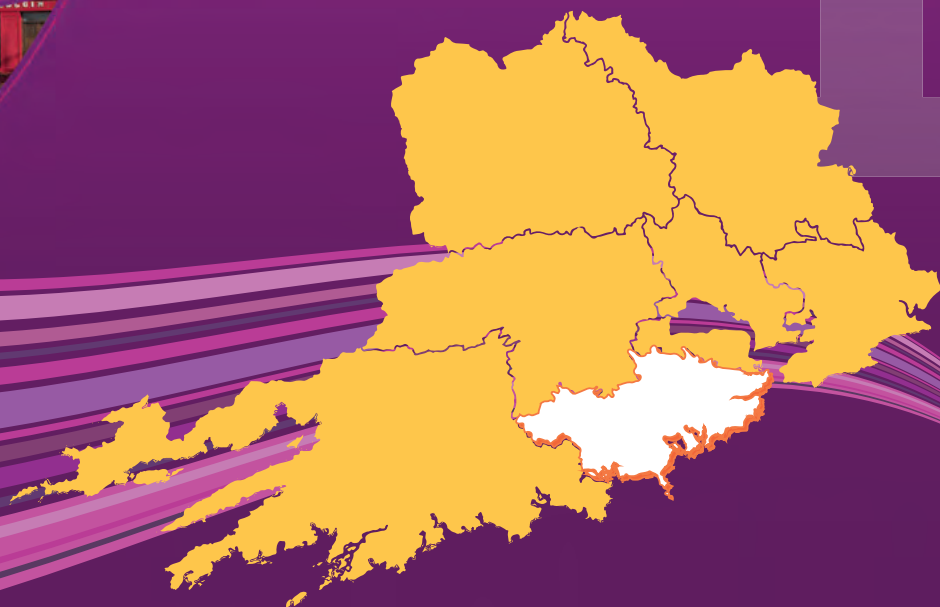




Cork  
County Council  
Comhairle Contae Chorcaí

# Bandon Kinsale Municipal District Local Area Plan



21<sup>st</sup> August 2017

VOLUME ONE  
Main Policy Material

1

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# Bandon Kinsale Municipal District

## 1 Introduction

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# 1 Introduction

## 1.1 Introduction

- 1.1.1 This Local Area Plan for the Bandon Kinsale 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, with the exception of that part of Kinsale Town, formerly administered by Kinsale Town Council, where the Kinsale Town Development Plan 2009 remains in force, and will continue as the relevant development plan for the former Town Council area until the adoption of the next Cork County Development Plan in 2020. The Kinsale Town Plan 2009 is the reference point for guidance in relation to issues of proper planning and sustainable development for land located within the administrative area of the former Kinsale Town Council.
- 1.1.2 While this Local Area Plan does not deal with the lands located within the former administrative boundary of Kinsale Town Council, it does include policy and objectives for the “Environs” area of Kinsale town, i.e. the hinterland / developed area between the boundary of the administrative area of the former Kinsale Town Council and the development boundary of the town as delineated on the map included in this plan.

## 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 Cork County is now based on eight Municipal Districts as detailed in Table 1.1 and illustrated by Figure 1.1.



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	<b>Bandon-Kinsale</b>	<b>42,454</b>	Bandon, Kinsale*	<b>34</b>
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* and 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 Kinsale Town Council area, this is the Kinsale Town Development Plan 2009.



Figure 1.01 Municipal District 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 plan. A period of public consultation ran from 14<sup>th</sup> December 2015 to 25<sup>th</sup> January 2016 during which the public and statutory bodies were invited to make submissions / observations. The consultation documents were 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 Council's 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.
- 1.3.1 The Draft Plan was published for public consultation from Wednesday 16<sup>th</sup> November 2016 to Monday 16<sup>th</sup> 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 23<sup>rd</sup>, 24<sup>th</sup> and 27<sup>th</sup> March, 2017 to discuss the Chief Executive's Report. A further meeting of the Council was held on 27<sup>th</sup> 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 on 24<sup>th</sup> 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 and Development Acts make provision 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 in 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 Three Volumes. Volume One Main Policy Material includes both a written statement and relevant illustrative material including maps, diagrams and plans. There are six 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 use zoning, for the main towns of the Municipal District, or in the case of Kinsale, for the environs of the town, as outlined in Section 1.1 above.
  - **Section 4: Key Villages:** This section sets out the planning proposals for the Key Villages of the Municipal District.
  - **Section 5: 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 6: 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 Statement 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 more detailed electronic versions of the small scale land use zoning maps contained in the Local Area Plan, Volume One “Main Policy Material”. The Map Browser also provides information on Municipal District Boundaries, Strategic Planning Areas, Countywide Flood Risk, Regeneration Areas in main towns, Route Protection Corridors, Ecological Designations (SAC/SPA/NHA/pNHA) 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 website [www.corklocalareaplans.com](http://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; Provision for a Vacant Sites Register;
  - Need for Sustainable Transport.



## 1.7 Overall Approach - Key Policies

1.7.1 This section of the plan sets out key policies 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 Development 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.

### Approach to Town Council Development Plans

1.7.4 The Electoral, Local Government and Planning and Development Act 2013 introduced a number of amendments to the Planning & Development Act 2000 to give effect to the dissolution of the Town Councils (Cobh, Clonakilty, Fermoy, Kinsale, Macroom, Mallow, Midleton, Skibbereen, and Youghal). One of the main effects of the legislation was to extend the life of Town Council Development Plans until the next making of a Development Plan for the County, which in Cork's case is December 2020.

1.7.5 In this Municipal District, the Kinsale Town Development Plan 2009 will remain in force until the review of the Cork County Development Plan 2014 is completed in 2020, and the Town Development Plan is therefore the reference point for guidance in relation to issues of proper planning and sustainable development for land located within the administrative area of the former

Town Council. This Local Area Plan deals with the ‘environs’ of Kinsale town, i.e. the hinterland / built up area of the town that lies outside the former Town Council administrative area.

## Settlement Network

- 1.7.6 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.
- 1.7.7 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 / West Cork Island Communities.
  - Villages, Village Nuclei and Other Locations.
- 1.7.8 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.

## Water Services

- 1.7.9 Water services, of all the infrastructure requirements needed to facilitate new development, is the most critical, as in the absence of it, little development can take place.
- 1.7.10 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.
- 1.7.11 The Cork County Development Plan, 2014 and the new Municipal District Local Area Plans are important documents that Irish Water should take into account in formulating its plans and programmes.
- 1.7.12 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 Councils 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 1.2 : Strategy for Water Services Provision		
Normally Expected level of Water Services		Policy Approach
Towns	Public Drinking Water and Waste Water Treatment	Adequate water services infrastructure to be prioritised.
Key villages		
Villages	Public Drinking Water	Adequate drinking water services 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 with no public services, it is proposed to limit development to a small number of individual houses with their own treatment plant.

## Development Contributions

- 1.7.13 Section 48 of the Planning & Development Act 2000, as amended, enables the Planning Authority when granting planning permission, 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.
- 1.7.14 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.
- 1.7.15 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 new 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.
- 1.7.16 With regard to the urban expansion areas of Ballincollig, Shannonpark, Carrigwohill, 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 is focused on 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 via Section 47 agreements or special development contributions.

## Regeneration Areas

- 1.7.17 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 Bandon and Carrigaline. The main objective in identifying regeneration 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, qualify for the Vacant Sites Levy where the regeneration site is vacant or idle and this has adverse effects on the amenities / character of the area.
- 1.7.18 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 be achieved through focused application of the levy facilitating sustainable urban development and bring such vacant sites and buildings in urban areas into beneficial use.

## Town Centres

- 1.7.19 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.
- 1.7.20 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.
- 1.7.21 In the first instance the Town Centre Improvement Scheme in these LAP's will consider locations within the towns of Carrigtwohill, Ballincollig, 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-focused 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 public transport nodes; 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,
- 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.

1.7.22 On completion and review of the effectiveness of Town Centre Improvement Scheme approach consideration will be given to the further roll-out of the scheme.

### Traffic and Transport

1.7.23 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.

1.7.24 Within this Municipal District the N71 is the principle strategic road infrastructure artery serving the area and needs to be protected in accordance with national policy.

1.7.25 The Council, in consultation with the 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 line of these Route Protection Corridors is shown in Volume Three LAP Map Browser which is accessible through [www.corklocalareaplans.com](http://www.corklocalareaplans.com).

### Transport Strategy for Metropolitan Cork

1.7.26 A transport strategy for the 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. This will provide an analytical basis for the integration of land use and transport planning through the use of social, economic and environmental indicators. The strategy will contribute to the formation of future land use policy formulation.

### Cork Cycle Network Plan

- 1.7.27 Cork County Council and Cork City Council have prepared a cycling network plan for the Cork Metropolitan area and surrounding towns. The objective of this 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. In this Municipal District the relevant route for Carrigaline South is U-11 in the Cork Cycle Network Plan.

### Green Infrastructure

- 1.7.28 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.

### Housing Density

- 1.7.29 The approach to housing density used in this Plan is set out in Section 3.4 Housing Density, 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

- 1.7.30 High Quality design adds value to the places we live, work and enjoy. Ensuring high quality design adds quality to our towns, villages and countryside and improves our quality of life. This local Area 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 etc. 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 Council's 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 familiarise 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](http://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 One 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](http://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’.

Objective No.	Local Area Plan Objective Flood Risk Assessment and Management
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 Active Land Management

- 1.9.1 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 County Development Plan 2014 (including with the Planning and Development Special Policy Committee, 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.
- 1.9.2 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.
- 1.9.3 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.
- 1.9.4 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;
  - 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.
- 1.9.5 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.

- 1.9.6 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, those units are delivered on the lands within the lifetime of the Plan or as soon as may be reasonably expected.
- 1.9.7 During the lifetime of this Plan, and in addition to the provisions of the Urban Regeneration & Housing Act 2015, Cork County Council will:
1. 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.
  2. 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.
  3. 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.

4. 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. Further details on the Strategic Land Reserve can be viewed in the Ballincollig Carrigaline Municipal District Local Area Plan.

## 1.10 Green Belts around Towns

- 1.10.1 Chapter 4 of the County Development Plan sets out the Councils policy and objectives RCI 5-1 to RCI 5-8 in relation to Greenbelts. In this Municipal District greenbelts exist around the town of Bandon and Carrigaline which help to maintain the identity of the towns and encourage more development activity within the development boundaries. Carrigaline is situated within the Metropolitan Greenbelt. The plan recognises that the character of all settlements can also be undermined by linear roadside frontage development on the main roads leading out into the countryside. Apart from the obvious servicing inefficiencies, road safety problems and public health issues, such patterns erode the important clear distinction between the built up area and open countryside. Such development also raises important sustainability issues.
- 1.10.2 Within these Greenbelts, the Local Area Plans will generally reserve land for agriculture, open space or recreation uses. Exceptions to this will only be allowed in the case of an individual who can demonstrate a genuine rural generated housing need based on their social and / or economic links to a particular local rural area in accordance with County Development Plan objective RCI 4-2, or in the circumstances referred to in objectives RCI 5-6 and RCI 5-7, which also apply to Greenbelts around Settlements.
- 1.10.3 However, in some areas, as a further attempt to provide for those aspiring to build individual houses, additional areas have been identified where there is capacity to accommodate a limited number of individual houses. These areas are designated under zoning objective GB 1-2. The aim is to provide a realistic alternative to building individual houses in the countryside, in locations rural in character but close to towns to ease the pressure to provide or enhance services in relatively remote rural areas. The intention is, where possible, to give favourable consideration to proposals for individual houses in an appropriate setting rather than to encourage the development of low-density suburbs or satellite settlements.
- 1.10.4 There are sensitive catchment issues in the town Green Belts which should be carefully considered in assessing proposals in accordance with GB 1-1 and GB 1-2, having regard to their proximity and hydrological connection to Natura 2000 sites.

Objective No.	Local Area Plan Objective Greenbelts around Main Towns
GB 1-1	It is an objective to discourage strongly new individual housing from being located within the greenbelts around the main towns in each Municipal District (except within established villages and village nuclei). This restriction is relaxed in principle for individuals who can demonstrate a genuine rural generated housing need based on their social and / or economic links to a particular local rural area in accordance with Cork County Development Plan (2014) objective RCI 4-2, or in the circumstances referred to in objectives RCI 5-6 and RCI 5-7, which also apply to Greenbelts around Settlements.
GB 1-2	In some parts of the greenbelts around the towns it will be possible to accommodate limited numbers of individual houses in an appropriate rural setting providing: <ol style="list-style-type: none"> <li>a) The character of the area as a whole will remain predominantly rural and open.</li> <li>b) Proposals will not cause linear roadside frontage development (ribbon development); and,</li> <li>c) The proposal is consistent with the proper planning and sustainable development of the area.</li> </ol>

## 1.11 Environmental Considerations

### Strategic Environmental Assessment (SEA)

1.11.1 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](http://www.corklocalareaplans.com).

### Strategic Flood Risk Assessment (SFRA)

1.11.2 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](http://www.corklocalareaplans.com).

### Habitats Directive Assessment (HDA)

1.11.3 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.

1.11.4 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.

1.11.1 The results of this analysis and review are presented alongside each iteration of the plan as it is published. The Habitats Directive Screening Report relating to this plan is contained Volume Two Environmental Reports which is available online at [www.corklocalareaplans.com](http://www.corklocalareaplans.com).



# Bandon Kinsale 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 the 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 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. The new Local Area Plans are also guided by the provisions of the County Development Plan 2014.
- 2.1.3 In 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 One 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 This Municipal District including all the Main Towns is located largely within the Greater Cork Ring Strategic Planning Area with a small area in the north east around Carrigaline, Crosshaven and Bays and Ballygarvan within the County Metropolitan Cork Strategic Planning Area. In support of the development of the Bandon Kinsale Municipal District, the County Development Plan seeks to:
- a) Maintain the principles of the Metropolitan Cork Greenbelt to protect the setting of the City and the Metropolitan Towns and to provide easy access to the countryside and facilities for sports and recreation;
  - b) In the Cork Harbour area generally, to protect and enhance the area's natural and built heritage and establish an appropriate balance between competing land uses to maximise the areas overall contribution to Metropolitan Cork while protecting the environmental resources of the Harbour;
  - c) Establish an appropriate balance in the spatial distribution of future population growth, in line with this Core Strategy, so that Bandon, Fermoy, Macroom and Youghal can accelerate their rate of growth and achieve a critical mass of population to enable them to maximise their potential to attract new investment in employment, services and public transport;
  - d) Protect and enhance the natural and built heritage assets of Kinsale to facilitate the development of the town as a Principal Tourist Attraction;

- e) Facilitate the development of the villages as set out in the local area plans so that the rate of future population growth 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) Strengthen and protect the rural communities of the area by encouraging sustainable growth in population, protecting agricultural infrastructure and productivity so that agriculture remains the principal rural land use and focusing other employment development in the main towns and key villages;
  - g) Recognise the importance of the Strategic Transport Improvement Corridor to the overall economic potential of the south-western part of the area and the facilitation of a balanced economic strategy for the County as a whole;
  - h) Prioritise the adequate provision of water services and transport infrastructure to meet current needs and future population targets while protecting the areas environment.
- 2.2.2 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 co-ordinate 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 Bandon Kinsale Municipal District

- 2.3.1 The Bandon Kinsale Municipal District is located south west of Cork City and in 2011 the population of the area stood at 42,454. This population is spread across a network of settlements including 3 Main Towns, 34 smaller settlements and the open countryside, as detailed in Table 2.1. Outside the main towns the district is largely rural / agricultural in character with over 40% of the population of the Municipal District living in the open countryside i.e. not within a settlement.
- 2.3.2 Bandon is the largest town wholly within the Municipal District with a population of 6,640 in 2011. The other Main Towns populations are Kinsale (4,893) and the southern portion of Carrigaline which is also within the Municipal District.

Table 2.1: Distribution of Population within the Bandon Kinsale Municipal District 2011

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





## 2.4 Growth Strategy

- 2.4.1 Within the Bandon Kinsale Municipal District the County Development Plan provides for growth in population of 3,550 persons. The number of households is expected to grow by 3,926 leading to a net requirement for 3,707 new houses within the Municipal District. The County Development Plan indicates that 80ha of residentially zoned land is required.
- 2.4.2 The population growth target will require the provision of 3,498 new housing units, with at least 1,606 units allocated to the 2 Main Towns of Bandon and Kinsale. The population target for Carrigaline is allocated from the Ballincollig Carrigaline Municipal District figure. Housing growth of 1,642 units is also planned for the villages.

