoining land designated for industry is developed, consideration will be given to landscaping including strategic tree planting on the land.	3.4
RY-O-07	Open space that acts as a buffer between proposed industry and established uses. While the patterns of land use will remain largely unchanged, if the adjoining land designated for industry is developed, consideration will be given to landscaping including strategic tree planting on the land.	2.5
RY-O-08	Open space that acts as a buffer between proposed industry and established uses. While the patterns of land use will remain largely unchanged, if the adjoining land designated for industry is developed, consideration will be given to landscaping including strategic tree planting on the land.	1.7



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3.8 Cork International Airport

Context

- 3.8.1 Cork International Airport is an important strategic asset for the City South Environs and a key economic driver for the South West Region. The Cork County Development Plan 2014 identifies Cork Airport as having a specialised role in employment provision within the county and wider region.
- 3.8.2 Cork County Local Economic and Community Plan further underlines the Council's commitment to the Airport in recognising it not only as one of the County's Key Assets but identifying it as being critical in facilitating the protection and enhancement of many assets, including; population size, age-dependency ratio, tourism, employment, export markets, connectivity, research and innovation, etc.
- 3.8.3 Furthermore the adjoining Business Park (not within the Airport's ownership) has developed organically into a prestigious office location providing a large number of jobs in specialised international roles.
- 3.8.4 Cork Airport's contribution to the Cork Region is acknowledged as a positive factor in securing employment, generating tourism, ensuring connectivity and access, inward investment and helping improve quality of life in the area.
- 3.8.5 Having experienced a decline in passenger numbers at the Airport during the economic downturn the Airport is now experiencing an upturn with growth in passenger numbers in the region of 4%p.a. expected over the next ten years.

Table 3.8: Cork Airport Passenger Number Projections

Year	Passenger Number Forecast (millions)
2018	2.83
2020	3.04
2022	3.25
2024	3.82

- 3.8.6 This plan however must be cognisant, that the financial models that underpin modern airports are changing fundamentally, with a trend emerging away from direct airline and passenger related charges to non-direct income sources, with airports becoming increasingly reliant on indirect incomes to maintain their competitiveness.
- 3.8.7 Within this emerging economic narrative, the Airport is required to consider potential alternative income streams from those direct charges that have historically supported Cork Airport.
- 3.8.8 Whilst Cork Airport Authority in recent years has expanded its strategic vision to take account of this dynamic funding environment, the importance of this particular asset to the region's collective socio-economic wellbeing requires all stakeholders to consider policy options that will place Cork Airport on a sustainable financial trajectory – facilitating route and frequency expansion, and ensuring ongoing international connectivity for the region.

- 3.8.9 In this context it is appropriate that the supports which can facilitate further diversification of activities at the Airport are put in place by the Planning Authority, including zoning of additional lands for Airport related enterprise activity and identifying road and public transport improvements which will be beneficial in securing the continued sustainable development of the Airport into the future.
- 3.8.10 Previously a Special Local Area Plan was prepared for Cork Airport in 2010 and this SLAP is due to expire shortly and the main provisions of Airport plan will be incorporated into this plan. In addition Cork Airport (DAA) has prepared a master plan for the future development of the Airport. The provisions of this masterplan together with the provisions of the SLAP are summarized in the text below.

Airport Infrastructure

Primary Facilities

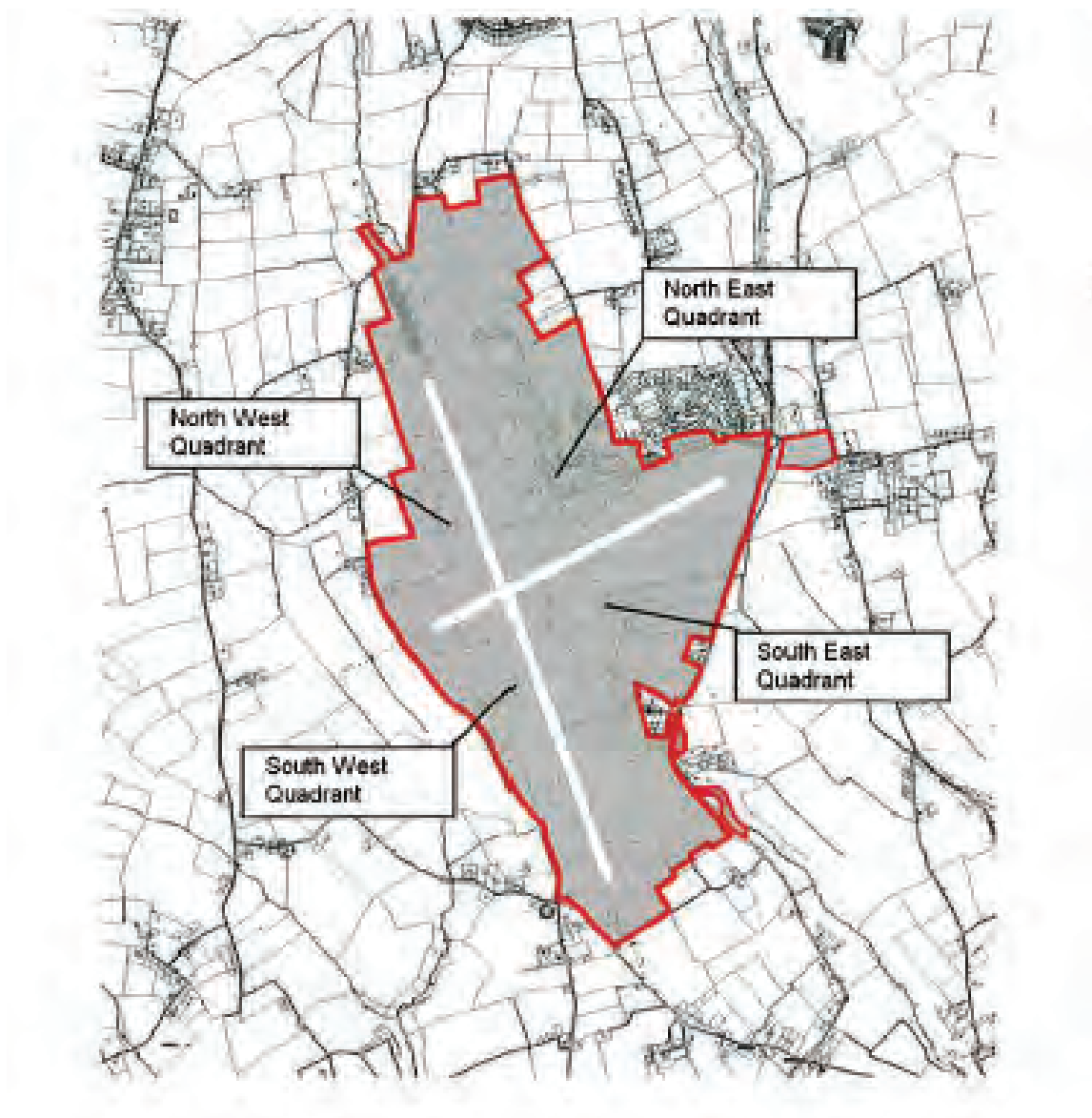


Figure 3.5: Airport Quadrants

Terminal

- 3.8.11 A new terminal building opened in 2006 replacing the original terminal which had been operational since the 1960's. The Terminal is constructed over three levels and can accommodate 3 million passengers and apart from some minor internal modifications retains its original form.
- 3.8.12 Recent analysis by the DAA suggests a number of additions and modifications that may be required to the terminal and to the wider Airport campus which will facilitate the airport in achieving the anticipated growth patterns into the future.
- 3.8.13 It is therefore anticipated that further expansion of the terminal to facilitate a number of new additional gates and enhancement of security facilities will be required during the lifetime of this plan in order to sustain the forecast level of growth.

Apron

- 3.8.14 The airport has a single primary apron aligned with runway 17/35. There is also a small light aircraft apron located in the South East Quadrant. Commercial operations are located in the North East Quadrant. It is proposed to safeguard lands adjacent to these areas to allow for future expansion.

Commercial Aircraft Stands

- 3.8.15 Cork Airport has 20 designated stands, of which only seventeen can be occupied at any one time. Only 12 of these are available for commercial operations. Analysis by the Airport indicates that an additional commercial stand will be required up to 2024 and has indicated the need to safeguard lands in the South East Quadrant of the Airport Campus to allow for this expansion.

General Aviation Parking

- 3.8.16 To facilitate growth at the airport and allow for future aircraft demand, a number of commercial stands currently used for General Aviation Aircraft and Helicopters will be required.
- 3.8.17 To allow for commercial traffic growth GA's and Helicopter parking will need to be relocated within the airport campus. It is proposed that these activities will be relocated to dedicated stands on the southern apron. Additional lands will be safeguarded in the South East Quadrant to facilitate the long term maintenance and expansion of these services.

Light and training aircraft parking

- 3.8.18 Currently the Light aircraft apron and associated hangars are located in the South East Quadrant, the lands adjacent will be safeguarded to facilitate long term expansion.