Table 2.2 Bandon-Kinsale Municipal District

	Housing Requirement				Housing Supply	
	Census 2011	Population Target	New Units Required	Net Estimated Requirement (ha)	Estimated Net Residential area zoned (ha)	Estimated Housing Yield
<b>Bandon</b>	6,640	7,765	892	45	<b>101.89</b>	<b>2,011</b>
<b>Kinsale</b>	4,893	5,722	714	36	<b>38.7*</b>	<b>835</b>
<b>Carrigaline (South)</b>	4,858	5,876	See Ballincollig Carrigaline Municipal District Local Area Plan (Carrigaline North)			
<b>Main Towns</b>	16,391	19,363	1,606	81	<b>140.59</b>	<b>2,846</b>
<b>Villages</b>	8,320	10,846	1,642	--	--	1,428
<b>Rural</b>	17,743	15,795	250	--	--	--
<b>Total Villages and Rural</b>	26,063	26,641	1,892	--	--	1,428
<b>Total Municipal District</b>	<b>42,454</b>	<b>46,004</b>	<b>3,498</b>	<b>81</b>	<b>140.59</b>	<b>4,274</b>
<b>Current Estimated Strategic Land Reserve (LAPs and TCPs) for this Municipal District is 59.59Ha</b>						
*Includes 1.1ha of residentially zoned land from the Kinsale Town Development Plan 2009						

- 2.4.3 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. In a number of cases issues arose where adjustment to the amount of residentially zoned land was required.
- 2.4.4 The core strategy requires the village network to accommodate 1,642 units; the current appropriate scale of development would allow 1,428 units. However an analysis of water services infrastructure would indicate that only 448 units could be accommodated. Therefore the balance of 1,184 (214 plus 980) additional units will have to be accommodated in the two main towns of the Municipal District.
- 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 Notwithstanding the level of growth provided for in the villages, the water services infrastructure needed to deliver this level of growth is not always in place as indicated by Table 2.3. 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 up upgrade that infrastructure as necessary to meet the demands of current and future customers in the settlement. Irish Water has indicated that, when they are upgrading the water services infrastructure in a settlement, they will take account of future development needs.
- 2.4.7 Therefore, while the current water services infrastructure may not immediately be able to deliver the scale of growth set out in the local area plan, the proposal generally is to retain the scale of growth with the expectation that the infrastructure will be delivered over time by Irish Water.
- 2.4.8 In some areas where water services infrastructure is not available, nor likely to be available, it will be necessary to manage growth to reflect available water services capacity. Unless water services issues are resolved, development will be limited to a small number of individual houses with their own treatment plant.
- 2.4.9 In some settlements, typically village nuclei, the scale of growth set out in 2011 is already quite low in recognition of the lack of water services infrastructure and therefore it will generally be possible to retain this as it is.
- 2.4.10 Within the village network the Local Area Plan maintains the scale of growth established in the 2011 Local Areas Plans in order to respect the scale and character of the villages and because there are significant deficits in water services infrastructure. Ample land is available within the development boundaries of the villages to accommodate the expected level of growth and therefore in most cases significant changes were not proposed to the development boundaries of the villages. The main factor constraining development in the villages is likely to be inadequate water services infrastructure. As outlined above, there is enough land available within the towns of the Municipal District to accommodate any development which cannot take place within the villages due to lack of infrastructure.
- 2.4.11 The Settlement network of this Municipal District includes twelve 'Other Locations' -Ballymartle, Barrells Cross, Brownsmill, Gogginshill, Jagoe's Mill, Kilcolman, Killeady, Kilmacsimon Quay, Oysterhaven, Roberts Cove, Sandycove, Tracton
- 2.4.12 County Development Plan Strategy recognises Other Locations, as areas which may not form a significant part of the settlement network, but do perform important functions with regard to tourism, heritage, recreation and other uses. No changes are proposed to the strategy for 'Other Locations' as part of the review of the Local Area Plans.

Table 2.3 Bandon-Kinsale 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	Drinking Water Status	Waste-Water Status
<b>Main Towns (3)</b>					
Bandon	6,640	-	892		
Kinsale	4,893	-	714		
Carrigaline (South)	-	-	See Ballincollig/ Carrigaline MD LAP		
<b>Total Main Towns</b>			<b>1606</b>		
<b>Key Villages (5)</b>					
Ballinspittle	121	0	<b>100</b>		
Belgooly	273	0	<b>150</b>		
Crosshaven and Bays	1801	325	<b>286</b>		
Inishannon	315	80	<b>150</b>		
Riverstick	249	0	<b>150</b>		
<b>Total Key Villages</b>			<b>836</b>		
<b>Villages (7)</b>					
Ballinadee	8	0	<b>34</b>		None
Ballinhassig	25	41	<b>70</b>		None
Ballygarvan	178	0	<b>45</b>		
Halfway	111	0	<b>10</b>		
Kilbrittain	82	0	<b>86</b>		
Minane Bridge	58	0	<b>20</b>		
Old Chapel	112	0	<b>80</b>		
<b>Total Villages</b>			<b>345</b>		
<b>Village Nuclei (10)</b>					
Aghyohil	31	2	<b>20</b>	Private GWSS	None
Ballyfeard	5	-	<b>10</b>	None	None
Ballyheada	21	-	<b>20</b>		None
Crossmahon	25	1	<b>23</b>	None	None
Dunderrow	60	-	<b>67</b>		None
Fivemilebridge	31	-	<b>10</b>		None
Gaggan	28	8	<b>25</b>		None
Garrettstown/ Garrylucas	-	-	<b>20</b>		None
Nohoval	27	-	<b>39</b>		None
Tinkers Cross	10	7	<b>13</b>	None	None
<b>Total Village Nuclei</b>			<b>247</b>		
<b>Overall Total</b>			<b>3,034</b>		
<b>Water Services Key</b>	Irish Water Services in place with broadly adequate existing water services capacity.				
	Irish Water Services in place with limited or no spare water services capacity.				
	None – no existing Irish Water Services.				

- 2.4.13 There are clear water and wastewater infrastructure constraints across the settlement network of the Municipal District. In order for the towns and villages to develop and realise their growth target investment in these key pieces of water and waste water infrastructure assets are required as matter of urgency.
- 2.4.14 Investment in strategic pieces of transport infrastructure is also critical for the towns of the Municipal District to develop in an orderly and sustainable manner. In Bandon the completion of the Southern Relief Road and construction of a new Northern Relief Road are required in order for the town to expand as principal town in the Municipal District.
- 2.4.15 In Kinsale there are similar short-comings in the existing road network to cater for the movements needs of the town generated by residents, business and visitors together with planned levels of future growth in both the population and tourism industry.

### Cork Airport

- 2.4.16 A portion of Cork Airport development boundary is located within this Municipal District. The majority of the area is within Ballincollig-Carrigaline Municipal District and so the future planning Local Area Plan strategy for the airport is dealt with under Section 3 of that Plan.

## 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 for the people who live within the Municipal District. Each “place of work” represents a single job and there were 14,595 ‘places of work’ / jobs in the District in 2011. This includes 3,000 home workers. Excluding home workers there are 11,595 “Places of Work”/ jobs in the District.
- 2.5.2 Jobs located within the Municipal District fall into the following key categories:
- 25.8% - Wholesale, Retail, Transportation and Storage, Accommodation and food service activities;
  - 22.2% Education, Human health and Social Work Activities;
  - 10.3% Manufacturing, mining /quarrying, Electricity/Gas /Water Supply / waste management;
  - 15.6% Agriculture, forestry or fishing;
  - 12.4% Information / Communication, Financial, professional administration etc.
- 2.5.3 Census data also provides information in relation to the number of people within the District who are working, where they work and how they travel to work etc. Key findings of the analysis include the following:
- The total number of employees (people at work) who live within the District is 20,973. This includes home, mobile and ‘uncodeable’ workers and corresponds to just 37% of the population of the District.
  - Of the employees living in the District, the main categories of employment are as follows:  
22% are employed in wholesale, retail, Transportation and Storage, accommodation and food service activities;  
19.1% are employed in Education, Human health and Social Work Activities;



10.7% are employed in Manufacturing, mining /quarrying, Electricity/Gas /Water Supply / waste management;

16.2% are engaged in Agriculture, forestry or fishing;

11.7% are engaged in Information and communication, Financial, professional administration etc.

- Of the 20,973 employees living in the District:
  - 12,893 or 61.5% work within the Municipal District (including 3,000 home workers);
  - 1,061 or 5% work within Cork City;
  - 666 or 3% work within the County Metropolitan area;
  - 1,022 or 4.87% work within the Greater Cork Ring area;
  - 22 or 0.1% work within the North Cork area;
  - 314 or 1.49% work outside Cork County.
- A total of 56.9% of employees who live within the District travel to work by car (as a driver). A further 13.8% drive a van, lorry or other vehicle while approximately 3% travel as a passenger in a car.
- In terms of sustainable modes of transport for employees who live within the District only 8.6% travel to work on foot, 0.8% by bicycle and 0.6% by bus.

### Key Conclusions

- 37% of the total employees residing within the Municipal District work within the Municipal District.
- Over 56.9% of persons from the Bandon Kinsale Municipal District Municipal District travel to work by Car, Van, Lorry or Motorcycle.
- There were 14,595 'places of work' / jobs in the District in 2011 including 3,000 home workers.

### Employment Land Supply

2.5.4 Analysis of Census 2011 data for the Municipal District provides information in relation to the jobs that are located within the Municipal District and on the place of employment for the people who live within the Municipal District. Each "place of work" represents a single job and there were 9,241 'places of work' / jobs in the District in 2011. This includes 1,591 home workers. Excluding home workers there are 7,650 "Places of Work" / jobs in the District.

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

- 28.9% - Wholesale, Retail, Transportation and Storage, Accommodation and food service activities;
- 16.7% Education, Human health and Social Work Activities.
- 19.4% Manufacturing, mining /quarrying, Electricity/Gas /Water Supply / waste management.
- 9.8% Agriculture, forestry or fishing.
- 12.8% Information / Communication, Financial, professional administration etc.



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

Table 2.4 Employment Land Supply		
	Business Land (Ha)	Industrial Land (Ha)
<b>Bandon</b>	45.57	18.4
<b>Kinsale</b>	19.1	5.7
<b>Carrigaline (South)</b>	9.7	0
<b>Total</b>	80.57	24.1

## 2.6 Heritage

- 2.6.1 European and National legislation now protects 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 the 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 list of SACs is 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 list of SPAs is 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 There is one Candidate Special Areas of Conservation associated with Courtmacsherry Estuary. Courtmacsherry Estuary consists of the drowned valley of the Argideen River which is now filled with sediments, resulting in extensive mudflats. The site contains a complex of coastal habitats including 10 habitats listed on Annex I of the EU Habitats Directive. Within the Municipal District there are four Special Protection Areas designated as areas of importance from an ornithological perspective. Bird species in need of conservation in these areas include Chough, Fulmar, Peregrine, Petrel, Gannet and Puffin. These are located on the Sovereign Islands, Old Head of Kinsale, Courtmacsherry Bay and within Cork Harbour. 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 Bandon-Kinsale Municipal District is characterised by a substantial range and quantity of nature conservation designations. There are 12 proposed NHA's in the Bandon Kinsale Municipal District. These are generally composed of marshland, river valleys and important coastal habitats. While all of these areas have ecological value, the other reasons for their designations vary from woodland and geological interest to botanical and ornithological values.
- 2.6.8 Aside from those areas protected by National or European legislation, the plan area contains a wide range of habitats including watercourses, agricultural land, hedgerows, wetlands and areas of

woodland that provide natural habitats to a variety of species. These areas provide many benefits to the local wildlife population and to visitors alike.

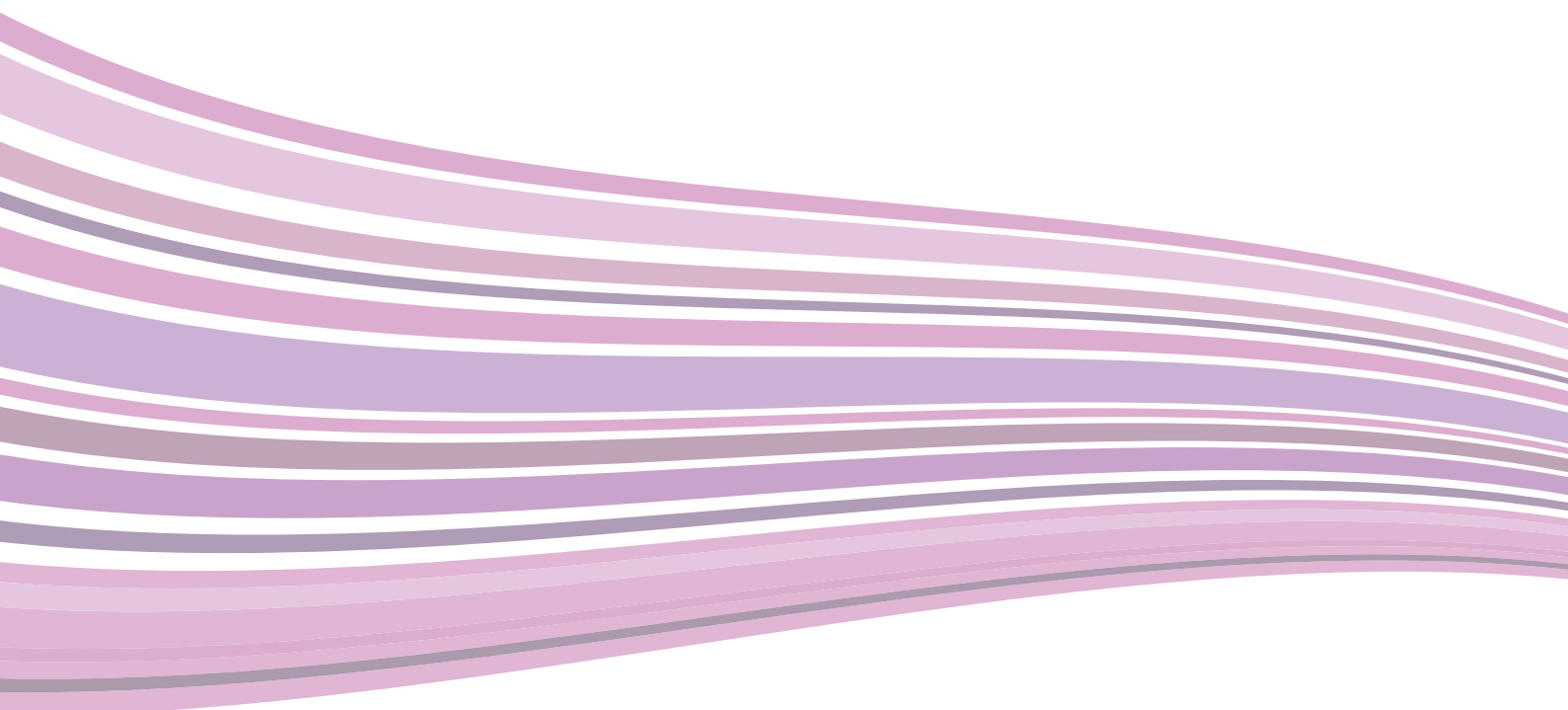
- 2.6.9 To date, sites of geological interest have not been comprehensively covered by the existing nature conservation designations. This is currently being addressed by the Department of Environment, Heritage & Local Government and the Geological Survey of Ireland who are drawing up a list of sites of geological interest that will be proposed as Natural Heritage Areas.
- 2.6.10 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. Geological features of interest in the Bandon Kinsale Municipal District include its diverse coastal geomorphology including structural features, raised beaches and Devonian (ORS) within Cork Harbour, raised marine platforms across Carboniferous sandstones between Courtmacsherry Bay to the Old Head of Kinsale and Lower Carboniferous fossils between Fountainstown Creek to Ringabella Beach. Other areas of geological interest include Myrtleville to Ram's Head (Devonian Section), Upper Carboniferous features on the west coast of the Old Head of Kinsale and Lower Carboniferous and Devonian stratigraphy from Ringabella, Fountainstown, Myrtleville and Rams Head. Devonian and Carboniferous type section for Munster Basin are also found at Ballinspittle and Kinsale.
- 2.6.11 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.
- 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 The Bandon Kinsale Municipal District boasts a rich diversity of built heritage, both architectural and archaeological, across its rural and urban landscapes. These important links to the past give the district its unique sense of place and identity. The area has an interesting and wide range of archaeological heritage, dating from the Stone Age through to the Post-medieval period. Both Bandon and Kinsale are identified in the Urban Archaeological Survey of County Cork with a Zone of Archaeological Potential (ZAP). Both are walled towns, with upstanding remains in place in Bandon. Much of the archaeology in the ZAP is subsurface or potentially incorporated into later buildings. For reference to all known archaeological monuments in the district see [www.archaeology.ie](http://www.archaeology.ie)

## 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 HE 2-2 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 HE 2-3, 2-4,2-5, 2-6 and 2-7 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 1 of 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 1 of 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, HE 4-1, HE 4-2, HE 4-3, HE 4-4 and HE 4 -5 as detailed in Chapter 12, Volume One 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.

Local Area Plan Objective LAS-02	
LAS-02	Investigate provision of a tourism route linking Kinsale Town and Camden Fort Meagher.





# Bandon Kinsale Municipal District

## 3 Main Towns

	<i>Sub-Section</i>	<i>Page No.</i>
3.1	Introduction	040
3.2	Bandon	043
3.3	Kinsale Environs	067
3.4	Carrigaline (South)	080

## 3 Main Towns

### 3.1 Introduction

- 3.1.1 There are three Main Towns in this Municipal District, Bandon, Kinsale and Carrigaline (South). Carrigaline is the largest settlement and is split between this Municipal District and the Ballincollig Carrigaline Municipal District. The County Development Plan 2014 allocates the population targets to Carrigaline (north) which is within the Ballincollig Carrigaline Municipal District. Both Municipal District Plans will include Carrigaline settlement as a section on its own. Bandon is the largest town wholly within the Municipal District, with a significant population and employment base. Kinsale is smaller in terms of population but has a broader retail offer associated with its niche tourism function.
- 3.1.2 Bandon and Kinsale are two of six “Ring Towns” where the strategic aim is to provide a better balance of development throughout the Greater Cork Ring Area, and fulfill their economic potential as quality urban centres providing employment, shopping, services and public transport for their rural hinterland so that they can become the location of choice for most people especially those with an urban employment focus.
- 3.1.3 In the Cork County Development Plan 2014 Carrigaline is defined as one of nine “Metropolitan Towns” within the Cork Gateway where the strategic aim is to promote them as critical population growth, service and employment centres within the Cork “Gateway”, providing high levels of community facilities and amenities with infrastructure capacity, high quality and integrated public transport connections, should be the location of choice for most people especially those with an urban employment focus.
- 3.1.4 As outlined in Section 1 of this Plan, this Local Area Plan sets out the planning strategy for the ‘Environs’ of Kinsale Town only, i.e. for the hinterland / developed area between the boundary of the administrative area of the former Kinsale Town Council and the development boundary of the town as delineated on the map included in this plan. Planning policy for the town itself is set out in the Kinsale Town Development Plan 2009, which remains in force and will continue as the relevant development plan for the former Town Council area until the adoption of the next Cork County Development Plan in 2020.
- 3.1.5 The Core Strategy of the Cork County Development Plan deals with Kinsale as a single planning unit and therefore sets targets for the town as a whole – i.e. the area formerly administered by the Town Council and the Environs area. These population figures, for the town as a whole, are used in this Plan, even though the policies and objectives contained herein relate only to the ‘Environs’ Area.
- 3.1.6 The Main Towns are the most significant material asset in this Municipal District. They represent the product of many decades of investment in buildings (including houses, businesses, industrial buildings etc.), hospitals and other health facilities, schools, social and community facilities and a 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.).
- 3.1.7 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.