Ancillary Facilities

- 3.8.19 Cork Airport has indicated their intention to relocate the existing fire station at a stage beyond the lifetime of this plan. However, it is the intention of this plan to safeguard the lands at the desired location as indicated by the DAA in order to allow for an earlier than anticipated relocation of this important facility should the need arise within a shorter timeframe.
- 3.8.20 A new air traffic control tower opened in 2009 and is located within a landside compound in the North West Quadrant. It is anticipated that this facility will be retained for the life of this plan
- 3.8.21 The current fuel farm has sufficient capacity to serve current demand and additional demand up to 2034 after which expansion of this facility may be required. Additional lands to accommodate a new fuel farm have been identified by Cork Airport and will be safeguarded as part of this plan.
- 3.8.22 The airport cargo centre is located to the north of the terminal and it is proposed that it will remain at this location for the foreseeable future, however the airport authorities have identified lands in

the South East Quadrant to facilitate long term cargo related expansions in the future and these lands will be safeguarded in this plan.

Access and Infrastructure

External Road Network

- 3.8.23 External road access to the Airport is currently via the N27 National Secondary Road and the R600 regional road, both of which converge at the Airport Roundabout which is located on the eastern periphery of the Airport campus.
- 3.8.24 It is desirable that upgrades to both to these roads which facilitate easier access to the Airport including the provision of bus priority lanes on the N27 and an improvement in the alignment of the R600 south of the Airport be undertaken.
- 3.8.25 The possibility of a secondary access to the airport via new link road connecting the Airport with the west of the city will be examined during the lifetime of this plan.

Internal Road Network

- 3.8.26 The existing internal road network between the terminal and the N27/R600 junction is designed to dual carriageway standard with roads into Cork Airport Business Park and one way systems nearer the terminal being single carriageway.
- 3.8.27 Currently the internal network has sufficient capacity to meet peak demand, however the provision of bus priority lanes and upgrades and improvements which facilitate enhanced public transport provision should be examined further during the lifetime of this plan.

Public Transport including Taxis and Private Coach

- 3.8.28 The airport is currently served by a regular Bus Eireann service No 226. This service serves both the Airport and the adjoining business park. A Bus Eireann regional bus No.249 also provides regular services to the airport. In order to facilitate an increase in frequency of services and a reduction in journey times the introduction of bus priority lanes as mentioned previously will need to be examined further.
- 3.8.29 Currently the only areas served from the airport are the City centre and Kinsale, the introduction of new routes serving the city suburbs and other outlying areas with significant populations and employment activity including Ballincollig and Carrigaline should be explored further. This will involve a multi agency approach involving Cork County Council, Cork City Council, Bus Eireann, the NTA and TII.
- 3.8.30 The increased growth forecast for the Airport is likely to lead increased demand for private coaches and taxis to access the airport. Cork Airport have indicated an intention to construct a new bus and coach terminal directly in front of the terminal and this plan supports their proposal.
- 3.8.31 There is currently a taxi rank with capacity for 20 vehicles separated directly outside the terminal building and additional overflow carpark adjacent to the airport owned Park Inn hotel and these should be retained.

Car Parking

- 3.8.32 The airport is served by several car parks within walking distance of the terminal and there is currently adequate capacity for both passenger and staff parking to cater for current and future demand.

3.8.33 Previously Modal Shift targets aimed at reducing the number of private car journeys to the airport were included as part of the Cork Airport Special Local Area Plan which preceded this plan and it is considered appropriate that these are included in this plan.

Table 3.9: Modal Shift Targets

Mode	Passengers			Employees		
	Existing	Phase 1 target	Phase 2 target	Existing	Phase 1 target	Phase 2 target
Drive	76%	73%	62%	92%	82%	72%
Bus	11%	15%	25%	6%	15%	25%
Taxi	11%	10%	10%	-	-	-
Cycle	-	-	-	1%	1%	1.5%
Walk	2%	2%	3%	1%	1%	1.5%

3.8.34 Notwithstanding modal shift targets, additional lands will be necessary to accommodate the parking requirements generated by increased passenger numbers. Additional lands have been identified to allow for car park expansion and these will be safeguarded in this plan.

Car Hire

3.8.35 Currently car hire facilities are dispersed on a number of compounds within the North East Quadrant. Additional lands outside the airport boundary have been proposed to facilitate the centralisation of these facilities and it is desirable that these proposals be carried out during the lifetime of this plan.

Environmental and Safety Considerations

Aircraft Noise

3.8.36 Cork Airport has at present three noise contours associated with aircraft operations, namely 57db (outer zone).66dB (inner zone) and 72dB (inner, inner zone) These existing noise contours for the airport are indicated on the following map.

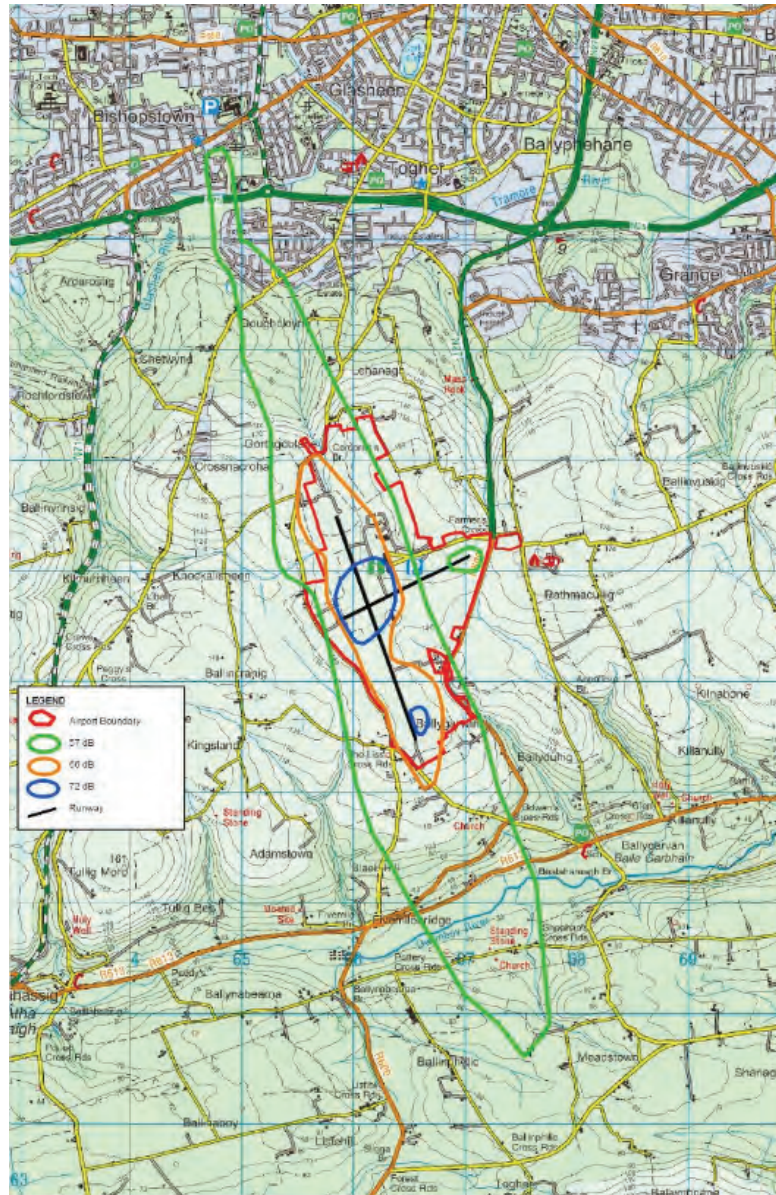


Figure 3.6: Noise Contours

3.8.37 The noise environment and contours around the airport are likely to change as a result of future growth and development. Increased operations, changes in aircraft type and mix, changes in the associated operations such as maintenance and construction activity during implementation of developments will all contribute to increased noise.

Air Quality

3.8.38 The air quality aspect of the airside operations at Cork Airport have previously been assessed through a combination of a review of measured data and modelling of the dispersion of aircraft emissions.

3.8.39 An air quality survey commissioned by Cork Airport in 2006 determined that concentrations of common pollutants in the vicinity of the airport were within air quality standards.

3.8.40 The conclusion from the latest environmental assessment carried out at Cork Airport is that the air quality at residential locations in the vicinity of the airport is comfortably within current air quality standards and that future intensification of operations is unlikely to have a significant impact.

- 3.8.41 The most likely scenario for the evolution of future air quality is that the effect of the increased aircraft movements will be offset by reductions in jet engine pollutant emissions. This would mean that air quality will remain essentially unchanged in the locality.
- 3.8.42 While air quality is not an issue at present, given the significant levels of growth forecast for the Airport, and the lack of on-going monitoring data, it is considered appropriate that an air quality monitoring programme be established.

Public Safety Zones

- 3.8.43 The nature of airports is such that there is a need to provide for adequate public safety areas in their vicinity. These public safety areas are to help protect the public from the small, but real, possibility of an air accident in a populated area, mainly by preventing inappropriate uses of land where the risk is the greatest.
- 3.8.44 The public safety regime at Cork Airport was previously based on Red Zones which were designated areas in the vicinity of Cork Airport, subject to building restrictions for the purposes of, firstly, providing an obstacle clear surface to aid safe navigation of aircraft and secondly, protecting people on the ground established by the then Department of Transport and Power in 1979.
- 3.8.45 These have now been superseded and replaced by two Public Safety Zones (inner and outer) which will be incorporated into this plan and are identified on the following map.

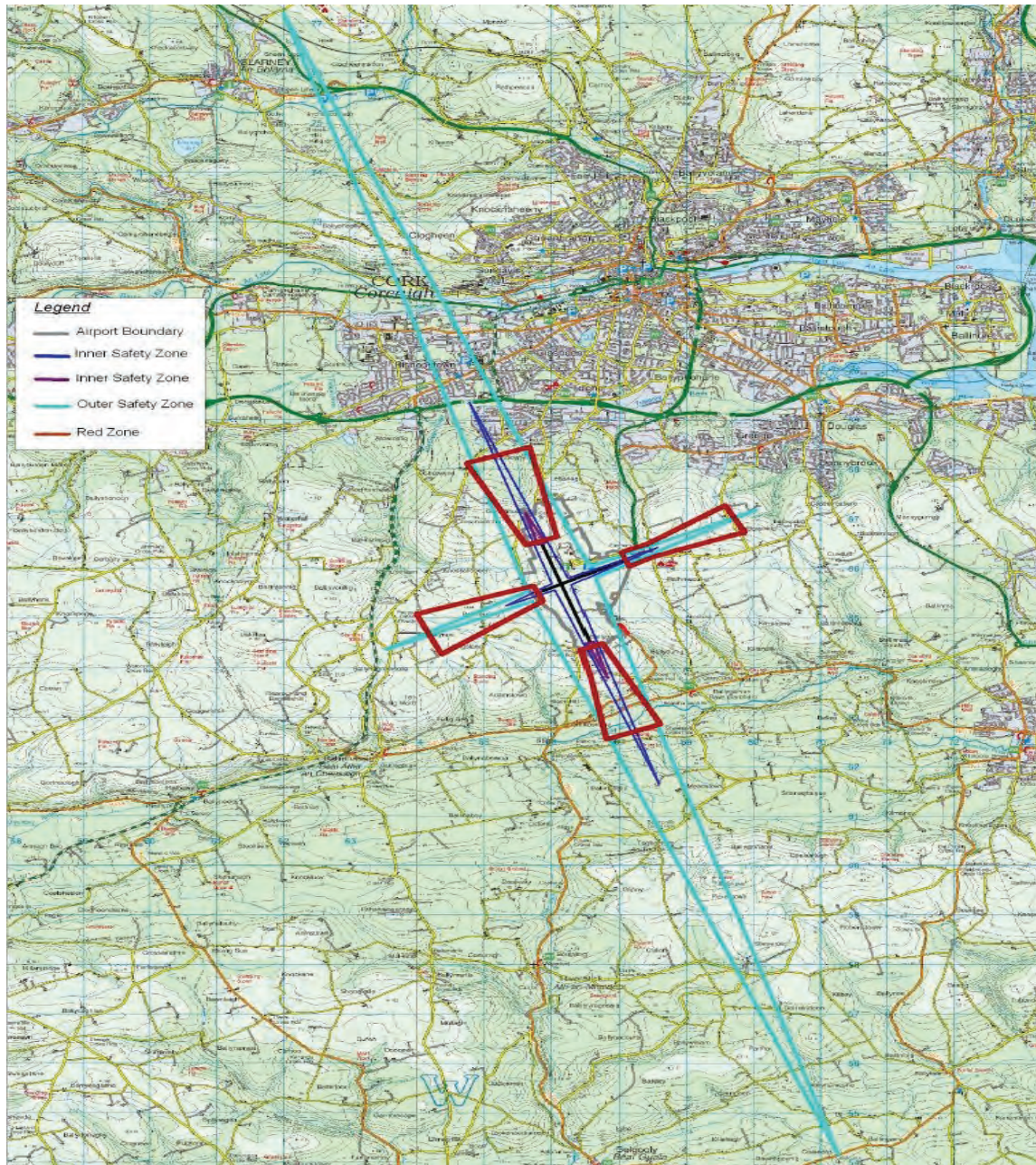


Figure 3.7: Public Safety Zones

- 3.8.46 Planning applications in the vicinity of these zones will be referred to the Irish Aviation Authority (IAA) by Cork County Council's Planning Department to seek their observations as part of the statutory planning process under Section 28 of the Planning and Development Regulations, 2001.
- 3.8.47 The Planning Authority will have regard to the recommendations of the ERM Report "Public Safety Zones 2005" commissioned by the Department of Transport and the Department of Environment Heritage and Local Government, in assessing proposals falling within the Public Safety Zones or any update thereof. ➔

Obstacle Limitation Surfaces (OLS)

- 3.8.48 Ireland has adopted the Standards and Recommended Practices of the International Civil Aviation Organization (ICAO) to control the existence and erection of obstacles to aviation that might endanger aircraft in flight.
- 3.8.49 Under regulations established for this purpose, all public airports are to be safeguarded against erection of obstacles in accordance with Obstacle Limitation Surfaces (OLS) that restrict or prohibit obstacles around an airport, and especially within the safety critical areas off the ends of the runway that serve to protect the runway approach and takeoff operations.
- 3.8.50 The OLS are imaginary planes that define the maximum allowable height of obstacles within the approach and take-off areas of the runway (Approach and Take-Off Surfaces), along the sides of a runway strip (Transitional Surfaces), and for a distance around the airport (Inner Horizontal and Conical Surfaces). No obstacles are permitted to penetrate these surfaces unless a valid safety case can be made ensuring that aircraft will not be in danger should an obstacle protrude through the OLS.

Table 3.10: Obstacle Limitation Surfaces - Map Guide

Colour on OLC	Approximate distance from Cork Airport (Note: Refer to OLS Chart for distances for a given location)	Height (meters) Developments to be Assessed/ Referred *
Grey	Immediate Environs	All developments
Red	Localised areas within immediate environs	>10m
Green	0-1km	>15m
Yellow	4-6km	>45m
Blue	15km	>90m
*includes buildings, structures, erections and works		