- 3.1.8 In line with the overall core strategy of the Cork County Development Plan 2014, this plan sets out objectives which aim to:
- 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;
  - Support the vitality and viability of the town's centres and 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.
  - Protect the setting of the towns from sprawling or sporadic development by maintaining the existing 'green belt' where only limited forms of development are normally considered.

## Overall Scale of Development

3.1.9 The overall scale of development for the Main Towns is set out in the Core Strategy of the Cork County Development Plan, 2014 (Volume One, Chapter 2 and Appendix B). Table 3.1 sets out the overall housing requirements and housing supply position for Bandon, Kinsale and Carrigaline South.

3.1.10 Within the Bandon Kinsale Municipal District the County Development Plan 2014 provides for growth in population of 2,972 persons. The number of households is expected to grow by 3,926 leading to a requirement for 3,707 new houses within the Municipal District. Of this growth, 1,606 is allocated to the Towns (892 for Bandon and 714 for Kinsale).

**Table 3.1: Population, Households and Net New Houses for Main Towns**

	Housing Requirement					Housing Supply	
	Census 2011	Population Target	Total New Households	New Units Required	Net Estimated Requirement (Ha)	Net Estimated Residential Area Zoned (Ha)	Estimated Housing Yield
Bandon	6,640	7,765	851	892	45	<b>101.89</b>	<b>2,011</b>
Kinsale	4,893	5,722	627	714	36	<b>38.7*</b>	<b>835</b>
Carrigaline (South)	4,858	5,876	703	See Ballincollig Carrigaline Municipal District Local Area Plan (Carrigaline North)			
<b>Total</b>	<b>16,391</b>	<b>19,363</b>	<b>2,181</b>	<b>1,606</b>	<b>81</b>	<b>140.59</b>	<b>2,846</b>
<b>*Includes 1.1ha of residentially zoned land from the Kinsale Town Development Plan 2009</b>							
<b>Note:</b> Figures for Kinsale are for the town as a whole, the environs and the former Town Council Area, in accordance with the Core Strategy of the County Development Plan, 2014.							

## Approach to Plan Preparation

3.1.11 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 Plans that have 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. There are exceptions to this in areas where it is considered necessary to continue to protect / promote a specific land use;
- Where possible the map base has been updated (although the most recent development may still not be shown for reasons beyond the County Council's control). In Bandon and Carrigaline a core retail shopping area has been identified. In both Bandon and Carrigaline, Regeneration Areas have been identified where there are derelict / vacant sites which detract from the amenity of an area and offer opportunities for redevelopment.

## 3.2 Bandon

### Vision and Context

- 3.2.1 In this Local Area Plan, Bandon is identified as a Main Town within the Bandon Kinsale Municipal District. Bandon is designated as a Ring Town within the Greater Cork Strategic Planning Area as part of the overall strategy of the Cork County Development Plan 2014 and this strategy aims to promote the town centre as the principal retail location.
- 3.2.2 The aim of the Local Area Plan is to strengthen Bandon's position as a premier market town through the creation of a unique sense of place by embracing its rich built and natural heritage and encouraging continued expansion of its employment and service function. It is also important that the town centre continues to develop as the primary location for retail and services. The Plan supports the delivery of key pieces of infrastructure needed to facilitate its continued growth as the Gateway to West Cork.

### Local Context

- 3.2.3 Bandon is located 30km west of Cork City. Bandon is a town of special architectural importance in a pleasant riverside setting flanked by rising land to the north and south. The town performs an important service function to a wide hinterland as well as being the key gateway to West Cork.

### Planning Considerations and Proposals

- 3.2.4 The focus of this Plan is to address long-standing access and infrastructure barriers which can help Bandon realize its potential as an attractive, vibrant historic Market Town with enhanced accessibility within and throughout the town. Cork County Council is committed to delivering quality places for people to live, work and visit and this Plan will focus on providing locally tailored place-making policies to deliver a shared vision for the town's future growth. These will be framed around the delivery of housing and employment growth, regeneration, improved access and town centre enhancement measures.

### Population and Housing

- 3.2.5 The 2011 Census recorded a population for Bandon of 6,640 representing growth of 818 persons since Census 2006. Geo-directory figures for the period 2010-2015 illustrate positive growth in the housing stock with 45 units built increasing the housing stock from 2,937 to 2,982 units. There are in the region of 300 units with outstanding planning permission on existing zoned lands BN-R-03 and BN-R-08 and about 86 vacant units in the town.
- 3.2.6 Bandon has been allocated a population target of 7,765 in the County Development Plan 2014 representing growth of just over 1,000 people on Census 2011 figures (6,640). In order to accommodate this level of population growth, an additional 892 housing units will be required. A net housing land requirement of 45ha has been identified to provide this amount of housing.
- 3.2.7 This Plan has made provision for a residential land supply of 101.89ha with the capacity to accommodate growth of 2,011 units. This additional residentially zoned land was required in 2011 to meet the overall needs of the Electoral Area which is characterised by a weak settlement network that has limited capacity to accommodate significant growth. While the Municipal District boundary has changed, the lower order settlement network remains weak with significant infrastructure constraints and therefore, the additional headroom in Bandon will need to be retained.

- 3.2.8 A large amount of housing land is currently zoned to the north west of the town, close to primary and secondary schools and adjacent to established residential areas. Development in this area is challenging, however, as access is via the Bridge Street/Bandon Bridge Junction which is already congested at peak times. Furthermore, a new reservoir is required as the majority of lands at this location are above the existing reservoir. The timeline around the delivery of this infrastructure is uncertain and is beyond the direct control of the County Council. Some additional lands have been earmarked to the north-east adjoining the proposed new Northern Relief Road and also a small pocket previously zoned “existing built-up area” has been zoned for residential use as an extension to the BD-R-08.
- 3.2.9 The town has a good supply of housing close to the town centre. The proximity of residential uses to the core is an important factor in achieving vitality and viability within town centres. It is important that the housing stock adjacent to the town centre is protected so as to prevent dilution of the core and to retain activity in Bandon Town beyond business hours. Kilbrogan Hill, for example, has retained a high proportion of residential uses within the Georgian housing stock and the aim is to protect this established residential use within the “Existing Built Up Area” land use category. A similar consideration applies to Irishtown and O’ Mahony’s Avenue where established housing areas close to the town centre contributes positively to the housing mix of the overall area.

## Employment and Economic Activity

- 3.2.10 Bandon is the principle employment centre within the Municipal District. Results from the 2011 Census show a daytime working population (resident and non-resident in Bandon) of 2,369 persons, with commerce and trade being the largest industry in the town. The town still holds a regular weekly Mart and has a number of food production facilities in the town, reflecting its important rural-based economy. Employment is largely focused within the town centre. There is a small, established industrial area to the east of the town and some light industrial complexes located off the Relief Road. The town has a high concentration of retail warehouse units along the Relief Road and on the approach roads to the town, with some vacancy evident. There is an existing IDA industrial Park 4.3km west of the town on R586 Dunmanway Road which is almost fully occupied.
- 3.2.11 The employment land supply for Bandon Town is largely distributed to the north-east and south-eastern fringes of the town and within the development boundary of Old Chapel Village. During the last decade a large number of car showrooms were built on the fringes of the town and on the Relief Road. Since the economic collapse a number of large vacant units are evident on the fringes of the town. In the future these sites can contribute to the employment land-supply subject to the provision of appropriate uses which do not undermine the retail primacy of the town centre.
- 3.2.12 In 2011 there were 3,265 persons living in Bandon in the labour force and of these, 78.8% (2,572 persons) persons were at work. POWSCAR data available for Bandon is based on a slightly larger geographical area than that of the Census. This analysis highlights that 40% of the total employees enumerated reside in the study area and a similar percentage (43%) travel to their place of work within Greater Cork Ring DEs. A total of 90% of all journeys to work were made by car (as a driver 87.8% & passenger 3%). Walking levels were extremely low within the study area (0.6%) and cycling did not feature as a means of travel. This may reflect the difficult topography of the town especially on the northern steep slopes of the Bandon Valley.
- 3.2.13 The review of the existing employment land supply highlights that there has been no up-take in employment land since the last plan. The existing supply is focused on greenfield sites on the north-east and south-eastern fringes of the town, in Oldchapel Village and on a site west of Oldchapel. All the employment lands contained within the 2011 Plan are carried forward except for



B-08 due to its distance from the existing development boundary which would promote unsustainable travel patterns. Alternative, replacement lands have been identified to the north-east close to existing zoned Business land and the proposed Northern Relief Road.

- 3.2.14 The eastern approach to the town has enormous potential as a “Regeneration Area”. The area around the Mart Site, west of the Relief Road and adjacent to the Allman Distillery is currently under-utilised, poorly defined and haphazard creating a very poor first impression as the “gateway” to the town from Cork City. There is a number of existing food and livestock related businesses associated with The Mart along with sporadic residential uses. There is potential to provide a new mixed use residential and employment (Allman) quarter at this location. It is desirable to retain The Mart as part of this regeneration process as it is an integral part of the town’s agricultural-based economy and contributes to the vibrancy of the town. There may be opportunities, however, to improve access and parking arrangements for the Mart as part of the redevelopment of this area. Urban design guidance can ensure consensus in delivering a high quality urban expansion to the town which creates an attractive gateway and a well defined urban structure. Part of the area is at risk of flooding and any proposals would need to address this issue.

## Town Centre/Retail

- 3.2.15 Bandon town is identified as a Ring Town in the retail hierarchy supporting 2,315 m<sup>2</sup> of convenience goods floorspace. To an extent, this is a smaller quantum of convenience retail floor space than some similar sized towns in the county. The town’s convenience retail offer has improved over the past decade as Super Valu and Lidl have developed to the west of the historic Main Street and Aldi has constructed a new store on lands zoned BD -T-03. Bandon functions as a commuter town which means part of its convenience retail needs are met by the retail offer in the south-western City Suburbs as part of employees’ journey to or from work. The aim of the Plan, however, is to broaden the employment function of the town and this may lead to increased demand for locally-based convenience retail in the future.
- 3.2.16 The town also supports 6,715 m<sup>2</sup> of comparison goods floorspace with some popular niche boutiques within the town. Any further major comparison retail development should be located within or adjoining the retail core in order to ensure that the current retail services are supported providing a critical mass to the centre of the town. In the event that such a proposal came forward, the town centre would be the preferred location.
- 3.2.17 Within the town centre there is still a good mix of uses, although ground floor vacancy is an issue (25%), especially to the east of the town where extensive flood damage occurred in 2009. Cork County Council undertook a Town Centre Retail Study in 2012 which highlighted this issue.
- 3.2.18 The extent of the town centre and retail core is defined. The retail core is focused around South Main Street, the town’s Primary Shopping Street, and includes the main retail anchors of Supervalu, the Riverview Shopping Centre and a number of secondary retail streets including Bank Place, Market Quay and Patrick’s Quay. Discount stores (Lidl and Aldi) are located on edge of centre sites within the area zoned “Town Centre”.
- 3.2.19 The Plan carries forward the four sites zoned for town centre/town centre expansion from the 2011 Local Area Plan. All of these town centre sites are within the “flood risk” area and will need to comply with the appropriate Ministerial Guidelines. In order to strengthen the core retail area and promote increased footfall levels, it is essential that future retail development consolidates the core. In this regard policies to enhance the vitality of the town centre and which continue to support Bandon’s role as a niche retail destination will be central to the town centre strategy. Where there is demand for larger floor-plates, the Council will support creative approaches to the rehabilitation/ extension/merger of historic buildings within the town centre for retail and mixed-

uses subject to applying best practice conservation methods and respecting the special character of the relevant Architectural Conservation Area. The extent of the town centre zoning includes a number of under-utilised/ vacant Regeneration Areas where there may be scope for some larger retail formats as part of a wider mixed-used scheme. This may include the provision of comparison and convenience retail outlets/retail warehousing on edge of centre locations in BD -T-02, BD-T-03 and BD-T-04. There is some vacancy within the existing retail warehousing building stock at “out of town” locations along the By-Pass, therefore, further out-of-centre retailing will need to be carefully considered and should provide clear evidence that it would not erode the primacy of the town centre.

3.2.20 Cork County Council has finalised a detailed Transport and Public Realm Enhancement Plan (TPREP) to deliver a more pedestrian friendly town centre which will add to the attractiveness of the town as a high quality retail destination. This includes the creation of new market spaces at book-ends of the Primary Retail Street. Public realm measures are largely focused within the historic town walls and include the creation of a number of new public spaces, an improved pedestrian environment, revised traffic management interventions and quayside improvement measures. Some additional urban design guidance is provided for town centre sites to ensure new development respects the character of the existing town and contributes positively to the proposed public realm interventions.

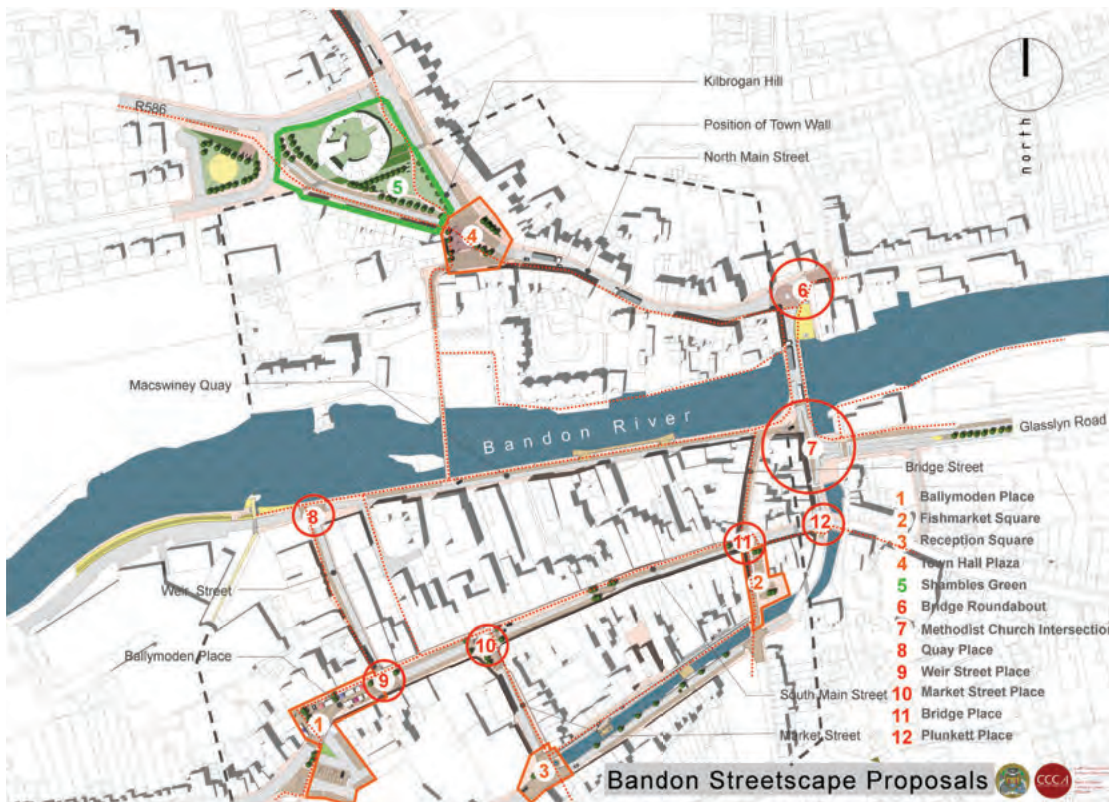


Figure 3.01 Bandon Public Realm Proposals

## Regeneration Areas

3.2.21 In order to deliver Bandon's vision as a vibrant Market town this Plan takes a strong focus on town centre development, retail and urban regeneration opportunities. A number of Regeneration sites have been defined within the town centre along with a large regeneration area (Allman Quarter) at the eastern gateway to the town. Each area has differing opportunities and constraints and the guidance is offered to provide certainty on the key elements that need to be addressed in future proposals.

**Table 3.2: Regeneration Areas in Bandon**





Map of Regeneration Areas	Number and Description
 <p>The map shows a section of the town centre along the river. Two specific areas are highlighted with red outlines, indicating the regeneration sites along Mac Swiney Quay.</p>	<p><b>BD-RA-01: Mac Swiney Quay</b></p> <p>Encourages the co-ordinated redevelopment of 2 separate sections of urban decay along Mac Swiney Quay within the area zoned town centre (BD T-01). These feature a number of vacant and under-utilised backland sites containing historic warehouses and coach houses/ stone buildings which create a “dead” frontage onto the quayside. Proposals need to create a positive edge onto the street with active frontages and provide a mix of uses compatible with its town centre location. Proposals need to retain the historic fabric of the sites which are an integral component of the town’s urban grain. Where possible the creation of new lanes/ linkage onto South Main Street will be encouraged to improve linkages to the principle shopping street. Proposed interventions need to respond positively to the key features of the South Main Street Architectural Conservation Area, including respecting plots sizes, buildings heights, material finishes and roofscape profiles. The site is located within a zone of archaeological potential.</p>
 <p>The map shows the eastern entrance to the town, featuring the River Bandon and Glaslinn Road. Two large areas are highlighted with red outlines, indicating the regeneration sites.</p>	<p><b>BD-RA-02: Glaslinn Road</b></p> <p>Lands zoned BD T-02 and BD T-03 are strategic sites at the eastern entrance to the town. Redevelopment proposals here need to be compatible with the town centre zoning and relate positively to the proposed boulevard on the Glaslinn Road, ensuring a high quality public realm at this location. The design, massing and rhythm of new proposals at this location need to reference Bandon’s historic character and ensures the development does not impede views of the Methodist Church, an important landmark building. The use of perimeter blocks is encouraged on both these sites and permeability should be created through the provision of new streets/ access points within the layout design and between the site, the town centre and adjoining lands. Lands zoned BD T-02 need to positively address the River Bandon and provide access to the Riverside walk to maximize accessibility within the site.</p>

Table 3.2: Regeneration Areas in Bandon

Map of Regeneration Areas	Number and Description
 <p>Aerial map showing a regeneration area outlined in red, situated along a riverbank with an arched bridge crossing it.</p>	<p><b>BD-RA-03: New Road</b></p> <p>Redevelopment of the site needs to create a strong urban edge with high quality public realm and landscaping proposals. Access to the site is via the existing arched bridge and this should be extended to provide a new street transversing the site at this location. Building heights should not exceed 2 storey's given the relationship of the site to adjacent residential uses opposite and gradient differences. The layout should include the use of perimeter blocks which maximize permeability for all modes. Uses compatible with its town centre zoning (BD-T-04) are appropriate.</p>
 <p>Aerial map showing a large regeneration area outlined in red, located at the eastern approach to the town, adjacent to a river.</p>	<p><b>BD-RA-04 : Allman Quarter</b></p> <p>The Council encourages the co-ordinated redevelopment of this large site at the eastern approach to the town within the existing built-up area. The area is suitable as a new mixed use business, hotel and residential area adjacent to the town centre. The existing Mart site continues to make an important economic and social contribution to the town. Redevelopment proposals need to provide a strong urban edge along the northern periphery of the site to define the entrance to the town. The use of perimeter blocks to create a stronger urban framework is recommended and these should be designed for optimal pedestrian/cyclist permeability. The layout and design of the area needs to relate positively to Allmans Distillery, using this as a key landmark and focal point within the scheme.</p>



## Urban Design Guidance

- 3.2.22 Bandon developed as two self-contained settlements (Coolfadda and Kilbrogan) as part of the Plantation of Munster in the 17th century and has a rich architectural heritage. It is important that any future development respects the key elements of character within the existing historic environment and these are detailed below.