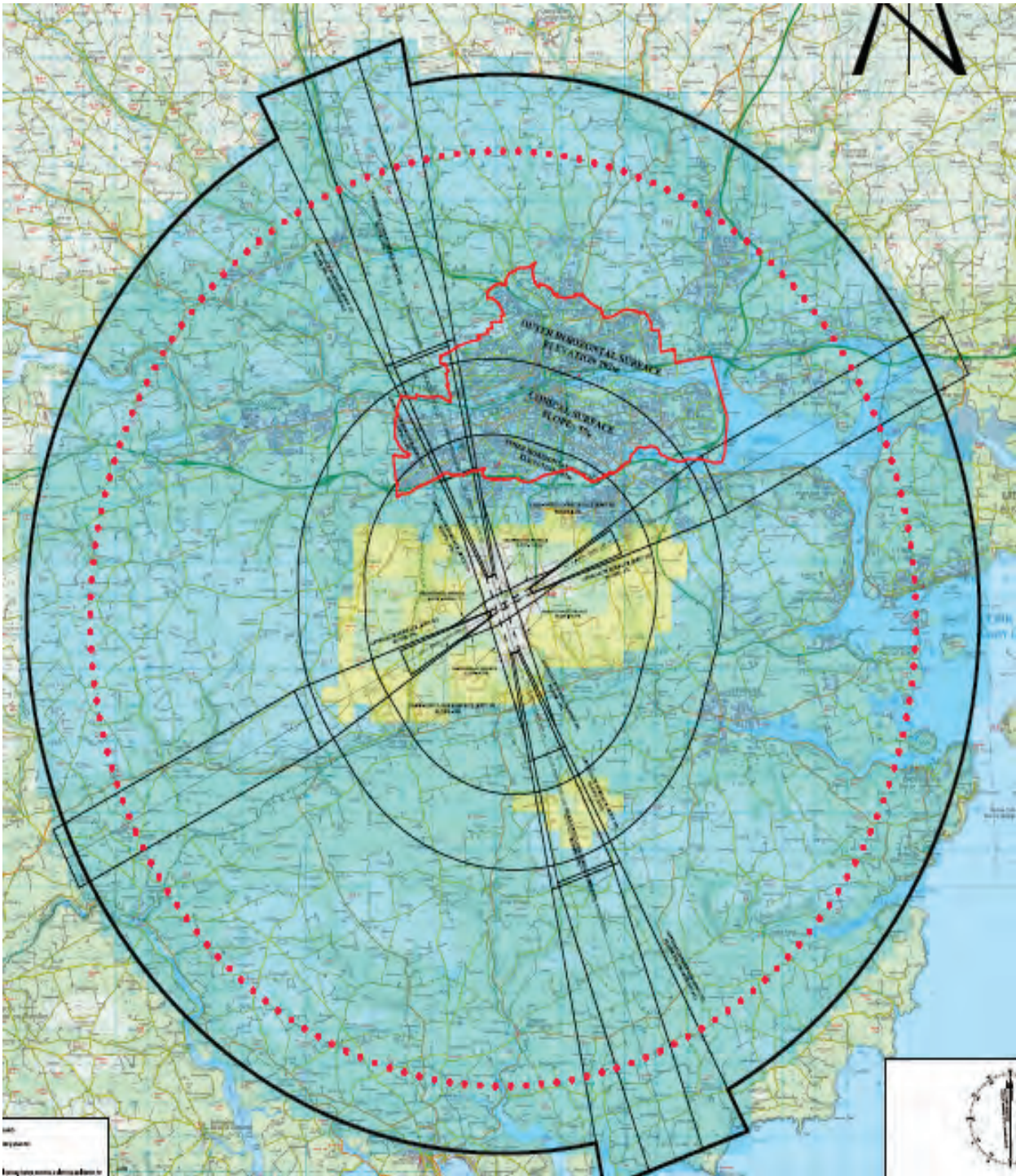


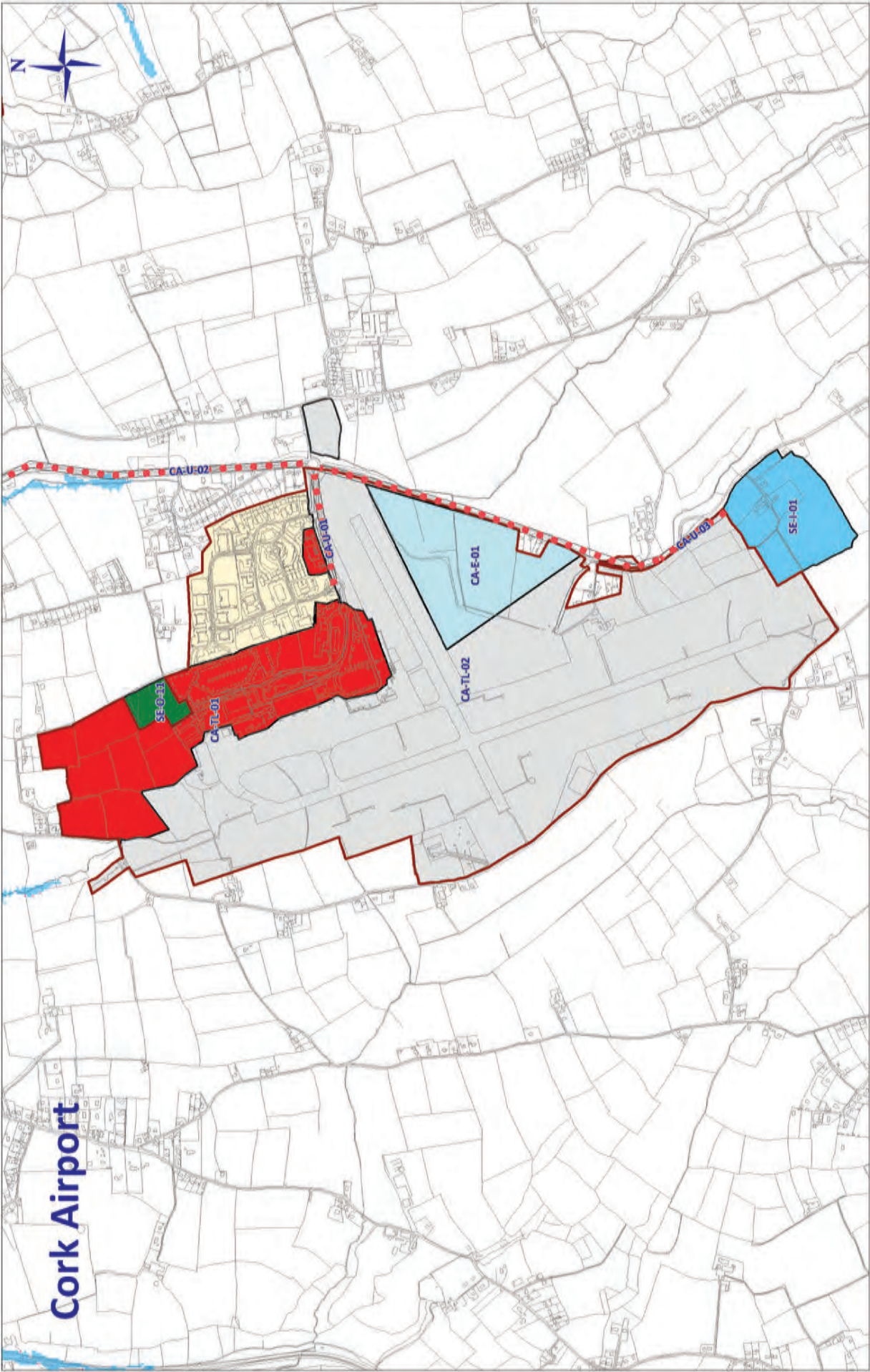
Figure 3.8: Obstacle Limitation Surface

3.8.51 As is the case with Public Safety Zones, planning applications in the vicinity of these zones will be referred to the Irish Aviation Authority (IAA) by Cork County Council's Planning Department to seek their observations as part of the statutory planning process under Section 28 of the Planning and Development Regulations, 2001. In preparing observations the IAA will, among other considerations, have regard to the proposed development's height and proximity to the OLS.

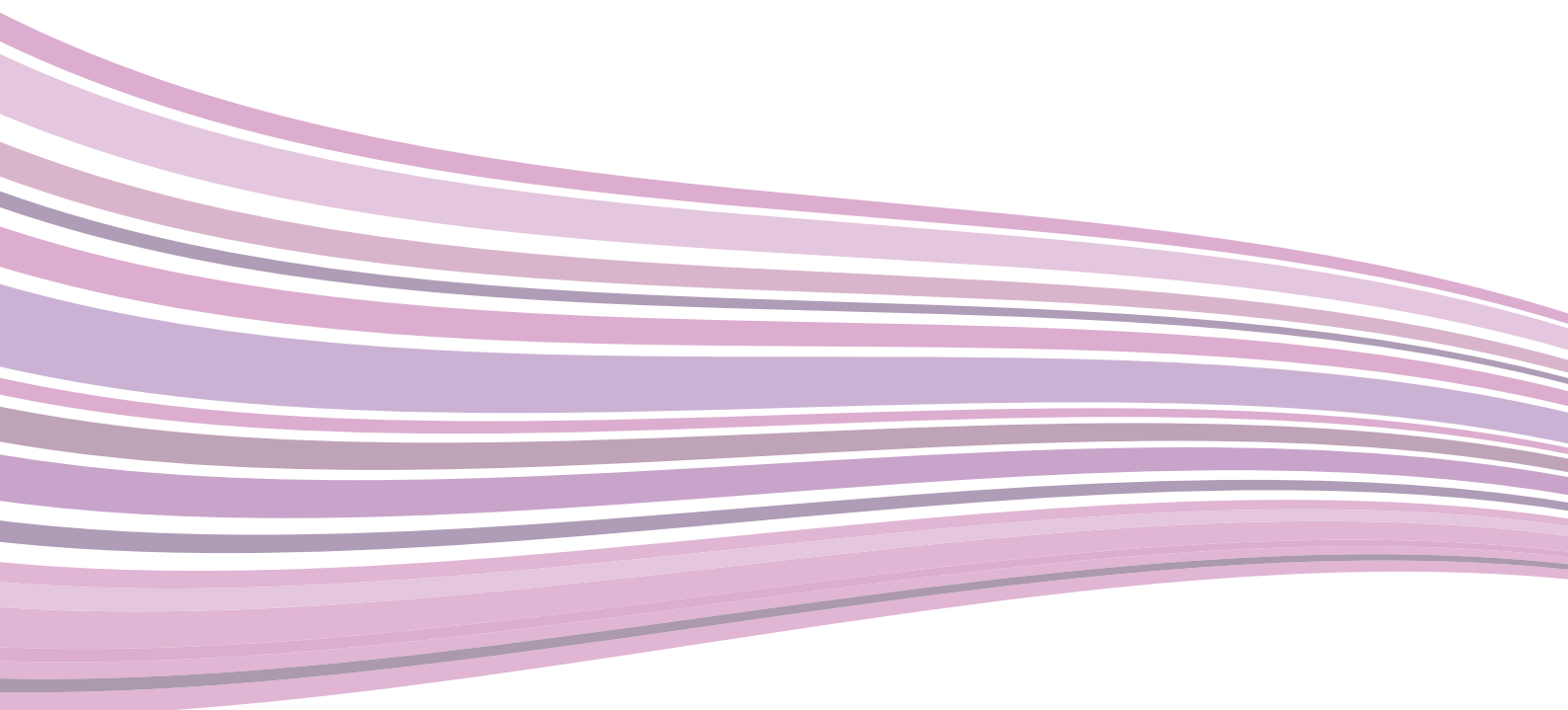
Local Area Plan Objective Development Objectives for Cork International Airport		
Objective No.	Cork International Airport →	Approx Area (ha)
	→ Airport Public Safety Zone Objective Applies	
CA-TL-01	<p>Promote and support the operations of Cork Airport. Development within this area shall allow for primary and ancillary Airport related uses and activities including</p> <ul style="list-style-type: none"> • General Aviation Activity • Air transport infrastructure including but not limited to Expansion of main terminal to include – additional and enhanced security facilities, construction of additional gates, and expansion of Airside Retail concession and leisure facilities. Limited expansion of concession facilities at Landside. • Future Expansion of Apron • Refurbishment and re-use of former terminal for Airport related commercial uses. • Expansion of Airport Hotel • Expansion of long term parking facilities and limited expansion of staff parking facilities • Construction of Bus/Coach Terminal • Expansion of Taxi Facilities • Defined Car Hire location. • Petrol Filling Station and ancillary retail. <p>The forgoing list is not exhaustive and consideration may be given to items not listed, subject to normal planning considerations.</p>	48.8
CA-TL-02	<p>Ground Operations related uses including –</p> <ul style="list-style-type: none"> • Construction of new fire Station • Provision of Additional Commercial Aircraft Stands • General Aviation Parking • Light and Training Aircraft parking • Relocation of Air Cargo Centre • Provision of a new fuel farm. • Aircraft Hangars • Aerodrome/Airfield 	207.2