**Table 3.3: Planning and Urban Design Guidance**

Zoning	Street Name	Street Guidance
BD T-01	South Main Street	Elegant streetscape of largely 19 <sup>th</sup> century buildings and varying plot widths varying from 2 bays to 6 bays in places. Some remains of mid 18 <sup>th</sup> century buildings are evident near Ballymoden Place. Some re-modeling works have led to unsuccessful insertions in the street and opportunities to address these will be welcomed. There is some evidence of dereliction/vacancy at Ballymoden Place. Any new development at this location will need to respect the established building height in the street and follow the established urban grain. The material palette should reference those used in the historic street. This is the Primary Retail Street and so the design of new shopfronts will need to respond to the Architectural Conservation Area designation by applying a simply detailed shopfront design and avoiding fussy details with inappropriate materials.
BD T-01	North Main Street	To promote and encourage its renewal in a careful and sensitive manner and to protect the 17 <sup>th</sup> and 18 <sup>th</sup> building fabric of the street, with any new development at this location will need to respect the established tight urban grain. Materials of new buildings shall reflect the refined historic palette of the street. There is evidence of earlier timber-framed building fabric within this street and so any renovations should be mindful of this. There is also some interesting street furniture including a water pump and a limestone plinth (c1870) which would have guided the wheels of horse drawn carriages away from the pavement and these contribute positively to the streetscape and should be retained.

## Special Policy Areas

- 3.2.23 This Plan has carried forward lands zoned Special Policy Area BD-X-01. A previous permission for 85 dwellings, 1 crèche and associated site works has now lapsed. The site presents a number of challenges due to its topography with steep gradients, difficult access, traffic congestion and its location in a sensitive historic area adjoining Christchurch and Barrett's Hill Architectural Conservation Areas and the line of the 17th century town defenses. The scale, location, siting and design of development on this site will need to take account these issues.
- 3.2.24 This Plan will encourage the provision of a linear park along the western boundary to include a pedestrian walkway and cycleway creating a green finger linking the open countryside to the town centre and providing links to adjacent residential areas, both existing and planned. The design and route of walkways/cycleways need to incorporate the historic town wall into the amenity network which can be developed over time into a historic town trail. The linear park should be overlooked by the proposed development on the site.

- 3.2.25 The site will also be suitable for some residential development, and mixed-use development including limited retail at the southern end of the site. The layout of development on the site should allow for the creation of a continuous, stepped, streetscape along the roadside, eastern boundary (Cork Road). Given its location close to the town centre the Council will encourage the provision of some 2-bed units on site as starter homes/ age-friendly units.
- 3.2.26 This site is within an area of archaeological potential associated with the “Historic Town of Bandon” and the 17th century Town Wall. Any works will need to be subject to archaeological supervision.

## Tourist / Visitor Facilities

- 3.2.27 Bandon has a very unique history, impressive townscape and boasts an attractive riverside location. There are opportunities to develop the town’s current limited share of the tourism market and capture the passing tourist trade heading to West Cork. The town has a visitor information / tourist centre and hosts an annual Walled Towns Festival celebrating its unique 17th century fortifications. Water-based activities such as kayaking, fishing etc. can add to the town’s attraction as a tourism destination. In this regard the Plan supports the provision of river-side access for angling and other water based activities. The heritage-led public realm investment and flood relief works in the town can act as a catalyst to launching Bandon as an emerging tourism destination which forms part of the West Cork experience.
- 3.2.28 The Council recognise that the provision of hotel accommodation is a key piece of infrastructure which needs to be in place to attract tourists to stay overnight in an area with its consequent positive economic benefits for the overall town. The location of such developments needs to be carefully considered so that benefits are maximised.
- 3.2.29 Bandon currently has one small family run hotel and a limited number of Bed and Breakfast facilities within the town. The Plan encourages the expansion of the tourism accommodation offering in Bandon which can fulfill an important social, business and recreation function for the community and would increase the attractiveness of the town as a place to stay. The Plan sets out guidance on the best approach to identifying a suitable site for future hotel proposals. These are based on fulfilling key national, regional and county-wide policies such as promoting sustainable tourism, supporting the role of the town as the primary retail, business and cultural centre and maximizing accessibility. Site specific considerations include; ensuring there is no detrimental impact to residential amenities and providing access and parking arrangements. The Plan supports the provision of a swimming pool/leisure centre as part of a future hotel proposal which can add to the range of leisure facilities available within the town.
- 3.2.30 The preferred location is within the extent of the “town centre” zoning which is the most accessible location and would create the greater synergies and benefits for the town. Lands zoned BD-T-02, BD-T-03 or BD-T-04 are currently under utilised or have vacant sites where a new hotel use would be compatible subject to an appropriate design response. There are other possible town centre locations within BD-T-01 whereby the merging or re-development of town centre properties could produce a boutique-style hotel at a convenient location to public transport and the retail core. Such an approach would need to involve the application of best practice conservation methods and respond to heritage designations on site.
- 3.2.31 The existing business zoning BD-B-06 allows provision for a hotel on a green field site adjoining the existing southern relief road and this offers an alternative edge of centre location. The Council would also consider a proposal for a hotel within the Allman Regeneration Area either as a new build or involving the redevelopment of existing buildings.
- 3.2.32 Outside the development boundary, Castlebernard Demesne could offer an attractive hotel experience. During the preparation of this plan a submission was received requesting that a site



between the town development boundary and Castlebernard House be considered for a hotel development. It offers an opportunity to take advantage of the site's historic setting adjacent to the 18th century Castlebernard House and Medieval Tower house.

- 3.2.33 Castlebernard House and Medieval Tower complex, currently in a ruinous state of repair, are protected structures and National Monuments subject to a Preservation Order. Its attractive parkland landscape, avenues and demesne walls and woodland features are still intact. The Council would encourage the appropriate redevelopment of this historic site subject to a full conservation and landscape assessment of the building and its demesne and which would secure the buildings' stability into the future. The provision of a safe public walkway through the site and linking the site with Bandon Town would be encouraged as part of any long term future plans for this site to improve connectivity between the site and Bandon Town and provide opportunities for the demesne to become informal parkland for the people of Bandon. Partnership arrangements between the owners of Castlebernard Estate and public authorities will be necessary prior to any part of the demesne becoming accessible to the public.

## Community Facilities

- 3.2.34 Community facilities are located throughout the town including a library and garda station. The town's Plantation history is reflected in the high concentration and diverse range of places of worship, some of which have been converted to other uses over time. Bandon Community Hospital is located to the east of the town within a mature site. This offers day care and convalescing services. The site is located on elevated ground with poor pedestrian connectivity.

## Education

- 3.2.35 There are a large number of schools in the town including four secondary schools and four primary schools. There are a further two primary schools in the local hinterland at Laragh and Crossmahon which impact on movement within the town. Education facilities are distributed north and south of the town centre close to established residential areas and the Bandon Transport and Public Realm Enhancement Plan (TPREP) have a suite of measures included in its recommendations to manage school traffic more safely and improve pedestrian connectivity at schools to encourage a greater uptake of green modes.
- 3.2.36 As part of their submission to the public consultation process on the Draft Plan, the Department of Education and Skills has highlighted the need for one new Primary School and one Secondary School in the town and recommends that these should be provided on a single site in order to share facilities. Cork County Council favours the alignment of new education facilities with residential growth areas so as to optimize opportunities for walking and cycling for short trips and encouraging healthier lifestyles. On this basis lands zoned BD-R-08 and BD-R-17 include provision for residential development and 1 primary and 1 post primary school so as to provide an element of flexibility on the future location of schools in the town while promoting the integration of residential growth areas and education to the north-west and north-east of the town. The requirement for one primary school on lands zoned BD-R-14 has been reinstated on the request of the Department of Education and Skills.

## Sports, Recreation & Green Infrastructure

- 3.2.37 The town has a good supply of active and passive open space, including a large GAA complex, rugby grounds, soccer pitches, golf courses and grass tennis courts. There is currently no public swimming pool/ leisure centre in the town. The Plan recognises the significant contribution the provision of such a facility would make to the town. Cork County Council has recently built a new regional public pool in Dunmanway and Bandon would form part of the catchment area of this new facility. To ensure long term sustainability the best way to deliver and maintain a swimming pool in Bandon could be as part of a hotel proposal. The Council supports the provision of a hotel/leisure centre in the town with a planning policy approach to guiding such provision set out in Paragraphs 3.2.30 to 3.3.33. However other alternative proposals to provide a swimming pool in the town will also be considered on their merits.
- 3.2.38 A number of riverside walks have been developed along the banks of the River Bandon but these are unfinished. Policies to deliver extensions to existing riverside walks will be retained. Within the built-up area there are a number of attractive, small green spaces which perform an important passive recreation and biodiversity function such as Gallows Green, the Shambles, churchyards and the floodplain of the River Bandon. The town is lacking a formal park to act as a community and recreation focus for the town's population and it is considered that part of the demesne within Castlebernard Estate could perform a new parkland function for the town.
- 3.2.39 The attractive river valley setting of the town together with Castlebernard Estate, which is rich in historical and cultural heritage, offers many opportunities for the development of new recreational and cultural amenities for the town which can connect into existing/planned walking networks. Such opportunities would need to be pursued in partnership with owners of the Castlebernard Estate with a view to enhancing the overall quality of life for residents. A new segment of open space is proposed to the north-east of the town adjoining the proposed northern relief road, new residentially zoned land and the river. The function of these lands is to protect the attractive river valley and visual setting of the town at this location.

## Infrastructure

### Movement and Public Realm

- 3.2.40 Bandon is located within the Strategic Transportation Improvement Corridor linking Cork City with Clonakilty as designated in the County Development Plan 2014. Bandon is served by an important network of national secondary and regional roads providing connectivity between Cork City and West Cork via the N71 and R586. The N71 is substandard in many places and it is a priority to ensure that upgrading works are implemented in the short-term to ensure Bandon and the West Cork area maintains its competitiveness within the County and wider region.
- 3.2.41 The town is served by a single bridging point over the river which leads to high levels of HGV movements and congestion within the town, most notably at the Bandon Bridge/ Bank Place Junction. The negative impacts of high traffic volumes and speeds are visible on Kilbrogan Hill where vacancy and dereliction are symptomatic of the poor quality environment. The Bandon Transport and Public Realm Enhancement Plan (TPREP) has developed a series of comprehensive movement strategies to address congestion and provide a more balanced approach to the needs of pedestrians and cyclists within the town. The recommendations of the Plan are included in specific policy objectives and are discussed in detail below.
- 3.2.42 The movement network is one of the key influences on the future development of Bandon. A Southern Relief Road has been partially completed to divert traffic around the perimeter; however,

the steep gradient at the western end of the route gives rise to safety issues, in particular for HGVs. This has led to some traffic diverting through the town centre leading to congestion within the town centre. The completion of this Southern Relief Road (BD-U-01) would help resolve these issues and needs to be prioritised.

- 3.2.43 Currently, a significant amount of the future residential growth is located north of the town centre where accessibility is difficult, via a narrow and complicated junction at Bank Place/ Bandon Bridge which is already congested. The Bandon Transport and Public Realm Enhancement Plan (TPREP) confirms the need for a Northern Relief Road to divert traffic away from the existing pinch-point at North Main Street/ Bank Place/ Watergate Street junction and to provide appropriate access to support indicative development opportunities north of the town centre. An objective is included to provide a Northern Relief Road and new bridge (BD-U-02) linking the N71 to the R589 (Crossbarry Road). In the longer term there is merit in completing this relief road by creating a further link between the Crossbarry Road and the Dunmanway Road (R586). The Plan will illustrate an indicative route corridor for this Northern Relief Road to ensure this strategic piece of infrastructure is safeguarded. In the short-term upgrades to the local road network will be required along with a HGV strategy to encourage alternative routes and introduce some restrictions within the town.
- 3.2.44 Census 2011 highlighted that 65.7% of residents travelled to work by car with the average journey time recorded as 23 minutes. Bus Eireann operates regular services through the town connecting Cork City with Clonakilty and Skibbereen but there is only one bus stop on the Glaslinn Road. The Bandon Transport and Public Realm Enhancement Plan (TPREP) includes a number of proposals to improve access to bus stops, provide safety enhancement measures at existing stops and the creation of additional bus stops to the west of the town at Oldchapel and on North Main Street.
- 3.2.45 A comprehensive walking and cycling strategy forms part of the Bandon Transport and Public Realm Enhancement Plan (TPREP) and this includes a focus on promoting green modes for school trips by delivering a series of traffic calming and pedestrian enhancement measures at schools, improved bus drop-off facilities and dedicated drop-off and parking measures. The Plan carries forward amenity walkways included in the 2011 Plan and includes an objective to support the provision of a historic town wall trail as a further amenity and tourism resource within the future development of the town.
- 3.2.46 Within the town centre junction improvements are focused on providing safer access to and throughout the core for pedestrians and cyclists. Shared surfaces are introduced to aid traffic calming along tight routes such as Market Quay. Elsewhere, carriageway widths are reduced to a minimum, parking is rationalized and the pavement is widened on the northern edge to allow maximum sun penetration to the street.

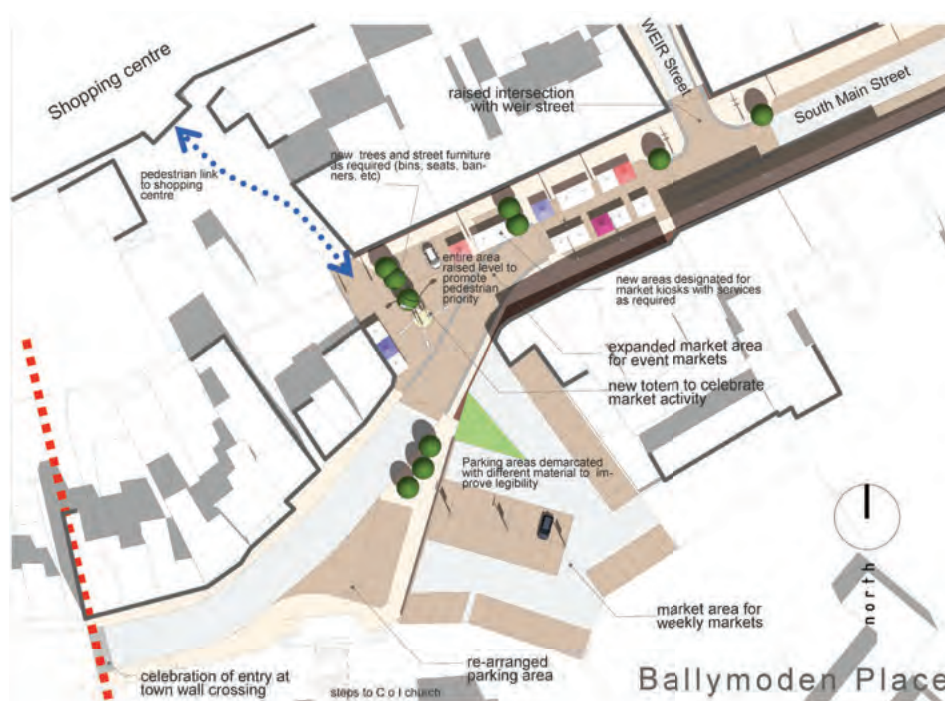


Figure 3.02: Proposed new Market space at Ballymoden Place

## Public Realm

3.2.47 The Bandon Transport and Public Realm Enhancement Plan (TPREP) aims to create a vision for investment in key town centre spaces and improvements to the movement network in the town. The public realm component of the Plan has a strong heritage-led focus. Within the 17th century town walls a number of new public spaces have been reclaimed to provide the town with a new community focus and a variety of flexible spaces which can perform multiple uses throughout the year. This area is also a pedestrian priority zone with improved access for pedestrians and cyclists at junctions linking key town centre sites and shopping areas. Within the core shopping area, the design of the street has focused on reallocating some parking to reduce the dominance of the car, to provide a more pleasant town centre environment by widening the pavements on the sunny side of the street, and a higher quality public realm.

3.2.48 The key public realm features include:

- Two new public spaces at book-ends to South Main Street (Ballymoden Place and Fishmarket Square);
- Street enhancement measures along the northern (sunny side) of the street;
- Quayside enhancement measures along Mac Swiney Quay and Patrick's Quay including build-outs to view the River and historic wall;
- New public space at The Shambles;
- Highlighting the line of 17<sup>th</sup> century wall and gateways within the street design;
- Traffic calming measures to provide a safer pedestrian/ cycling environment within the historic town and at school drop-off/ collection nodes;
- Creation of a boulevard along the Glaslynn Road.