Local Area Plan Objective Development Objectives for Cork International Airport		
Objective No.	Cork International Airport →	Approx Area (ha)
	→ Airport Public Safety Zone Objective Applies	
CA-E-01	<p>Office based industry requiring an Airport location, internationally traded services, corporate office and uses that are complimentary to those in the existing business park.</p> <p>Additional uses would include tourism related projects which would benefit from an airport location.</p> <p>Proposals for this site will include a Traffic Impact assessment and mobility management plan for the site and a comprehensive layout and structural landscaping scheme.</p> <p>Vehicular access to the site will be from the adjoining regional road by means of single access point.</p>	23.0
CA-U-01	Upgrades to internal road network to facilitate the installation of Bus Priority Lanes.	-
CA-U-02	Upgrades to the N27 (northbound) to dual carriageway standard to include Bus Priority lanes and Cycle lanes.	-
CA-U-03	Upgrades to the R600 to include Bus Priority lanes.	-
CA-U-04	Examine the feasibility of providing a secondary access to the Airport linking the northern section of the airport to the western suburban road network	-
CA-PS-01	<p>Implement the policies to be determined by Government in relation to Public Safety Zones for Cork Airport.</p> <p>Planning applications in the vicinity of these zones will be referred to the Irish Aviation Authority (IAA) by Cork County Council's Planning Department to seek their observations as part of the statutory planning process under Section 28 of the Planning and Development Regulations, 2001. In preparing observations the IAA will, among other considerations, have regard to the proposed development's height and proximity to these zones.</p>	-
CA-PS-02	<p>Safeguard the Obstacle Limitation Surfaces (OLS) as indicated on maps,</p> <p>Planning applications in the vicinity of these surfaces will be referred to the Irish Aviation Authority (IAA) by Cork County Council's Planning Department to seek their observations as part of the statutory planning</p>	-

Local Area Plan Objective Development Objectives for Cork International Airport		
Objective No.	Cork International Airport →	Approx Area (ha)
	→ Airport Public Safety Zone Objective Applies	
	process under Section 28 of the Planning and Development Regulations, 2001. In preparing observations the IAA will, among other considerations, have regard to the proposed development's height and proximity to these zones.	
SE-I-01	Logistic, warehousing and distribution uses which require an airport location. Any proposals for this site will include a traffic impact assessment and mobility management plan. Development proposals will include comprehensive provision for a safe and satisfactory access to the site.	16.86



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Ballincollig Carrigaline Municipal District

4 Villages and Other Locations

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4.1 Purpose of Section

- 4.1.1 This section of the plan sets out the planning policy guidance for the Villages and other locations in the Ballincollig -Carrigaline Municipal District.

4.2 Introduction

- 4.2.1 There are 2 villages in the Ballincollig Carrigaline Municipal District, Ballynora and Waterfall.
- 4.2.2 Villages are settlements that provide a range of services to a local area but the range of services are not as broad as those provided by the Key Villages.
- 4.2.3 In some municipal districts where a large part of the rural area was not already served by a key village or rural service centre, it was considered appropriate to designate a less well developed settlement to this category so that, over the life time of the plan, it will act as a focus for new investment and lead to an improvement in the service levels available.
- 4.2.4 Settlements designated as Villages will normally have the following facilities: A permanent resident population, Church or other community facility, convenience shop / pub / petrol filling station / post office, mains water / group scheme, primary school, public transport (Metropolitan area), employment opportunities, sports facility.
- 4.2.5 The main aims for a village are to encourage and facilitate population growth, and support the retention and improvement of key facilities within villages, including the provision of infrastructure and public transport the villages will form an important component of the settlement network and provide important services and facilities to significant rural hinterlands.
- 4.2.6 To allow the villages to develop in an orderly manner, it is particularly important that improvements are made to the village's infrastructure. It is intended that future growth will be largely organic in nature based on small scale developments.
- 4.2.7 There is scope for development within the villages; however, it is important that the village's rural character, architectural heritage and its other heritage and natural amenities are maintained, enhanced and not compromised. It is also important that any future development maintains the integrity of the surrounding landscape, particularly any designated high value landscapes.
- 4.2.8 There may be opportunities for some small scale development in the village centres. It is important that any proposed development would be in keeping with the established character of the villages.

Overall Scale of Development

- 4.2.9 It is an aim to ensure that the scale of new residential development in the villages will be in proportion to the pattern and grain of existing development. The future expansion of the key villages will proceed on the basis of a number of well integrated sites within each settlement, supported by the availability of employment opportunities in the locality and the continued provision of local services.
- 4.2.10 The development boundaries of the villages as defined in the 2011 Local Area Plans contained significant areas of land, the majority of which remains undeveloped at the start of 2016.
- 4.2.11 It is considered reasonable to ensure good development opportunities continue to be available within the key villages. The development boundaries closely reflect the existing pattern of development and it is therefore considered reasonable to retain it as defined in 2011, although it is clear that not all the land within the boundaries will be required for development over the lifetime of this plan.

- 4.2.12 The overall scale of development envisaged in this Plan for each Village and given the scale and development pattern of each village, guidance on the size of any individual scheme for new housing development is set out in Table 4.1
- 4.2.13 This level of proposed development is based on the assumption that the required waste water infrastructure and water supply improvements identified will be delivered. If these projects are not delivered then given the waste water issues affecting some settlements, the overall scale of growth will need to be managed to reflect available water services capacity.
- 4.2.14 If a proposal for a local employment opportunity at a scale appropriate to the particular key village is forthcoming, either through the refurbishment of an existing building or the provision of a new building, then this should be given consideration within the current development boundary of the village. Buildings whose format and layout encourages the sharing of services (for example administrative services) are also to be encouraged.
- 4.2.15 If during the lifetime of the plan funding becomes available for community facilities for the key villages, then provision should be made on a site which provides safe convenient access within the village's current development boundary. Some local improvements to public footpaths and lighting are also desirable.

Table 4.1. Scale of Development in Ballincollig Carrigaline Municipal District Villages

Villages	Existing Number of Houses Q1 2015 (Geodirectory)	Growth 2005 to 2015 (Geodirectory)	Overall Scale of Development (No. of houses)	Normal Recommended Scale of any Individual scheme.	In the absence of adequate water services Infrastructure
Ballynora	26	-	15	5	-
Waterfall	89	42	22	8	-

The normal recommended scale of any individual scheme is set out in the above table. Individual schemes in excess of the recommended scale set out in the above table may be considered where it is demonstrated that the overall scheme layout reinforces the existing character of the village and the scheme is laid out, phased and delivered, so as not to reflect a residential housing estate more suited to a larger settlement.

Development Objectives for Villages

- 4.2.16 This section sets out the Local Area Plan objectives for the villages. General Objectives set out the overarching objectives that apply to all the villages.
- 4.2.17 Under each village there are also Specific Development Objectives relating where appropriate to that village and an accompanying map of each of the villages showing the extent of each villages development boundary, what lands any specific objectives relate to and showing any areas which are susceptible to flooding.

Local Area Plan Objective
GO-01 General Objectives for Villages

- a) Within the development boundary of the villages it is an objective to encourage housing development on the scale set out in Table 4.1 in the period 2017–2022.
- b) The number of houses in any particular individual scheme should have regard to the scale and character of the existing village and will not normally exceed the provision of the number of units set out in Table 4.1.
- c) Notwithstanding the scale of growth outlined in Table 4.1, in the absence of a public wastewater treatment plant, only the development of individual dwelling units served by individual treatment systems will be considered, subject to normal proper planning and sustainable development considerations. Any new dwellings with individual wastewater treatment must make provision for connection to the public system in the future and have a sustainable properly maintained private water system, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality.
- d) Where possible, all development should be connected to the public water supply, the public waste water treatment system and make adequate provisions for storm water storage and disposal.
- e) Development within the core of the villages shall be designed to a high standard and reinforce the character of the existing streetscape. Where appropriate development should be in the form of small terraced development / courtyard schemes.
- f) Residential development in other areas shall provide for small groups of houses, detached housing, serviced sites and or self build options.
- g) Retail and office development should be accommodated within the core of the village and should make adequate provision for off street parking.
- h) Other business / industrial development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.
- i) The development of lands closest to the village centre is proposed in the first instance, and the development of good pedestrian and amenity links with the village core/main street are considered to be an important part of any proposed scheme.
- j) Extend footpaths and public lighting to serve the whole of the village and where practicable, to provide for the under-grounding of utilities.
- k) Roadside development within the villages should be sited and designed to ensure that the development potential of back land sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.
- l) Encourage additional retail and community services within the village to coincide with the needs of any future growth.
- m) All proposals for development within the areas identified as being at risk of flooding will need to comply with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a specific flood risk assessment will be required as described in WS 6-2.

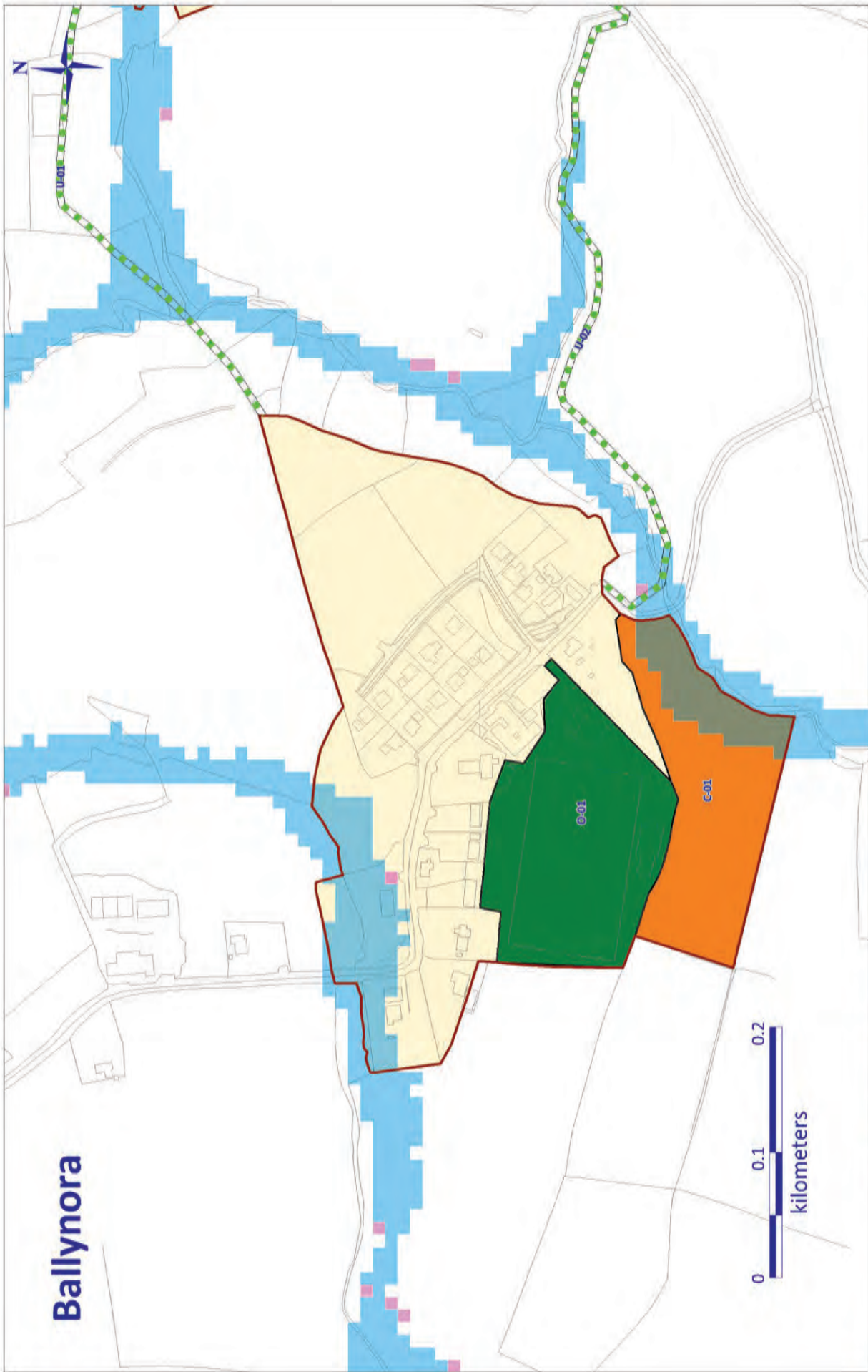
Ballynora

4.2.18 The vision for Ballynora up to 2022 is to protect the special character and setting of the settlement and to encourage the consolidation of the village and to promote sympathetic development in tandem with the provision of services. Limited residential expansion is considered the most appropriate strategy for the village in the future.

Local Area Plan Objective Development Boundary Objectives for Ballynora	
Objective No.	
DB-01	Within the development boundary of Ballynora to encourage the development of up to 15 houses in the period 2010 – 2020. In order to secure the residential growth proposed above, appropriate and sustainable water and waste water infrastructure that will help secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development and where applicable protect the integrity of Natura 2000 sites. The number of houses in any particular group should have regard to the character of the existing village.

Specific Development Objectives

Local Area Plan Objective Specific Development Objectives for Ballynora		
* Flood Risk Obj. X applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Open Space , Sports, Recreation and Amenity		
O-01	Protect playing pitch and active open space.	2.51
Community		
C-01	A new primary school subject to a site specific design which will have regard to the open nature of the site and its contours. *	2.1
Utilities		
U-01	Develop and maintain amenity walk linking Ballynora to Waterfall. Final route to be agreed during lifetime of this plan.	
U-02	Develop and maintain amenity walk.	



Waterfall

4.2.19 The strategic aims for Waterfall are to encourage the consolidation of the village firmly within its Green Belt setting, and to promote sympathetic development in tandem with the provision of services.