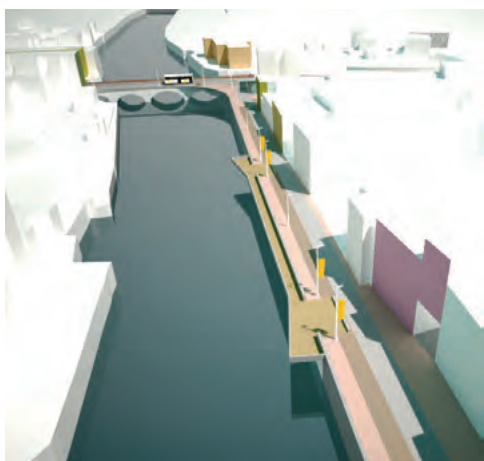


Figure 3.03: Image of Mac Swiney Quay

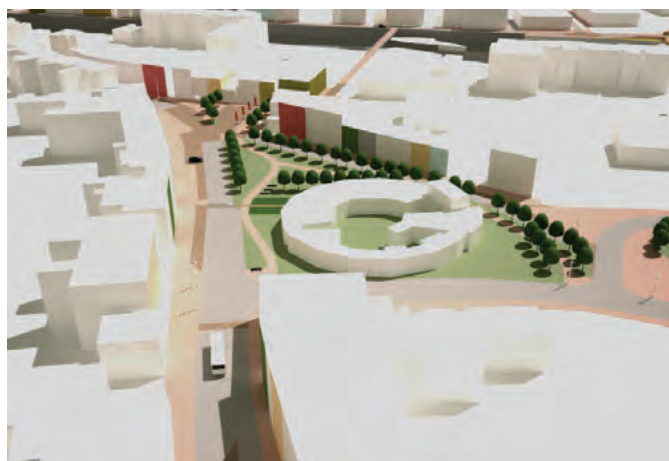


Figure 3.04: Image of the Shambles

## Waste Water Infrastructure

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

## Water Supply

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

## Surface Water

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



## Flooding

- 3.2.56 Flooding is an issue for parts of Bandon, in particular the town centre. Areas at risk follow the path of the River Bandon and its tributaries. A number of significant flood events in 2009 and 2015 caused extensive damage to properties in the town centre. The OPW has recently approved plans to implement a €10 million flood relief scheme in the town. The approved option is a combination of dredging the existing channel by 1.8m downstream of Bandon Weir and the provision of flood defence walls on the south bank upstream and downstream of Bandon Bridge and defence walls and embankments on the northern bank spanning from Bandon Bridge to the wastewater treatment plant. Improvements to the existing flood embankments at the shopping centre are also included in the proposed works.
- 3.2.57 The Council has put in place an early warning system for flooding (FEWS) in co-operation with the Office of Public Works and consultants as part of the towns flood management plan. This is based on monitored water level data upstream and alerts local authority staff and registered members of the public of potential flood events.

## Environment and Heritage

### Natural Heritage

- 3.2.58 To the west of the town, the river valley forms part of a proposed Natural Heritage Area and is an important ecological value to the area. The steeply sloping river valley sides make an important contribution to the visual setting of the town. Bandon's location within an attractive river valley has produced a variety of important areas of local biodiversity value. The Bandon River Valley is the most significant and is protected via a proposed Natural Heritage Area designation (Site Code 1034), west of the town.

### Built Heritage and Archaeology

- 3.2.59 The town developed as two self-contained settlements (Coolfadda and Kilbrogan) as part of the Plantation of Munster in the 17th century. Its walled defenses were later added as a response to ongoing attacks and are a unique feature for towns built in this period in Ireland. The town's formal layout has resulted in a well-defined urban structure with a significant number of landmark buildings. Buildings are generally 3-4 storey's high with a variety of plot widths and were originally of timber-framed construction. Some recent evidence of this early timber-framed construction has been uncovered within the fabric of buildings in the town.
- 3.2.60 The plantation legacy has resulted in a high number of places of worship within the settlement. During the 19th century the town grew as a major industrial centre with brewing, tanning and milling industries establishing within the town. The advent of the railway had a profound impact on the character and form of the town and may explain the removal of much of the town's defenses.
- 3.2.61 Throughout the town there are 54 buildings or other structures entered in the Record of Protected Structures. An extensive part of the town centre is designated as a series of Architectural Conservation Areas reflecting the various urban quarters in the town. To the west of the town, on the southern bank of the Bandon River, is Castlebernard Estate. The large demesne is designated as an Architectural Conservation Area due to its significant historic buildings (now in ruins), attractive wooded estate and formal avenues, stone walls and gate lodges. Any future development within this site will need to be accompanied by a detailed historic appraisal of the historic buildings and wider demesne landscape as per Cork County Council's Guidance document. The Council will consider a range of uses on this site which contribute to the retention of the heritage value of this important site.



- 3.2.62 The Record of Monuments and Places designates Bandon Town and its defenses as archaeological sites and so any works within the zone of archaeological potential will need careful assessment, will be subject to monitoring and needs to comply with national policy on Town Defenses. The newly identified timber-framed house on North Main Street is of National Importance and highlights the potential for the existing 18th and 19th century building stock to contain older structures within it.
- 3.2.63 The town also has some interesting and unusual street furniture including old water pumps, stone kerbing, lamps, features and paving. These need to be carefully considered in any public realm or building redevelopment projects.
- 3.2.64 The Bandon Transport and Public Realm Enhancement Plan (TPREP) is taking a strong heritage-led approach to planned public realm upgrades within the town and these will provide an enhanced sense of place in Bandon.

## General Objectives

3.2.66 The following general objectives shall apply to all development within the development boundary of Bandon.

Local Area Plan Objective General Objectives for Bandon	
Objective No.	
BD-GO-01	Plan for development to enable Bandon to achieve its target population of 7,765 persons.
BD-GO-02	Support the implementation of Flood Relief works within the town.
BD-GO-03	Support the completion of the Southern Relief Road and the development of a Northern Relief Road to facilitate improved movement within and around the town.
BD-GO-04	Support the delivery of the recommendations of the Bandon Transport and Public Realm Enhancement Plan (TPREP).including new public spaces, road safety measures and revised traffic management arrangements.
BD-GO-05	Provision of adequate water and wastewater infrastructure to service lands and ensure the town achieves its growth targets over the lifetime of this Plan.
BD-GO-06	Ensure new development reinforces the primacy of the town centre and contributes to the vibrancy and vitality of Bandon.
BD-GO-07	Support the provision of historic town wall trail.

## Specific Objectives

3.2.67 The following specific objectives shall apply within the development boundary of Bandon.

Local Area Plan Objective Specific Development Objectives for Bandon		
* Flood Risk Obj. X applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Residential</b>		
BD-R-01	Medium B Residential Development. Proposals to include provision of a landscaping plan including high quality boundary treatments particularly along the northern, eastern and western boundaries.	10.3
BD-R-02	Medium B Residential Development. Proposals to include provision of a landscaping plan including high quality boundary treatments particularly along the northern and western boundaries.	5.3
BD-R-03	Medium B Residential Development.	5.7
BD-R-04	Medium B Residential Development.  *	13
BD-R-05	Medium B Residential Development.	1.1
BD-R-06	Medium B Residential Development. The development of this site should make provision for a link road through the site from the proposed Northern Relief Road to the Cork Road at the western side.  Development of this site should also make provision for pedestrian and cycleway links with existing residential areas and proposed development sites BD-R-09 and BD-R-17.  Proposals for this development are to include provision for an overall landscaping plan to assimilate the scheme into the hillside and should include retention of mature trees and boundaries.	17.4
BD-R-07	Medium B Residential Development. Proposals to include provision of a landscaping plan including high quality boundary treatments particularly along the western boundary.	6.1
BD-R-08	Medium B Residential Development to include provision of a primary school and secondary school (6.1ha). Proposals should include a comprehensive landscaping plan which incorporates a	10.7

Local Area Plan Objective		
Specific Development Objectives for Bandon		
* Flood Risk Obj. X applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	high quality boundary treatment.	
BD-R-09	Medium B Residential Development with provision for serviced sites. Proposals for this development are to include provision for an overall landscaping plan to assimilate the scheme into the hillside, particularly along the eastern boundary.	7.1
BD-R-10	Medium B Residential Development.	1
BD-R-11	Medium B Residential Development.	1.2
BD-R-12	Medium B Residential Development.	1
BD-R-13	Residential Care Facility development and uses complementary with the adjoining Bandon Community Hospital.	1.8
BD-R-14	Medium B Residential Development including provision for a primary school (1.14ha). Proposals shall include a comprehensive landscaping plan which incorporates a high quality boundary.  ^	3.6
BD-R-15	Medium B Residential Development.  *	3.7
BD-R-16	Medium B Residential Development. This development of this site will require the realignment of the road to the east of the site and should also include the provision of a pedestrian footpath and cycleway to the town.	11.6
BD-R-17	Medium B Residential Development including the provision of 1 no. primary and 1 no. secondary school (6.1 ha).  The development of the site will require access off the proposed Northern Relief Road and provision for a link road to the BD-R-06 site to the west.  Development of this site should also make provision for pedestrian and cycleway links with existing residential areas and proposed development site BD-R-06.  Proposals for this development are to include provision for an overall landscaping plan to assimilate the scheme into the hillside and should include retention of mature trees and boundaries.	14.23

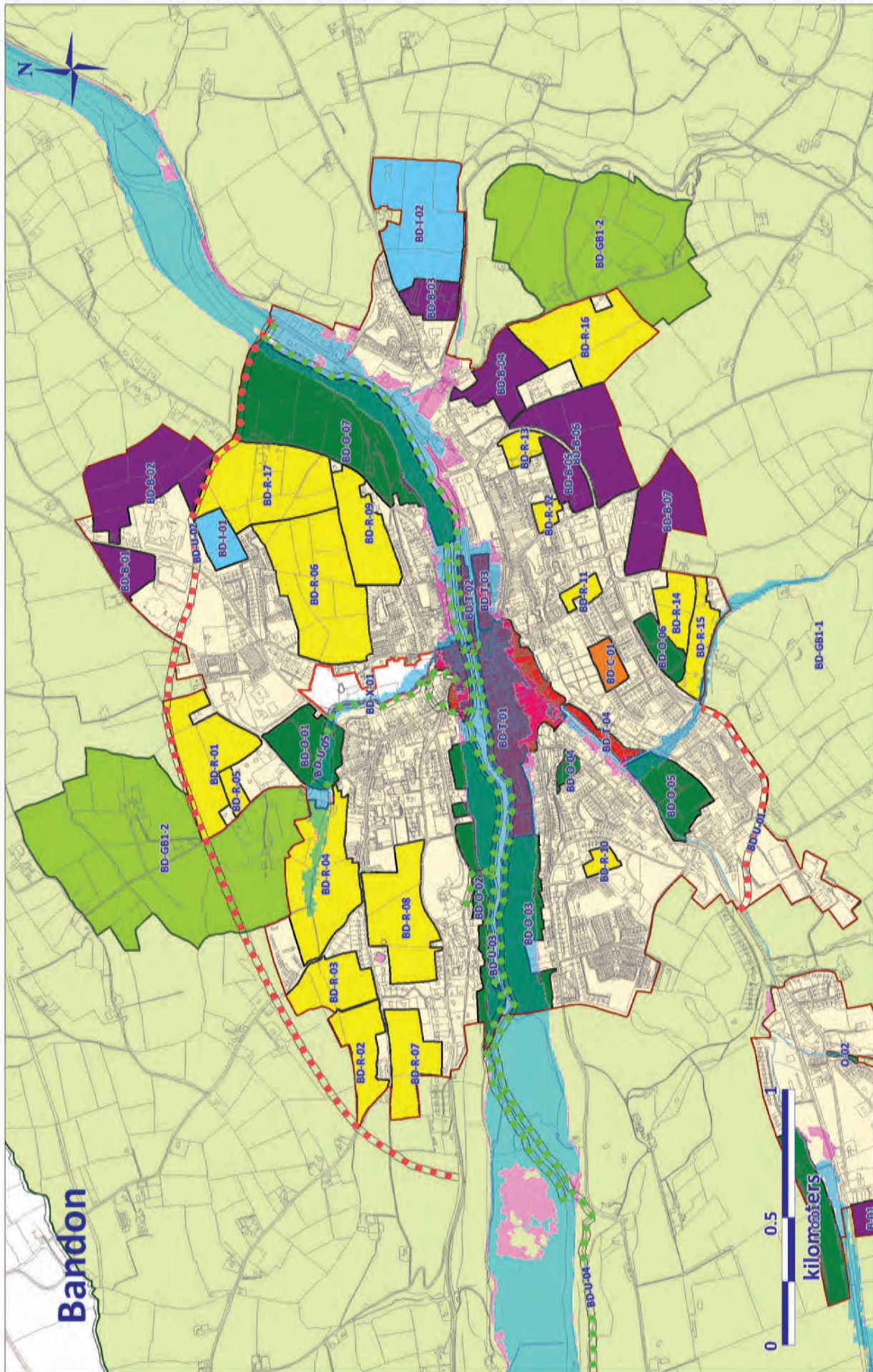
Local Area Plan Objective		
Specific Development Objectives for Bandon		
* Flood Risk Obj. X applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Business</b>		
BD-B-01	Business Development. Extension to existing co-operative business development.	3
BD-B-02	Business Development suitable for small to medium sized industrial units. Site shall be served by a single access. In depth screen planting to be provided along the northern, eastern and southern site boundaries.  ^	11.97
BD-B-03	Business Development. Maintain the existing general business development.	3
BD-B-04	Business development. The development of this site will require the realignment of the road to the east of the site and should also include the provision of a pedestrian footpath and cycle lane to the town.  ^	6
BD-B-05	Business development. Access should be from the local service road to the west of the site rather than off the Relief Road.  ^	3.2
BD-B-06	Business development. Proposals to include the provision of a landmark building on this site, possibly a hotel. Careful consideration should be given to development on the more elevated lands. This is a prominent site and good landscaping is considered to be important particularly along the southern and eastern site boundaries. Access to the site should be from the local road to the west of the site rather than off the relief road.  ^	10.3
BD-B-07	Business development. Proposals to include in depth screen planting along the western, southern and eastern site boundaries.  ^  Any development proposals in this area may require an	8.1

Local Area Plan Objective		
Specific Development Objectives for Bandon		
* Flood Risk Obj. X applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	archaeological impact assessment including geophysical survey.	
<b>Industry</b>		
BD-I-01	Food related industry. The development of this site should include a suitable buffer and landscaping screen to the west and south to protect the existing residential amenities.	2.9
BD-I-02	Industry. Industrial estate development suitable for small to medium sized industrial units. Site shall be served by a single access. In depth screen planting to be provided along the eastern and southern site boundaries.  ^	15.5
<b>Town Centre</b>		
BD-T-01	Town Centre. *	17.1
BD-T-02	Town Centre. Lands identified to facilitate expansion of the town centre. Careful consideration needs to be given to the overall design of this landmark site on the approach to the town centre. It is important that the overall scheme fits into the surrounding riverside landscape and includes walkways through the site connecting to the existing Graham Norton Walkway. *	1.3
BD-T-03	Town Centre. Lands identified to facilitate the expansion of the town centre. *	1.7
BD-T-04	Town Centre. Lands identified to facilitate the expansion of the town centre. *	0.5
<b>Community</b>		
BD-C-01	Community use. Lands to facilitate cemetery extension.	1.9



Local Area Plan Objective Specific Development Objectives for Bandon		
* Flood Risk Obj. X applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Utilities</b>		
BD-U-01	Completion of Southern Relief Road.	
BD-U-02	Provision of Northern Relief Road.	
BD-U-03	Maintain and extend the pedestrian walk and cycleway along river bank to Castlebernard Estate.	
BD-U-04	Maintain and where possible extend the pedestrian walk along river bank to the Cottage Road Wood.	
BD-U-05	Develop pedestrian walkway and cycleway from town centre, through BD-X-01, town park (BD O-01) and through BD-R-04 site, BD-R-03 up to the southern boundary of BD-R-02.	
<b>Open Space, Sports, Recreation and Amenity</b>		
BD-O-01	Open Space. Maintain and protect the amenities in the town park. *	5.8
BD-O-02	Open Space. Active open space for informal public recreation including the provision of an amenity walk. *	11.1
BD-O-03	Open Space. Active open space for informal public recreation including the provision of an amenity walk. Parts of this open space form part of the floodplain for the River Bandon. *	10.3
BD-O-04	Open Space. Maintain and enhance the Gallows Green public open space.	0.8
BD-O-05	Open Space. Maintain playing fields (GAA). *	5.7
BD-O-06	Open Space. Maintain playing fields.	2.5
BD-O-07	Open Space. Lands to remain predominantly open to protect the setting of the town.	

Local Area Plan Objective		
Specific Development Objectives for Bandon		
* Flood Risk Obj. X applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Special Policy Area</b>		
BD-X-01	<p>Consideration will be given to proposals for the development of this site which make provision for:</p> <ul style="list-style-type: none"> <li>• Linear park along the western boundary to include pedestrian walkway and cycleway;</li> <li>• Medium B Residential Development;</li> <li>• Mixed-use development including limited retail at the southern end of the site.</li> </ul> <p>It is important that the walkway and cycleway links to adjoining lands along the western site boundary are implemented and good permeability and comprehensive landscaping which maintains existing mature trees along the boundaries of this site are considered essential. Adequate on-site parking is required to prevent impacts on the residential amenities of the area.</p> <p>*</p>	5.9



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

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## 3.3 Kinsale Environs

### Vision and Context

- 3.3.1 Kinsale is identified as a Main Town within the Bandon Kinsale Municipal District. The settlement is located within the Greater Cork Ring strategic Planning Area and is defined as a “Ring Town” in the Cork County Development Plan 2014.
- 3.3.2 The strategic aims for Kinsale are to provide for additional residential and employment development which reinforces the town's compact form, is responsive to its scenic coastal setting and continues to support its special heritage, marine and tourism functions. It is also important that the infrastructure projects planned for the town are carried out in a timely manner.
- 3.3.3 It is an objective of the County Development Plan 2014 to protect and enhance the natural and built heritage assets of the walled, medieval coastal settlement and to facilitate the development of Kinsale as one of the county's principal tourist attractions. Future development will need to respect the historic town centre and the town's sensitive scenic and coastal setting.

### Local Context

- 3.3.4 Kinsale Town is a picturesque town that sits on the attractive estuary of the Bandon River. The town's attractive medieval townscape and building stock is the focus of its international gourmet offer, niche retail including a vibrant art and crafts offer and cultural buildings. The harbour is the focus of a variety of marine based activities including yachting and sea angling. Charles Fort and James Fort are attractive maritime fortifications flanking the mouth of the harbour and are both popular heritage destinations. Scilly and Summercove are small attractive peripheral coastal settlements which are included in the development boundary of the town.

### Planning Considerations and Proposals

- 3.3.5 There are some physical constraints which will clearly influence the future direction of growth in the town. These physical constraints are also the natural features that have contributed to its success, and are found within and around its spectacular scenic and historic harbour and dominate the southern and eastern boundaries of the town.
- 3.3.6 To the east, it is important that the attractive entrance to the town is maintained. Previous plans identified the ‘green fingers’ of land outside of the development boundary separating the historic settlements of Scilly and Summercove from the main town and their importance to the general setting of the town. This policy has been carried forward in this Plan. The Plan also provides more guidance on the management of built environment within these two satellite nodes to Kinsale.
- 3.3.7 The development boundary heading from the town in an easterly direction out towards Charles Fort identifies the existing built footprint that has been inherited from previous plans. Some adjustment has been made to the south western boundary to reflect development that has already occurred in the area. There is still a small strip of land outside the development boundary (adjoining KS O-03) between the estuary and the development boundary. Outside of the development boundary the area is zoned “High Value Landscape” and rural housing control policies apply as set out in the County Development Plan 2014. This includes a very elevated and sensitive coastal hillside strip of land south and west of KS O-03. The Planning Authority continues to exclude this area from the development boundary in order to give priority to local applicants who wish to reside in the area.

## Population and Housing

- 3.3.8 The 2011 Census recorded a population 4,893 in Kinsale representing growth of 794 persons since Census 2006. Geo-directory figures for the period 2010-2015 illustrate small growth in the housing stock from 2,519 in 2010 to 2,522 in 2015. There is some return to activity in the housing market within the town as a number of developments are currently under construction, although there is some evidence of vacancy within an unfinished estate at Abbeylands on the northern periphery of the town.
- 3.3.9 Kinsale has been allocated a population target of 5,722 in the County Development Plan 2014 representing growth of just over 800 people on Census 2011 figures. In order to accommodate this level of population growth, an additional 714 housing units will be required. A net housing land requirement of 36ha has been identified to provide this amount of housing.
- 3.3.10 In order to achieve the target growth, the Plan carries forward all residentially zoned land within the existing Town Plan and the Bandon Electoral Area Local Area Plan 2011 save for a 1.1 ha site in Summercove (formerly R-06) where the zoning has been discontinued due to service constraints.
- 3.3.11 The larger sites on the northern periphery of the town (KS R-01 and KS R-02) will include some provision for larger detached dwellings/ self build options at lower densities as an alternative to individual houses in the countryside. This is also to provide a softening of the urban edge and aims to minimize the impacts on the landscape setting of the town.

## Employment and Economic Activity

- 3.3.12 The current County Development Plan 2014 states it is an objective for Ring Towns like Kinsale “to fulfill their economic potential as quality urban centres providing employment, shopping, services and public transport for their rural hinterland so they can become the location of choice for most people especially those with an urban environment focus.” Kinsale’s local economy is largely tourism based. The town has an international tourism reputation built around its iconic townscape, heritage, natural harbour and associated water-based recreation, culinary offer and scenic characteristics.
- 3.3.13 The town centre is the principle location for retail and services. Within the eastern environs of the town some 24.8ha of land was zoned for business and industry in the last Bandon Electoral Area Local Area Plan (2011). There has been some uptake in these lands including B-02 and B-03. Some adjustment has been made to the wording of I-02 to remove a reference to tourist related retail development which is not considered appropriate at this edge of town location. The employment land supply also includes a large light industrial site on the eastern periphery of the town.
- 3.3.14 In 2011 there were 2,421 persons living in Kinsale in the labour force and of these, 82.6% (2,000 persons) were at work. The unemployment rate within the town was 17.4% compared to 19% nationally. POWSCAR data available for Kinsale is based on slightly different geographical area to that of the CSO town profiles. This analysis highlights that 53.2% of the total employees enumerated reside in the study area and a similar percentage (66.6%) travel to their place of work within Greater Cork Ring DEDs. A total of 67.1% of all journeys to work were made by car. Green modes were very encouraging as walking levels within the study area registered 14.5% and cycling levels were 1.1% of the modal split reflective of the town’s compact form.



## Tourism

- 3.3.15 Kinsale's historic and attractive townscape and maritime offer is the foundations of the town's tourism market. The County Development Plan 2014 states it is an objective to "protect and enhance the natural and built heritage assets" of the town to facilitate its development as a Principal Tourist Attraction. The historic and architectural significance of Kinsale's townscape together with its impressive building stock are currently protected in the Kinsale Town Development Plan 2009 by a large Architectural Conservation Area which covers the entire jurisdiction of the former Town Council and by the designation of a high number of protected structures, some of which are of National Importance.
- 3.3.16 The town's location along the Wild Atlantic Way aims to further expand its attractiveness to both the overseas and domestic holiday-market. The Town is well served by a number of high quality hotels and niche guest accommodation including Actons Hotel, The Trident Hotel, MacDonalds Hotel and Spa and Perryville House. The Plan supports the further expansion of hotel facilities where they contribute positively to the historic environment and respect the sensitive coastal setting in which they are located. In order to ensure Kinsale continues to optimize its niche tourism market, investment in key pieces of infrastructure is required. The Marine Leisure Infrastructure Strategy (2010 – 2020) identified facilities that need to be provided/ improved to increase the quality of the town's maritime environment and those in the Environs of the Town form part of the plan's future development framework. Key items highlighted in the document include issues around access to slipways due to conflicts between traffic and parking trailers; marina capacity issues evident and inadequate space along the quaysides.
- 3.3.17 The Plan has identified the need for improved bus set down and parking facilities within the town. A new bus parking area has been identified at Scilly. Car parking is an issue within the town especially during peak summer months. The Kinsale Transport Study recommended changes to the proposed car parking management and pricing structure to meet the predicted future demand of 1,006 spaces. It is clear that any future additional provision of spaces within the historic town will be constrained by the historic environment. As part of the future parking strategy for the town, Cork County Council will investigate options that will avoid impacts on the historic environment. In this context options will be investigated over the lifetime of the Plan to provide a park and ride facility on a suitable peripheral site during the summer months.
- 3.3.18 Policies to protect and promote the battlefield sites within and around the town are also targeted as a niche heritage and tourism product that can further add to the town's attractiveness as a cultural tourism destination.
- 3.3.19 In recent years, a series of annual events and festivals including the Kinsale Rugby Sevens, Kinsale Point to Point, Kinsale Arts Week, Kinsale Comedy festival, Kinsale Jazz fringe Festival and Kinsale Gourmet Festival have added significant revenue to the local tourist economy.
- 3.3.20 The planning strategy provides protection to key pieces of tourism infrastructure and recognizes additional facilities needed to help Kinsale maximize the tourism experience within the town. Short-term goals are the delivery of the inner relief road, enhanced bus parking and set-down facilities and options to explore delivery of a park and ride facility during peak tourism season.

## Urban Design Guidance

- 3.3.21 The waterside nodes of Summercove and Scilly are an intrinsic part of the Kinsale experience and so additional planning guidance is provided in this Plan to protect their unique character. These satellite nodes to Kinsale contain a more refined architectural heritage and some attractive

townscape elements which need to be defined to help guide future development, infill proposals or modifications to existing buildings.

**Table 3.4: Planning and Urban Design Guidance**

Zoning	Street Name	Street Guidance
Existing Built-up Area	Scilly and Summercove:	These areas are defined by attractive terraced housing with expansive coastal views. Within the fine grained cores of these villages, demolition of historic buildings which are an integral part of the character of the townscape will be resisted.

## Community Facilities

- 3.3.22 Community facilities are located throughout the town including a garda station, fire station, a library and new playground. A new multi-purpose community facility has been constructed in the town. The Council supports the provision of additional community facilities in the town which could cater for a diversity of users such as The Men’s Shed, Youth Café and local arts groups. Kinsale Community Hospital is 40-bed nursing home located at the northern periphery of the town within a mature site. There are further nursing home facilities and retirement accommodation at Haven Bay Care Centre.
- 3.3.23 The town is served by a secondary school (Kinsale Community School) and three primary schools. A new school has recently been provided which has added to the capacity of primary school spaces in the town. Education facilities are distributed north and south of the town close to established residential areas. The Department of Education and Skills has identified the need for two primary schools and one secondary school in the town. One of the primary schools is to facilitate the target population growth in the town; the other is to facilitate permanent accommodation for Summercove National School. Gaelscoil Chionn tSáile is currently operating in a prefabricated building and is in need of a purpose-built unit. The site at Cappagh is zoned for educational use and allows for expansion at this facility.
- 3.3.24 Summercove National School is significantly constrained on its current site and accessed by a very narrow road network without adequate footpath connections. Summercove is in an area of designated High Value Landscape, with a poor road network where the Council has consistently stated that further residential development is not to be encouraged. However, the Department of Education and Skills have identified the need to provide an alternative school site. Therefore having regard to the elevated and scenic nature of surrounding area, the Council has zoned a site (KS C-04) for a single storey primary school to address this matter. The option to provide a school in the Rocket House (O-04) close to Charles Fort has now been discontinued.
- 3.3.25 Also in Summercove, the Council supports the sympathetic re-use of St. Catherine’s Church for community/cultural activities.
- 3.3.26 The compact form and permeable nature of the town promotes walking and cycling. There are opportunities, however, to further improve links between residential areas and schools and through the implementation of traffic calming measures at key locations. POWSCAR figures illustrate that there are already high walking levels within the town as a “means of travel to work” and the plan wants to build on this positive walking culture and help encourage a greater proportion of green modes for school/ local shopping trips. This can help contribute to easing congestion at peak times and promote a healthier lifestyle for the population.

## Open Space and Recreation Facilities

- 3.3.27 Public spaces can provide a variety of functions including active and passive recreation, visual amenity (i.e. important landscape views), providing space for nature, flood and stormwater relief, the protection of water quality and meeting important socio-economic needs (such as meeting places). Existing open space in Kinsale is made up of areas serving all of these functions but due to differing administrative responsibility in the past some areas may fail to “link up” or provide a coherent network for the residents or visitors of the town.
- 3.3.28 The town has a good supply of active and passive open space, including a large GAA complex, rugby grounds, soccer pitches, golf courses and grass tennis courts. A number of coastal walks have been developed around the harbour. The town has a number of small pocket parks and access to beaches nearby (The Dock) but lacks opportunities in which to sit and enjoy the scenic amenities of the area and interaction with the water.
- 3.3.29 The Plan carries forward Open Space objectives from the previous Local Area Plan. Lands zoned KS O-04 has now removed the option to provide a primary school at Rocket House. The role of the Plan is to provide a joint strategy making the best use of existing recreation and green space network within the town, protecting the natural heritage assets of the town, improving access between spaces and protecting key recreation assets.
- 3.3.30 The town is served by swimming pool facilities within some of the hotel complexes in the town. Kinsale Rural District Community Association Ltd (KRD) was formed in 2000 to create an integrated sports facility in the town at Cappagh opposite Kinsale Community School. The initial phase of the project is complete and includes a community hall, sports hall and all weather outdoor pitches. Plans to construct meeting rooms, a dance studio, running track and 25m swimming pool are yet to progress.

## Infrastructure

### Movement

- 3.3.31 Kinsale’s tourism function attracts large numbers of visitors on a seasonal basis and this can increase overall volumes by 25% during peak summer months. Access to nearby beaches is also through the town and this combined with the town’s narrow medieval streetscape makes access and movement to and through the town difficult. Addressing traffic congestion is a key issue to retain the town’s competitive advantage as a tourist destination and as an attractive location for housing and business.
- 3.3.32 The Kinsale Transportation Study (2009) has made a series of short and long term recommendations to address movement issues within the town including a series town centre public realm enhancement measures, the provision of northern and western relief roads, traffic calming measures, improving pedestrian and cyclist accessibility, improving public transport facilities and parking. The current Local Area Plan included the northern element of the proposed relief road; however, the line of the western section of the route has yet to be finalized. The Western Relief is considered an important long-term objective and will be included in the future movement strategy for the town. The Council will investigate the feasibility of providing the Western Relief Road within the Environs of Kinsale to aid traffic circulation within the town.
- 3.3.33 The Kinsale Transportation Plan identified a number of short, medium and long term measures which need to be implemented. Issues relating to the town centre are beyond the scope of this Plan. The following are considered to be crucial to the development of Kinsale, particularly the town centre itself and are capable of implementation in the short term;

- Construction of the Waterfront link road,
  - Junction measures,
  - Town centre traffic management changes,
  - Revised parking provision both on street and off street and improved parking management and
  - Localised improvement measures outside the town centre.
- 3.3.34 The implementation of these measures will help to improve the conditions for the operation of buses within the town and will deliver a safer pedestrian/ cyclist environment through targeted public realm upgrades.
- 3.3.35 The transportation plan also identifies improvements to the alignment to the R605-607 (part). The main proposals for the development of the wider road network providing access to Kinsale are as follows:
- Development of the Kinsale Northern Relief Road: This scheme would require an upgrade of the existing Northern Relief Route with some new construction to connect to the R605 Bandon Road. This road will significantly reduce through traffic in Kinsale Town Centre;
  - Supporting junction improvements: A number of new junctions and junction upgrades are required where the proposed infrastructure connects with existing roads and access points; and
  - Western Relief Road: This route would provide additional connectivity for the west of Kinsale Town from the R600 and further reduce through traffic issues in Kinsale. The Western Relief Road would be a new road, commencing at the R605 Bandon Road and travelling southwest to intersect with the Cappagh Road and the R606.
- 3.3.36 It should be noted that a final route option has not yet been identified for the western relief road and this is part of longer-term proposals to improve movement within and around the town. It is also proposed to upgrade the Farm Lane local road, which is also identified on the zoning map. This will require the upgrading of the existing road and the construction of a new section of road which will provide better access to the lands identified in the Town Council Plan as a proposed town park.
- 3.3.37 Public transport to and from the town is provided by Bus Eireann, with the number 249 from Garrettstown to Cork City providing a service in excess of ten times a day Monday to Saturday, with a further five buses on Sunday. Due to the tight urban grain of Kinsale, bus parking and maneuvering is difficult and there is a need to improve bus facilities for both public and private operators within the town. Currently bus set-down and pick up arrangements on the Long Quay form part of the existing vehicular carriageway and so this interferes with traffic flows in the town. Options to provide dedicated bus parking are limited in the town but there is space at Scilly to provide adequate turning areas and bus parking bays close to the town centre and the Plan supports these measures.
- 3.3.38 Kinsale is also one of 6 towns within the county included in an Active Towns Strategy aimed at promoting walking and cycling within the town. As part of this strategy there are plans to develop a 30km “Green Route” between Kinsale and Cork City along the disused railway line and this would greatly add to the attractiveness of the town’s tourism resources. Other proposals include improving access to schools for pedestrians and cyclists, improving the network of tourism trails and associated signage. In terms of walking and cycling, the historic streetscape in Kinsale is highly permeable for pedestrian movement creating a safe environment. The Plan carries forward a number of development objectives which seek to enhance the pedestrian and cycling environment of Kinsale for its residents and tourists alike. All future cycling measures should be implemented in accordance with the National Cycling Policy Framework 2009 and the National Cycle Manual 2009.

3.3.39 In relation to car parking within the town centre, the Plan carries forward policy objectives to establish a network of car parks at strategic entry points. The Plan will explore options to improve traffic management and accessibility in the town including the possibility of a park and ride facility to serve the town.

### Marine Infrastructure

3.3.40 Kinsale Harbour is an integral part of the town's tourism and marine-based economy. The harbour functions as both a commercial port and marine leisure area for multiple water based activities. It is important that this mix of marine-related activity is maintained within the harbour as it contributes to the vitality of the town. The Marine Leisure Infrastructure Strategy (2010-2020) for South Cork identifies a number of opportunities to improve Marine Infrastructure within the Harbour. This includes options to extend or consolidate the existing marina provision within the harbour and to provide a marine park at Duggan's Bridge. The Plan supports the enhancement of marine infrastructure facilities within the harbor for both the commercial fishing and marine leisure sector.

### Waste Water Infrastructure

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

### Water Supply

3.3.42 Kinsale receives its drinking water from the Inishannon WS which is sourced from the Bandon River at Inishannon. At present the Inishannon WS has limited spare capacity and there is an issue concerning the availability of adequate reservoir storage. Upgrading of water supply is required and provision of adequate reservoir storage is required. Within Kinsale extensions of watermains will be required.

3.3.43 A new reservoir in Kinsale may be required in order to provide adequate storage and also adequate pressures for high areas. At present there is no Irish Water Scheme to upgrade Inishannon WS. Drinking water is supplied from two different sources. Additional reservoir storage and a general upgrading of the scheme are required. Water supply improvements are required to service land that is currently zoned for development.

### Surface Water

3.3.44 Parts of Kinsale are served by a combined sewer which has been upgraded recently.

### Flooding

3.3.45 The surface water drainage networks within Kinsale Town generally perform adequately, however some areas in the lower portions of the town have experienced flooding such as The Long Quay and the Glen area due to excessive rainfall coupled with a high tide. Cork County Council recently commenced works on the Kinsale Main Drainage scheme to alleviate flooding problems in

vulnerable locations. This drainage network comprises of several separate systems and will discharge at a number of locations including Scilly Dam, Pier Road and Denis' Quay.