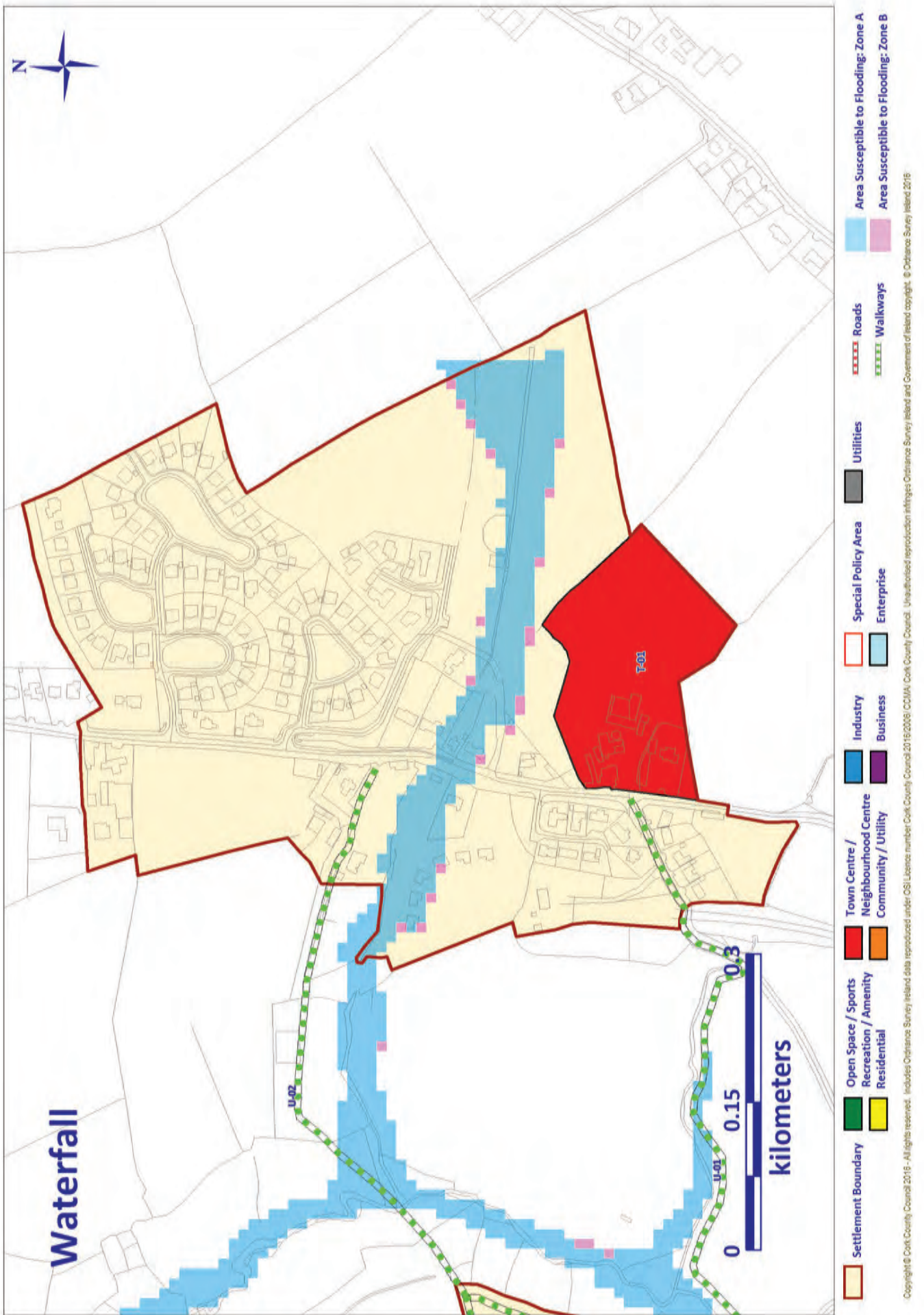
Development Objectives

Local Area Plan Objective Development Boundary Objectives for Waterfall	
Objective No.	
DB-01	Within the development boundary of Waterfall to encourage the development of up to 22 additional dwelling units in the period 2017-2022.
DB-02	All new development should; <ol style="list-style-type: none"> consolidate and strengthen the existing village core, be sympathetic to the scale and character of the village, where appropriate, allow for sufficient set back in the building line to accommodate pedestrian facilities, respect the views and settings of the village, avoid the steep slope to the north of the settlement, which forms an important part of the setting of Cork City and provides a strategic gap between the City and village. be accompanied by surface water attenuation solutions.
DB-03	Notwithstanding the scale of growth outlined in objective DB-01 above, in the absence of a public wastewater treatment plant, development shall be limited to individual dwellings. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality. Any new dwellings with individual wastewater treatment must make provision for connection to the public system in the future.
DB-04	Development should not occur on the steep slopes to the north of the village which forms an important part of the village setting.
DB-05	Extend footpaths and public lighting to serve the whole of the village and where practicable, to provide for the undergrounding of utilities.
DB-06	Implement traffic calming measures in the village, including measures to prevent inappropriate roadside parking where alternative parking spaces have been provided as part of the development.
DB-07	Encourage the provision of improved and new community facilities including a village park and playground.

Local Area Plan Objective Development Boundary Objectives for Waterfall	
Objective No.	
DB-08	Encourage additional retail services within the village to coincide with the needs of any future growth.

Specific Development Objectives

Local Area Plan Objective Specific Development Objectives for Waterfall		
* Flood Risk Obj. X applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Open Space , Sports, Recreation and Amenity		
T-01	Village centre type uses including; small scale retail i.e. local shop, service and possibly incorporating housing perhaps above ground floor level. Potential also for an appropriate sized village park with appropriate facilities such as a playground and public seating. Any future development should reflect the scale and character of the surrounding existing built up residential area.	3.3



4.3 Other Locations

Introduction

- 4.3.1 There are 3 Other Locations in the Ballincollig Carrigaline Municipal District as follows; Curraghbinny, Curraheen and Farmers Cross.
- 4.3.2 It is a strategic aim of the Cork County Development Plan, 2014 to recognise 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.
- 4.3.3 Other Locations are places like holiday resorts, areas of individual houses in the Green Belt or other locations and places that do not have the level of service or permanent housing, for example, to warrant inclusion as a village nucleus. These “other” locations do not normally have the type or range of services that village nuclei, villages and key villages have.
- 4.3.4 Other Locations generally do not have development boundaries and therefore any proposals for dwellings must comply with the rural housing policies and objectives of the Cork County Development Plan, 2014.

Curraghbinny

- 4.3.5 Curraghbinny is located on a small promontory 7 kilometres east of Carrigaline. The area enjoys a particularly unique and attractive coastal and harbour setting, overlooking the settlement of Crosshaven and the mouth of the Owenabue Estuary.
- 4.3.6 There are no community or commercial services in the area. Curraghbinny wood, which has a number of amenity walks and provides distant views over the harbour area, is a popular amenity for the wider community. The area is characterised by a number of clustered one off dwellings. Curraghbinny mainly functions as an amenity area with a limited amount of residential development located on the southern portion of the promontory in particular the Terrace.

Policy Context

- 4.3.7 Any development proposals in Curraghbinny, will have to comply with the relevant policy objectives, for lands within the metropolitan greenbelt and on or in close proximity to scenic routes, set out in the Cork County Development Plan 2014

Local Area Plan Objective Development Boundary Objectives for Curraghbinny	
Objective No.	
DB-01	Recognise the current metropolitan greenbelt designation surrounding Curraghbinny and apply the relevant County Development Plan objectives when assessing development proposals. Any new dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality.

Curraheen

- 4.3.8 Curraheen is located less than 2 kilometres west of the Cork City boundary and approximately 2 kilometres south of Ballincollig.
- 4.3.9 The main built up area is contained within the Metropolitan Green Belt. There is a prominent hillside located to the south of Curraheen, which forms an important part of the setting of Ballincollig
- 4.3.10 Further details regarding Curraheen are contained in Section 3 of this document (Cork City South Environs).

Policy Context

- 4.3.11 Any development proposals in Curraheen, will have to comply with the relevant policy objectives, for lands within the metropolitan greenbelt and on or in close proximity to scenic routes, set out in the Cork County Development Plan 2014.

Development Objectives

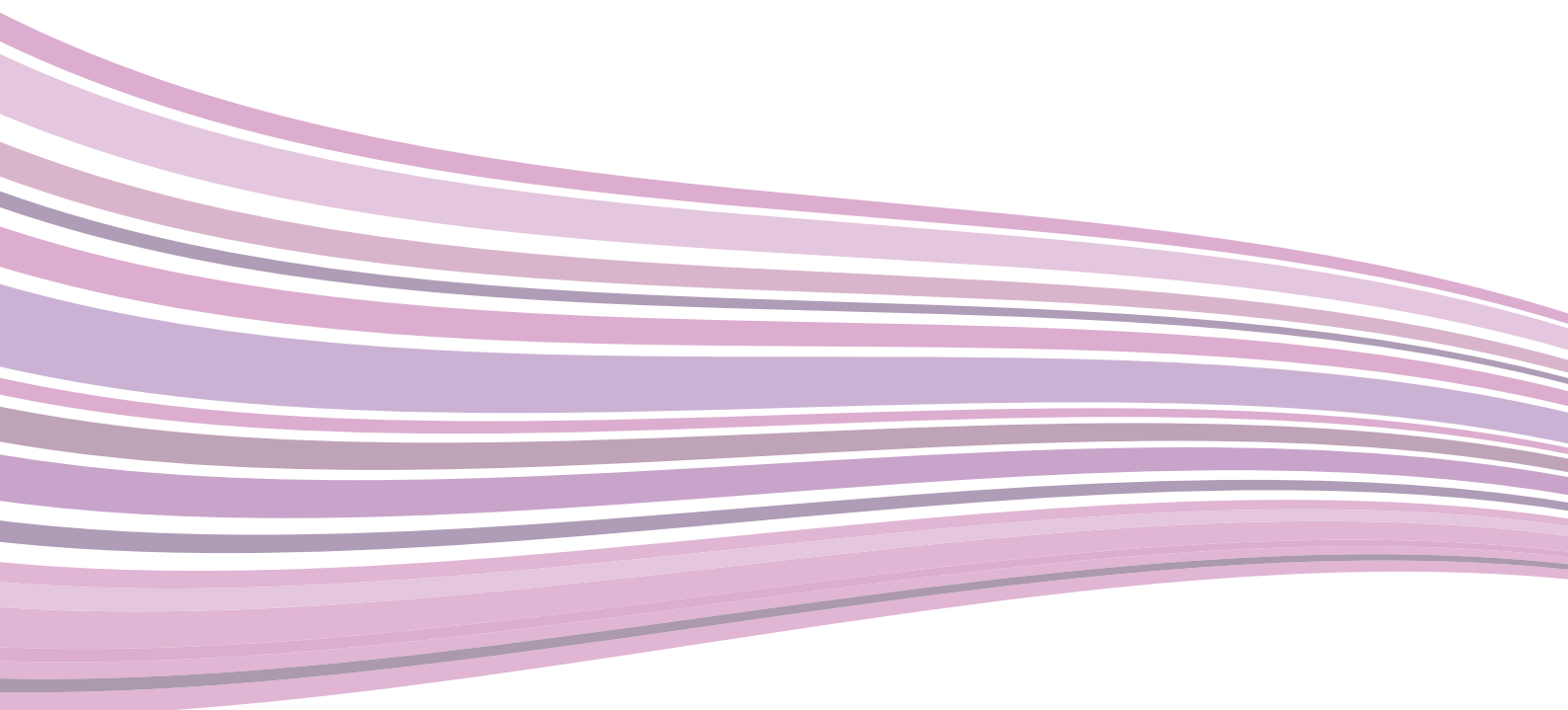
Local Area Plan Objective Development Boundary Objectives for Curraheen	
Objective No.	
DB-01	Recognise the current metropolitan greenbelt designation surrounding Curraheen and apply the relevant County Development Plan objectives when assessing development proposals. Any new dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality.

Farmers Cross

- 4.3.12 Farmer's Cross is located on an elevated plateau approximately 5 km south of Cork City centre and approximately 3.5 km south west of Douglas. There is one principal road running east west through the area.
- 4.3.13 In the overall strategy of this Local Area Plan, Farmer's Cross is recognised as a location, which provides a local service. The settlement has a local shop and the "Bull McCabe" public house is in close proximity (although not accessible by Footpath). Its close proximity to Cork City and its environs means that Farmers Cross is not dependent upon its own commercial and social facilities.

Development Objectives

Local Area Plan Objective Development Boundary Objectives for Farmers Cross	
Objective No.	
DB-01	Recognise the current Metropolitan Greenbelt designation surrounding Farmer's Cross and apply the relevant County Development Plan objectives when assessing development proposals.
DB-02	Have regard to Public Safety Zones identified by the Airport Authority when considering any planning proposals for the Farmer's Cross Area.



Ballincollig Carrigaline Municipal District

5 Putting the Plan into Practice

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5 Putting the Plan into Practice

5.1 Purpose of this Section

- 5.1.1 Under the Planning and Development Acts, Cork County Council has a statutory obligation to secure the implementation of the objectives of the County Development Plan. This Local Area Plan sets out the detailed policies at a Municipal District, Main Town and Villages level which indicates how the policies of the County Development Plan will be implemented. Cork County Council is fully committed to implementing this Local Area Plan. The Council will actively undertake a leadership role to progress and secure the Local Area Plans policies and objectives.
- 5.1.2 In providing this leadership role, the Council will foster a collaborative approach with citizens, stakeholders, sectoral interests, and adjoining authorities to achieve collective support and successful implementation of the Plan. The successful implementation of a significant number of the policies and objectives of the Plan will necessitate on-going collaboration and a sense of good-will across a range of agencies and stakeholders.
- 5.1.3 One of the critical aspects of this Local Area Plan is to secure the timely delivery of both physical and social infrastructure when and where it is needed to support the growth and development proposed. Unless the provision of supporting infrastructure is properly planned at the outset, then much, if not all, of the development proposed is unsustainable.
- 5.1.4 In the past, failure to properly plan the provision of infrastructure sometimes resulted in a variety of ‘temporary solutions’. These have sometimes resulted in poor environmental standards and excessive costs arising from the maintenance of the temporary installation and the need to replace it with a permanent, sustainable installation at a later date.
- 5.1.5 The mechanisms for the delivery of infrastructure have changed significantly in recent years, particularly as Government has re-organised infrastructure responsibilities since the economic downturn in the last decade.
- 5.1.6 For some time National Roads Authority now Transport Infrastructure Ireland has been responsible for investment in National Roads. The National Transport Authority is responsible for public transport promotion and licensing and for the funding of certain sustainable transport investment programs in the County Metropolitan Area. Bus Éireann and Iarnród Éireann are the principal public transport operators in the County. Since the 1st January 2014, Irish Water has taken over responsibility for all public water services infrastructure (water supply and waste water).
- 5.1.7 Cork County Council cannot deliver the vision for the County set out in this plan in isolation. Although the County Council are the planning authority for the County Area, the land-use and planning strategies of this plan are dependent on other planning authorities, particularly Cork City Council, adopting and implementing a complimentary strategy. Public Transport, National Roads, Water Services and other funding mechanisms are all largely outside the control of local authorities.
- 5.1.8 Therefore, the successful implementation of this plan, perhaps unlike previous Local Area Plans, will be a combined effort, shared by a number of key stakeholders. It is essential that this section of the plan should set out a clear vision of the infrastructure that must be delivered and the priorities for its delivery. Also mechanisms need to be established between the key stakeholders in order to deliver the critical water services, roads, public transport, communications and energy infrastructure required.

5.2 Critical Infrastructure

Delivery and Priorities

- 5.2.1 From a development perspective, Government, through the current National Spatial Strategy and its proposed replacement, the National Planning Framework, has prioritised the development of the Cork 'Gateway' and this approach is supported by the current South West Regional Planning Guidelines.
- 5.2.2 The delivery and priorities for infrastructure required to facilitate the planned economic and population growth, both in the Cork 'Gateway' area of the County, and elsewhere, as set out in this plan. Chapter 10 Transport and Mobility of the Cork County Development Plan (TM3-1: National road network) lists the key critical road infrastructure projects for the County. See also Chapter 11 Water Services, Surface Water and Waste for additional details in relation to water services infrastructure projects.
- 5.2.3 In addition to those infrastructure projects required to support planned growth and development, it should be noted that other projects have been prioritised by the relevant funding agencies but generally on the basis of other important considerations such as the need to secure improved standards of environmental protection.

5.3 Sources of Funding

Development Contributions and Public Infrastructure

- 5.3.1 The Planning and Development Acts provide that when granting planning permission, planning authorities may attach conditions to the permission requiring the payment of monetary contributions in respect of public infrastructure and facilities benefiting development generally in the County. Details of the arrangements for the payment of these contributions are set out in the County Council's Development Contribution Scheme. The Department of the Environment, Community and Local Government has also published Development Contribution Guidelines (Jan 2013).
- 5.3.2 A Draft County Council Development Contribution Scheme has been prepared and it is intended to adopt the new County Development Contribution Scheme before the end of 2017.

Bonds

- 5.3.3 To ensure the satisfactory completion of development on a site which has been the subject of a grant of planning permission, a bond or cash lodgment may be required until the development has been completed to the satisfaction of the Council. The bond or cash lodgment may be sequestered in part or in its entirety where the development has not been satisfactorily completed.

Water Infrastructure

- 5.3.4 Since January 2014 the funding of water infrastructure is the responsibility of Irish Water. Those intending to carry out development will need to enter a 'Connection Agreement' with Irish Water that will cover the funding and delivery of the appropriate water infrastructure.

5.4 Local Economic and Community Plans

- 5.4.1 The Local Economic and Community Plan (LECP) was adopted in 2016. It is provided for in the statutory Local Government Reform Act 2014. This Act requires that a six-year plan be adopted by Cork County Council, setting out high level goals, objectives and actions required to promote and support local economic and community development within the county. The strategic aim of this Local Economic and Community Plan (LECP) is, ultimately, the
- “Removal of barriers to facilitate individuals and organisations in achieving their ambitions, within a long-term and sustainable framework”
- 5.4.2 This strategic aim seeks to absorb and reflect the breadth and complexity of modern life, where opportunities exist for individuals and organisations to fulfil their ambitions, whether personal, economic or social. Places and societies that best provide for those ambitions, within a sustainable framework, are the places where people want to live and work. In turn, places where people want to live are the places that become socially and economically relevant. Impediments – be they linked to issues around physical, organisational, environmental, economic, educational, equality, access, or related to any of the other aspects of our collective lives – are the barriers to our ambitions. This plan seeks to commence a process that will lead to removal of those barriers by those with the capacities to do so.
- 5.4.3 The legislation envisaged that the LECP will be consistent with its informing strategies, set at a European, National and Regional level, while also being consistent and integrated with complementary plans at its own level. In particular, the LECP must be consistent with the County Development Plan Core Strategy and the Regional Spatial and Economic Strategy (RSES), currently the Regional Planning Guidelines.
- 5.4.4 This Local Area Plan will play a key role in implementing the LECP’s aims and objectives as they apply to this Municipal District while at the same time the LECP will set out a pathway to address many of the social and economic issues facing the District identified in this Local Area Plan.

5.5 Monitoring and Implementation of this Plan

Overall Approach

- 5.5.1 Monitoring the implementation of development and the provision of facilitating infrastructure is crucial to ensuring the effective delivery of the objectives set out in this plan.
- 5.5.2 The monitoring of development activity and environmental change is a complex process. Given resource constraints in the current economic climate, a detailed analysis is not possible. However, by targeting key issues or indicators, a focused monitoring/reporting system for development and environmental change across each Municipal District, can be delivered within the resources available.
- 5.5.3 The Planning and Development Acts require planning authorities:
- 5.5.4 “To take such steps within its powers as may be necessary for securing the objectives of the Development Plan”
- 5.5.5 Also the Chief Executive of the planning authority is required, not more than 2 years after the making of a Development Plan, to give a report to the elected members of the planning authority on the progress achieved in securing the objectives of the plan.
- 5.5.6 Given that the Local area Plans are a key instrument for the implementation of the County development objectives in particular the Core Strategy it is very important that the progress in the implementation of the Local area Plans is subject to regular monitoring to facilitate the identification of any issues concerning implementation.
- 5.5.7 The Planning Directorate of Cork County Council is primarily responsible for monitoring and implementing the Local Area Plans, mainly through the development management function. However, it is important to note that this Plan co-ordinates the work and objectives of other key departments within the local authority, such as Economic Development, Roads, Environment, Housing and Community Development. In some cases, the body responsible for the implementation of certain plan objectives may be external, such as Transport Infrastructure Ireland, the National Transport Authority or Irish Water etc.
- 5.5.8 A possible list of key indicators for Monitoring was set out Appendix F of the Cork County Development Plan. Some or all of these indicators will be used subject to adequate resources being available. Sources of data from other organisations (TII, NTA, IW, ESRI, NESC and CSO etc) which is readily available will also be used where appropriate to assess progress in implementing the plan.
- 5.5.9 A monitoring strategy based on the planning application management system is currently being developed and it is intended that this will provide the main source of data along with other in house initiatives such as a Housing Land Availability Study, to monitor the plan.