3.3.46 Areas of the town at risk of coastal flooding are outlined in the zoning maps.

## Environment and Heritage

### Built Heritage and Archaeology

3.3.47 Kinsale town is characterised by a combination of medieval buildings and a number of 19th and 20th century developments including some minor infill developments on the hill side. One of the main characteristics of the built environment of the town is its narrow streetscape of compact and dense development. Its unique heritage and success as a tourist destination has seen it formally recognised by Fáilte Ireland as a Heritage Theme Town. The landscape setting of the town is designated as "High Value Landscape" in the County Development Plan 2014 and a number of the coastal routes are designated for their scenic amenity value (S62 and S61).

### The Battlefield Sites

3.3.48 The County Development Plan 2014 has now given recognition to Battlefield sites throughout the County. The Battle of Kinsale was a seminal event in Irish history. It marked the end of the old Gaelic order and the subsequent plantation of Ulster altered the social and political landscape of Ireland to this day. The Plan seeks to protect and promote this important historic asset which can further add to the attractiveness of the town as a tourism destination.

3.3.49 Cork County Council commissioned a report on the battlefield site entitled "The Siege and Battle of Kinsale (1601) Archaeology, Conservation and Tourism Potential" completed in 2013. The Battlefield is a unique resource with complex archaeological, artifact and landscape components which are fragile and vulnerable to the impacts of change. The Report recommends the preparation of historic landscape characterization assessment to define the key landscape features of the site and to avoid potential physical impact but also cumulative impacts on the Battlefield site. The Report also identifies a large zone of archaeological potential associated with the Battlefield which reflects the fact that the siege and battles were fluid and complex events. Planning applications within this zone will be referred to the County Archaeologist for assessment. The Plan includes an objective to prepare a Historic Landscape Characterisation Study in order to avoid further deterioration of the siege landscape and to develop this asset as a cultural tourism product within the town.

### Natural Heritage

3.3.50 Kinsale's coastline has produced a variety of important areas of biodiversity value. The most significant of these is James Fort which juts into Kinsale Harbour and is designated as a proposed Natural Heritage Area (Site Code pNHA 1060). The designated site includes the diamond-shaped enclosure and the slopes which fall to the sea on the north and east sides of the fortress. The site is floristically rich with a good number of less common plants including a species-rich meadow of ecological interest.



## General Objectives

3.3.51 The following general objectives shall apply to all development within the development boundary of Kinsale Environs.

Local Area Plan Objective General Objectives for Kinsale	
Objective No.	
KS-GO-01	Plan for development to enable Kinsale to achieve its target population of 5,722 persons.
KS-GO-02	Retain the 'green fingers' of land separating the villages of Scilly and Summercove free from development as these are integral to the landscape setting of the town.
KS-GO-03	Implement the recommendations contained in the Kinsale Transportation Study including the Northern Relief Road as a short-medium term measure and the Western Relief Road as a longer term measure to improve movement within and around the town.
KS-GO-04	Water infrastructure upgrades are required to meet the planned population growth.
KS-GO-05	Protect the heritage assets of the town including the Battlefield Sites, maritime heritage and its attractive townscape features including its roofscape, urban morphology, fenestration details, slate-hung facades and street furniture.
KS-GO-06	Support the preparation of a Historic Landscape Characterisation Study of the siege and battlefield zone of archaeological potential associated with the Battle of Kinsale 1601 to avoid further deterioration of the battlefield landscape and to develop the area as a cultural tourism attraction.
KS-GO-07	Support the enhancement of walking and cycling facilities in the town including the delivery of the Cork Kinsale Greenway.
KS-GO-08	Support the expansion of primary and post primary education facilities in the town.
KS-GO-09	Support the expansion and improvement of marine infrastructure within the town which are compatible with the commercial and leisure functions within the harbour and maintain or enhance public access to the water.

## Specific Objectives

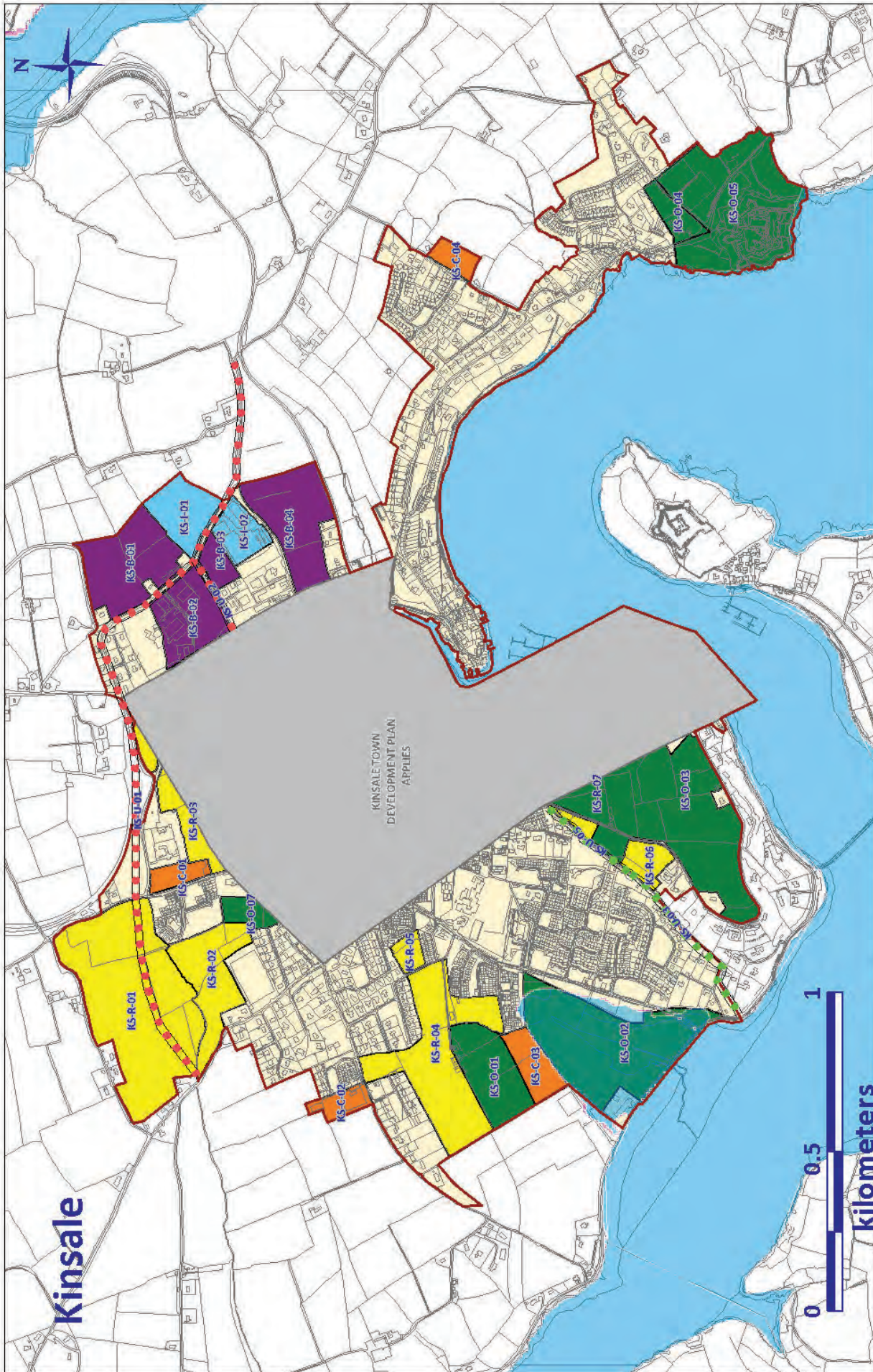
3.3.52 The following specific objectives shall apply within the development boundary of Kinsale Environs.

Local Area Plan Objective		
Specific Development Objectives for Kinsale Environs		
* Flood Risk Obj. X applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Residential</b>		
KS-R-01	Medium B Residential Development. The development of this site shall be carried out on a phased basis and will include the construction of a section of the Northern Relief Road as proposed in the Kinsale Transportation Study. Local water storage within the northern most extremity of the site will be a requirement in developing these lands.  Development should include pedestrian and cycleway linkages to the KS-R-02 site to the south.	18.5
KS-R-02	Medium B Residential Development. Development should include pedestrian and cycleway linkages to the KS-R-01 site to the north.	5.5
KS-R-03	Medium B Residential Development.	8.7
KS-R-04	Medium B Residential Development. The proposed layout will need to consider provision of pedestrian and cycleway linkages to the sports development at Cappagh and the Gaelscoil Cionn tSaile.	10.7
KS-R-05	Medium B Residential Development.	0.9
KS-R-06	Medium B Residential Development. Proposals to include a comprehensive landscaping scheme.	1.6
KS-R-07	Medium B Residential Development. Proposals to include a comprehensive landscaping scheme.	0.6
<b>Industry</b>		
KS-I-01	Industry. Industrial estate development suitable for general industry including warehousing and distribution. Development of this site should include road improvement works as set out in the Kinsale Transportation Plan.	3.4
KS-I-02	Industry. Maintain the established industrial uses on this site.	2.3

Local Area Plan Objective		
Specific Development Objectives for Kinsale Environs		
* Flood Risk Obj. X applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Business</b>		
KS-B-01	Business Development. Office units and / or retail warehousing are considered appropriate. Development of this site should include road improvement works along the western boundary of the site.	6.7
KS-B-02	Business Development. Office units and / or retail warehousing are considered appropriate. Any further development of this site should be compatible with the existing uses and access should be available from the existing entrance or from a new entrance onto an upgraded Farm Lane.	4.6
KS-B-03	Business Development. Proposals may accommodate expansion of existing adjoining use on KS-I-02. Access to this development should be from the upgraded Farm Lane rather than from the Northern Relief Road.	1.3
KS-B-04	Business Development. Access shall not be from the R-600. A detailed landscaping scheme shall be submitted with any proposals for development on the site.	6.5
<b>Community</b>		
KS-C-01	Community Use. Provision for the extension of facilities for Kinsale Community Hospital.	1.2
KS-C-02	Community Use. Provision for extension to existing primary school and provision of a childcare facility.	1.2
KS-C-03	Waste water treatment plant.  *	2.4
KS-C-04	Single storey primary school (1.14ha) including provision of comprehensive landscaping scheme to integrate the educational complex into the scenic, coastal landscape.	1.14
<b>Utilities</b>		
KS-U-01	Northern Relief Road to include online improvements, junction improvements and the construction of new sections of road from Pewter Hole Cross to Commoge.	

Local Area Plan Objective		
Specific Development Objectives for Kinsale Environs		
* Flood Risk Obj. X applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
KS-U-02	Farm Lane road improvements. This will require the upgrading of the existing road and the construction of a new section of road to the proposed town park.	
KS-U-03	Pedestrian walkway through residential neighbourhood connecting to the town on the north and the foreshore on the south.	
Open Space, Sports, Recreation and Amenity		
KS-O-01	Open Space. Active open space and amenity area.	5.0
KS-O-02	Open Space. These lands form part of the scenic amenities of the area and are an important marsh which supports wildlife habitats. There is a presumption against development.  *	13.1
KS-O-03	Open Space. There is a general presumption against new development in the area as these elevated lands make a significant contribution to the setting of the town and is part of a larger area of high archaeological potential associated with the Battle of Kinsale.	19.1
KS-O-04	Open Space. This prominent site is an important part of the scenic and historical setting of Charles Fort.	1.6
KS-O-05	Open Space and Amenity Area including protection of the historic Charles Fort and its setting. There is a general presumption against new development in the area as it makes a significant and prominent contribution to the entire setting of the town and its' amenities.	13.6
KS-O-07	Open space. This prominent site makes a significant contribution to the setting of the town.	3.7





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## 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 Ballincollig/Carrigaline Municipal District 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 Owenabue 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 landscape 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 Owenabue 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 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 2,422 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 2,380 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 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 has 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, and 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 (CL T-02) 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 are 2 sites zoned 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 has 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-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 in the North West of the town and in the Urban Expansion Area at Shannonpark and it is vital to 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 (CATS) 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. 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.
- 3.4.35 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-O-06, RY-O-07, RY-O-08, RY-I-10, 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.
- 3.4.36 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.

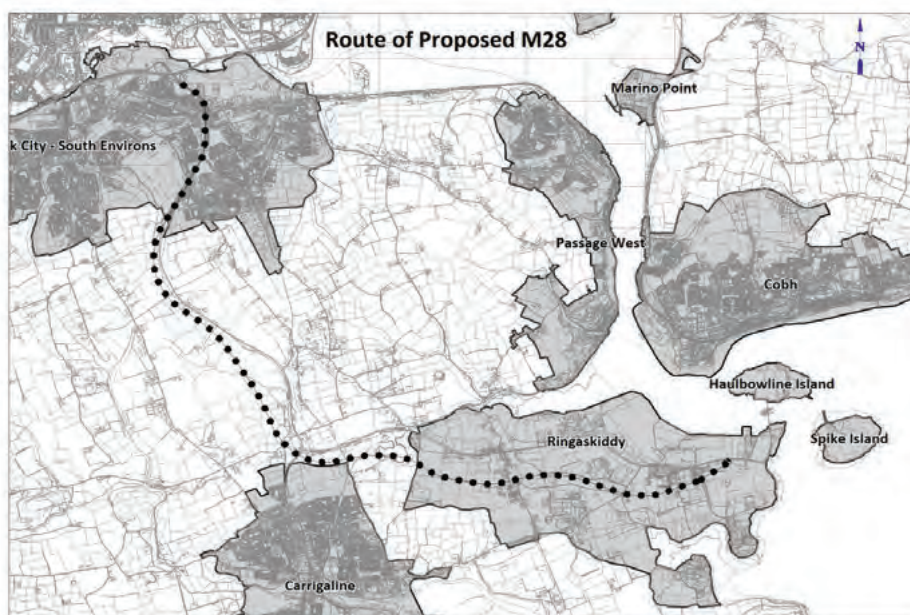


Figure 3.05 Route of Proposed M28

### Public Transport

3.4.37 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 planned public transport facility is proposed on the CL U-09. 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

3.4.38 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.

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



## Water Services

### Water Supply

3.4.40 Carrigaline receives its drinking water from the Inishannon WS and from the Cork Harbour and City WS at Inniscarra. At present the Inishannon 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

3.4.41 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

3.4.42 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

3.4.43 Carrigaline has been subject to recurring flood events due to the low lying nature of the town centre and the tidal influences on the Owenabue 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

3.4.44 Carrigaline’s attractive location where the Owenabue 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 Owenabue 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).

3.4.45 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.

3.4.46 The Plan should facilitate greater access to the Owenabue 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

- 3.4.47 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'.
- 3.4.48 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

- 3.4.49 There are 6 structures in or in close proximity to Carrigaline which are entered on the current record of protected structures.

### Nature Conservation Areas

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

### Archaeological Heritage

- 3.4.51 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

- 3.4.52 The Owenabue River flows east to west through Carrigaline Environs and discharges into Cork Harbour. The water quality of the Owenabue 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

- 3.4.53 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 Owenabue River which forms the natural boundary to accommodate the planned expansion of the town.
- 3.4.54 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, south of the Shannonpark Roundabout that 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. It is estimated that the master plan could make provision for approximately 1000 new housing units.
- 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 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 motorway to Ringaskiddy and the southern boundary of the existing housing estate of Heron's Wood. 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 A Preliminary Ecological Appraisal of the site. The purpose of the appraisal is to gather baseline data for a site through desk-top studies and walkover surveys in order to identify notable species and habitats and evaluate the ecological features on the site to identify potential impacts of proposed development and provide necessary mitigation.
- 3.4.60 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

- 3.4.61 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.
- 3.4.62 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

- 3.4.63 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

- 3.4.64 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

- 3.4.65 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.
- 3.4.66 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.

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 has been prepared on the Shannonpark lands to examine the transport impact of the proposed development on the local road network in the future. This assessment was carried out in accordance with the NRA Traffic and Transport Assessment Guidelines (May 2014).
- 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 demonstrates that the development of 150-200 houses can 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:-

- 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.
- 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 R-16 and CL R-17. Phase 3 will require the continuation of the construction of the open space (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 3.5 Carrigaline Regeneration Area

Regeneration Area	Number and Description
	<p><b>CL-RA-01 Old Pottery Site</b></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 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	
CL-GO-01	<p><b>Population and Housing</b></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><b>Development Boundary</b></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><b>Urban Expansion Area</b></p> <p>Implement the provisions of the Shannonpark Framework Master Plan.</p>
CL-GO-04	<p><b>Traffic and Transportation</b></p> <p>Support the timely delivery of the M28 motorway by safeguarding the route corridor from inappropriate development.</p>
CL-GO-05	<p><b>Traffic and Transportation</b></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><b>Primary Health Care</b></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"> <li>• In the first instance be a Town Centre Site</li> <li>• Be accessible to pedestrians and accessible by public transport and private car, in order to maximise access for both urban and rural populations</li> </ul> <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><b>Town Centre Expansion</b></p> <p>Support consolidation and expansion of the Town Centre by promoting and prioritising key sites for regeneration which can fulfill appropriate town centre uses in line with the Public Realm Strategy.</p>
CL-GO-08	<p><b>Flood Risk</b></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</p>



Local Area Plan Objective General Objectives for Carrigaline	
	objectives FD 1-4, 1-5 and 1-6.
CL-GO-09	<p><b>Walking and Cycling Connectivity</b></p> <p>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.</p>
CL-GO-10	<p><b>Western Relief Road</b></p> <p>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.</p>

## Specific Objectives (including Framework Masterplan 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)
<b>Residential</b>		
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
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 primary school (requires at least a 1.6ha site) and 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

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-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
Urban Expansion Area		
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
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><b>*</b></p>	3.75
CL-R-13	Phase 1b; Medium A density residential development to include a mix of house types. The layout shall allow for permeability	3.55

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)
	<p>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"> <li>• An additional 60m long southbound lane to serve both left turning and straight ahead traffic approaching the Carrig na Curra junction from the north;</li> <li>• The provision of a 240m long merging lane to the south of the junction.</li> <li>• 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</li> <li>• Upgrade of Shannonpark roundabout or M28 junction improvement at Shannonpark.</li> </ul> <p>*</p>	
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> <p>*</p>	7.9
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> <p>*</p>	5.99

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-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"> <li>• 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,</li> <li>• Provision of two exiting northbound lanes to Cork that merge prior to the L6469 local road.</li> </ul>	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"> <li>• 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,</li> <li>• Provision of two exiting northbound lanes to Cork that merge prior to the L6469 local road.</li> </ul>	5.09
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
<b>Business</b>		
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
<b>Town Centre</b>		



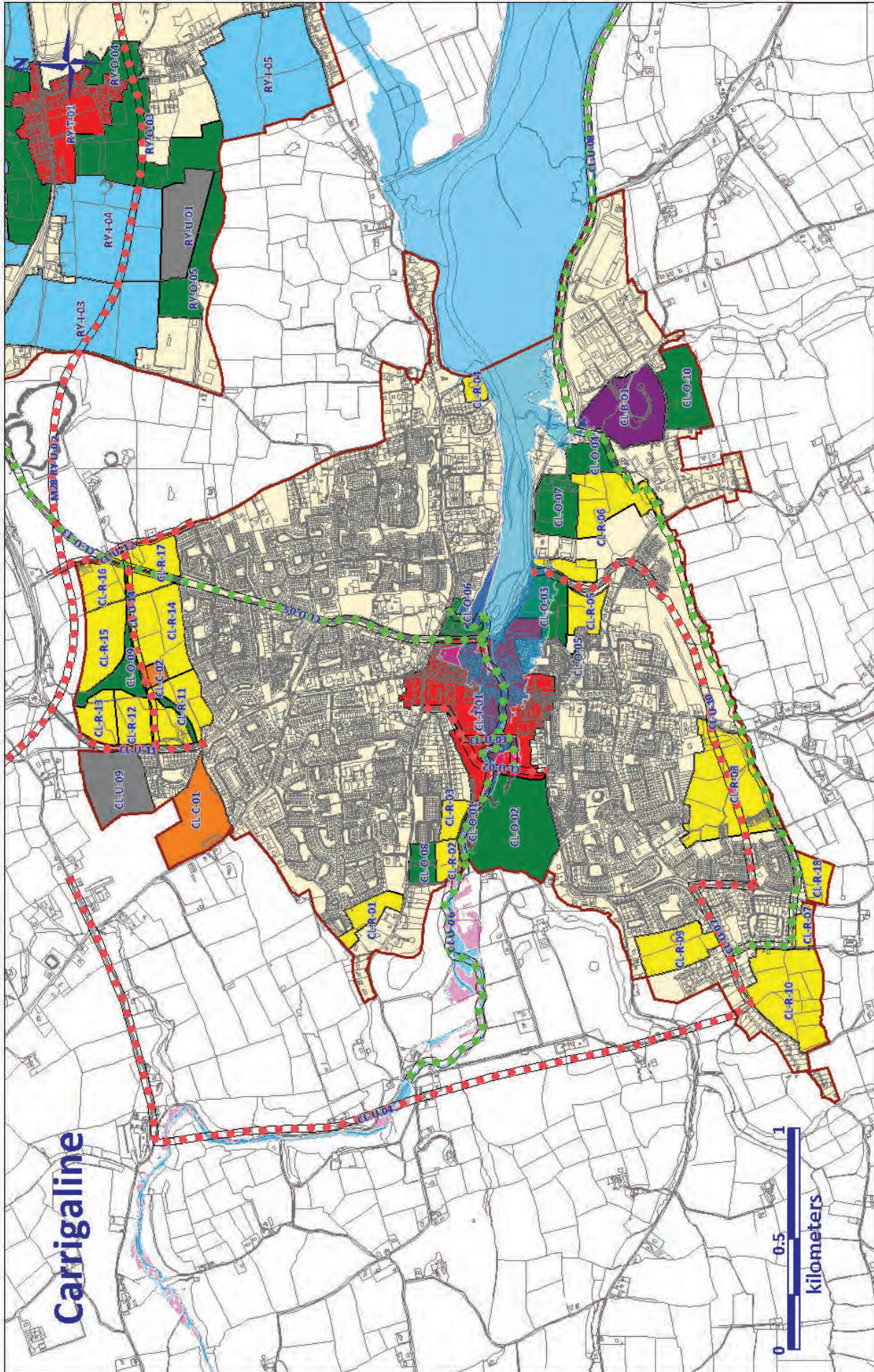
Local Area Plan Objective		
Specific Development Objectives for Carrigaline		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
CL-T-01	<p>This area denotes the built existing footprint of the town centre and any proposals for development within this 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 may provide pedestrian only 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"> <li>1.The site of the existing car park adjoining the Main Street and River;</li> <li>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.</li> </ol> <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 development on the Kilmoney Road may have a mix of residential development</p> <p>*</p>	28.1
<b>Community</b>		
CL-C-01	<p>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</p>	8.5

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)
	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.	
CL-C-02	Provision of a Primary School by the Department of Education and Skills.	1.14
Utilities		
CL-U-01	Surface car park to facilitate improved parking management scheme (Park and Walk).  *	
CL-U-02	Construction of an inner western relief road.	
CL-U-03	Parallel pedestrian street to Main Street provided as part of the development of CL-T-02.	
CL-U-04	Proposed outer western Relief road	
CL-U-05	Provide a Greenway along old railway line from the river north towards Ballyhemiken where practicable.	
CL-U-06	Pedestrian walkway along river bank to Ballea road. Development of this walk could give rise to disturbance to winter feeding sites and will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive. The development of the walk may only proceed where it can be shown that it will not have an impact on the adjacent Special Protection Area.	
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,	

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)
	appropriate landscaping will be included on site.	
CL-U-10	Completion of Southern Inner Relief Road.	
CL-U-11	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;  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

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-O-03	Open space for informal public recreation including the provision of pedestrian walks and playing pitches. Parts of this site are at risk of flooding. *	5.3
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





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

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# Bandon Kinsale Municipal District

## 4 Key Villages

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## 4 Key Villages

### 4.1 Introduction

- 4.1.1 The purpose of this section of the plan is to give planning policy guidance on future development in the Key Villages. Within the Bandon Kinsale Municipal District there are 5 Key Villages: Ballinspittle, Belgooly, Crosshaven and the Bays, Inishannon and Riverstick.

### 4.2 Role of Key Villages

- 4.2.1 Below the level of Main Towns, the settlement network of the county comprises, Key Villages, Villages, Village Nuclei and Other Locations. In West Cork the settlement network also includes West Cork Island Communities.
- 4.2.2 It is a strategic aim of the Cork County Development Plan, 2014 to establish key villages as the primary focus for development in rural areas in the lower order settlement network and allow for the provision of local services, by encouraging and facilitating population growth at a scale, layout and design that reflects the character of each village, where water services and waste water infrastructure is available. Supporting the retention and improvement of key social and community facilities, and inter urban public transport.
- 4.2.3 Key Villages' often benefit from an existing level of infrastructure and service investment that, although less than the main towns, still offers a sound basis for future growth, particularly for those seeking to live or work in a more rural environment. 'Key Villages' also have significant hinterlands providing important services to a wider rural community.
- 4.2.4 Settlements designated as Key Villages will normally have the following facilities: A permanent resident population, primary school and / or secondary school, church or other community facility, convenience shops, pubs and either comparison shops or other retail services, industrial or office based employment, 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 road, traffic calming / management scheme / off street car parking, bring site/recycling facilities. Therefore Key Villages are important locations for the provision of jobs and services in rural areas.
- 4.2.5 To allow Key Villages to develop in an orderly manner, it is particularly important that improvements are made to the village's infrastructure, to improve and protect the supply of water and to upgrade the waste water treatment plant as required.
- 4.2.6 There is scope for development within the Key Villages; however, it is important that each village's rural character, architectural heritage and its other heritage and natural amenities are maintained, enhanced and not compromised.
- 4.2.7 It is particularly important that development does not extend the existing pattern of linear development of the settlements. It is important that new facilities are encouraged to locate within the village cores and that where possible, existing community facilities are improved.
- 4.2.8 The settlements would benefit from a more compact form and from some regeneration of and re-use of existing properties within the village cores. In particular, further improvements to the village centres, with an enhanced streetscape, appropriate shopfront design and provision for improved street lighting, public footpaths and street furniture would be desirable. Further opportunities for streetscape improvements exist in the settlements, particularly within the village cores.

## Overall Scale of Development

- 4.2.9 It is an aim to ensure that the scale of new residential development in the key 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 in 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 generally 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 Key Village and given the scale and development pattern of each Key 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: Appropriate Scale of Development for Key Villages**

Name	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*
Ballinspittle	121	50	100	25
Belgooly	273	199	150	25
Crosshaven and the Bays	1,801	368	286	50
Inishannon	315	80	150	25
Riverstick	249	187	150	25
<b>Total Key Villages</b>	<b>2,759</b>	<b>884</b>	<b>836</b>	-

\*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.

## General Objectives for Key Villages

- 4.2.16 This section sets out the Local Area Plan objectives for the Key Villages. General Objectives set out the overarching objectives that apply to all Key Villages.
- 4.2.17 Under each individual Key Village there are Development Boundary Objectives that apply to a particular village where appropriate. Also there are Specific Development Objectives and an accompanying map of each of the Key Villages showing the extent of each village 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 Key Villages
<p>a) Within the development boundary of the Key Villages it is an objective to encourage housing development on the scale set out in Table 4.1 in the period 2015 – 2023.</p> <p>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</p> <p>c) In order to secure the population growth and supporting development proposed, appropriate and sustainable water and waste water infrastructure, that will help secure the objectives of the relevant River Basin Management Plan and where applicable the protection of Natura 2000 sites, needs to be provided in tandem with the development.</p> <p>d) 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.</p> <p>e) Where possible all development should be connected to the public water supply, the public waste water treatment system and make adequate provision for storm water storage and disposal.</p> <p>f) 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 terraced development / courtyard schemes.</p> <p>g) Residential development in other areas shall provide for small groups of houses, detached housing, serviced sites and/or self build options.</p> <p>h) Village centre development, including business, local convenience retail, community facilities, and residential should be accommodated within the core of the village and should make adequate provision for off street parking.</p> <p>i) Development along the Main Street and within the core of the village shall be designed to a high standard and reinforce the character of the existing streetscape.</p> <p>j) Other business development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.</p>

- k) Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.
- l) Good pedestrian and amenity links with the village core/main street are considered to be an important part of any proposed scheme.
- m) Extend footpaths and public lighting to serve the whole of the village and where practicable provide for the under-grounding of utilities.
- n) Encourage additional retail and community services within the village to coincide with the needs of any future growth.
- o) 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.
- p) Encourage new development to be designed to ensure that water resources and the natural environment are protected. Protection and enhancement of biodiversity resources within the receiving environment of the villages is also encouraged. Development will only be permitted where it is shown that it is compatible with the protection of sites designated or proposed to be designated for the protection of natural heritage.





## 4.3 Ballinspittle

### Vision and Context

- 4.3.1 The strategic aims for Ballinspittle are to encourage the consolidation of the village centre, to provide improved waste water infrastructure and to promote sympathetic development involving a mix of house types in tandem with the provision of services.
- 4.3.2 Ballinspittle is located within the Greater Cork Ring Strategic Planning Area. Ballinspittle is designated as a Key Village within the Bandon Kinsale Municipal District. The Overall Strategy for Ballinspittle will focus on providing an appropriate scale of growth reflective of its environmental and infrastructural capacity and highlighting the key issues that need to be addressed to promote future growth in village centre services, housing and employment.

### Local Context

- 4.3.3 Ballinspittle is an attractive village with a traditional 2-storey streetscape located approximately 7 km to the south-west of Kinsale and 13.5km to the south-east of Bandon. The village core is laid out around a central triangular space and includes some attractive 19<sup>th</sup> century buildings. Within the village core pavements are quite narrow and substandard in places while parking spaces and carriageways are poorly defined resulting in a haphazard urban environment. This leads to an over-dominance of the car and conflicts between pedestrians and traffic. Some re-definition of the space could create an attractive public realm, spill-out space for cafes and bars and a more pedestrian-friendly environment.
- 4.3.4 The range of services within the settlement has expanded in recent years with several new independent food and homeware outlets opening in the village centre adding to the attractiveness of the area as a place to meet and shop. During the summer months the town benefits from increased trade from holidays goers staying or visiting the nearby blue-flag beaches in Garrettstown/ Garrylucas
- 4.3.5 Over the last decade two new estates have been developed in Ballinspittle but little development has occurred over the lifetime of the 2011 Plan.

## Planning Considerations and Proposals

### Population and Housing

- 4.3.6 Census 2011 recorded a total of 194 people in Ballinspittle. Estimates from Geodirectory Data measuring postal addresses and occupied houses indicate that Ballinspittle had very limited development between 2010 and 2015. This is reflective of trends elsewhere in the County and across the State on foot of the global economic recession and collapse in the house building industry in Ireland.

**Table 4.2: Housing Growth in Ballinspittle 2010- 2015**

	2010	2015	Change
<b>Housing</b>	120	121	1

Source: Geo Directory

- 4.3.7 Currently there are no units under construction in the village and there is no outstanding planning permission for additional units in the village.
- 4.3.8 In contrast to the other Key Villages in the Municipal District, Ballinspittle has not experienced a lot of growth over the past few decades. The village itself has a very attractive rural setting, good range of community facilities and its proximity to Garrettstown and Garrylucas beaches make it a desirable location for development.

### Overall Scale of Development

- 4.3.9 Over the lifetime of this Plan, it is an aim to ensure that the scale of new residential development in the village will be in proportion to the pattern and grain of existing development. The future expansion of the village needs to proceed on the basis of a number of well integrated sites within the village, supported by the availability of employment opportunities in the locality and the continued provision of local services.
- 4.3.10 The development boundary for Ballinspittle as defined in the 2011 Local Area Plan contained areas of zoned and unzoned land, some of which remained undeveloped in 2016. There are no sites with outstanding planning permission in the village and there is capacity within the development boundary for additional development. It is considered reasonable that there is adequate land to allow the expansion of the village over the lifetime of the Plan. It is proposed to maintain the development boundary in order to cater for these good development opportunities, although it is clear that not all the land within the boundary will be required for development over the lifetime of this plan.
- 4.3.11 This plan seeks to retain the scale of growth envisaged in the 2011 Plan. Therefore, a further 100 units can be developed in the village over the lifetime of this Plan, taking the housing stock to approximately 220 units by 2023.
- 4.3.12 It should be noted however that this level of development is based on the assumption that the required waste water infrastructure and water supply improvements identified on the Council's assessment of needs will be delivered. In effect, water services infrastructure is the key requirement to unlocking the future development potential of Ballinspittle and its elevated place on the settlement network as a Key Village should help to make the case for the provision of this urgently required infrastructure.
- 4.3.13 During the life of this Local Area Plan, the Council encourages the use of the existing under-utilised/ vacant building stock within the village and to ensure new development on the periphery contributes positively to the village's urban qualities in terms of building height, form, urban grain and material finish. Consolidation of the village as a provider of important local services along with some-residential expansion is considered the most appropriate strategy for the village. It is important that residential development will be developed in tandem with improvements to and maintenance of community facilities.
- 4.3.14 The development boundary for Ballinspittle is largely determined by infrastructural and topographical constraints. This boundary defines the extent of the built up area, whilst also allowing for additional development. During the lifetime of this Local Area Plan, the main focus of development will be on low lying lands in closest proximity to the village core. Development to the south-west and west of the village is restricted due to the elevated and exposed nature of these lands and the sensitive fort and wooded area.

## Infrastructure

- 4.3.15 Ballinspittle has limited spare water capacity as it is restricted to bored well production rates which are at a maximum. Upgrading of foul sewers and provision of a new Waste Water Treatment Plant is required in order to accommodate further growth in the village. Bathing Water (Blue Flag) pressure point concerns are prevalent relating to Garrettstown and Garrylucas.
- 4.3.16 To allow the village to develop in an orderly manner, it is vital that improvements are made to the existing public sewerage network and water supply capacity issues are addressed.
- 4.3.17 The village centre is dominated by haphazard parking and a poorly defined public realm. Some revised traffic management measures and rationalization of parking could create a pedestrian friendly node which would encourage further services within the village. There is a large parking area close to the centre (opposite the church) that could facilitate any spaces offset for village centre improvements. Improved parking signage would also help alleviate pressure within the village core.
- 4.3.18 Parts of Ballinspittle have been identified as being at risk of flooding. The areas at risk follows the path of the Ballinspittle River through the village and are illustrated on the settlement map.

## Community Facilities

- 4.3.19 Ballinspittle is a well-established village with an attractive streetscape and a number of important community facilities including a primary school, church, Garda station, public houses, supermarkets, artisan bakery, café, post office, health centres, petrol station, agricultural co-operative, other retail services, play school, bed and breakfast, garage, playground, GAA pitches and tennis court. Any refurbishment or infill opportunities which may arise over the lifetime of the plan should be sensitive in nature and respect the traditional vernacular style of the village.
- 4.3.20 In recent years, some footpath improvements were undertaken within the village, as part of the village renewal schemes. Permission was also granted in 2008 for a playground on lands near to the village centre.

## Employment and Economic Activity

- 4.3.21 Ballinspittle has a narrow service based economy, although the range of services available within the village has increased over the recent decade. There is a large agricultural co-operative store also within the village which serves a large rural hinterland.
- 4.3.22 There is scope for expanding the employment base of the village by encouraging some local indigenous employment and also by expanding other enterprises which can support the nearby tourism-nodes in Garrettstown/ Garrylucas.
- 4.3.23 The village is located on the main access road to Garrettstown and Garrylucas which is a major tourist location within the county. This may afford some opportunities for tourism related development within the development boundary.

## Environment and Heritage

- 4.3.24 Ballinspittle's Catholic Church is entered in the Record of Protected Structures.
- 4.3.25 The Ballinspittle River flows through the village southwards to Garrettstown Strand. There are no Natura 2000 sites in the village itself; however it is noteworthy that there are a number of ecological significant sites (pNHA 1053 and the pNHA 0087) closeby at Garrettstown and Garrylucas.

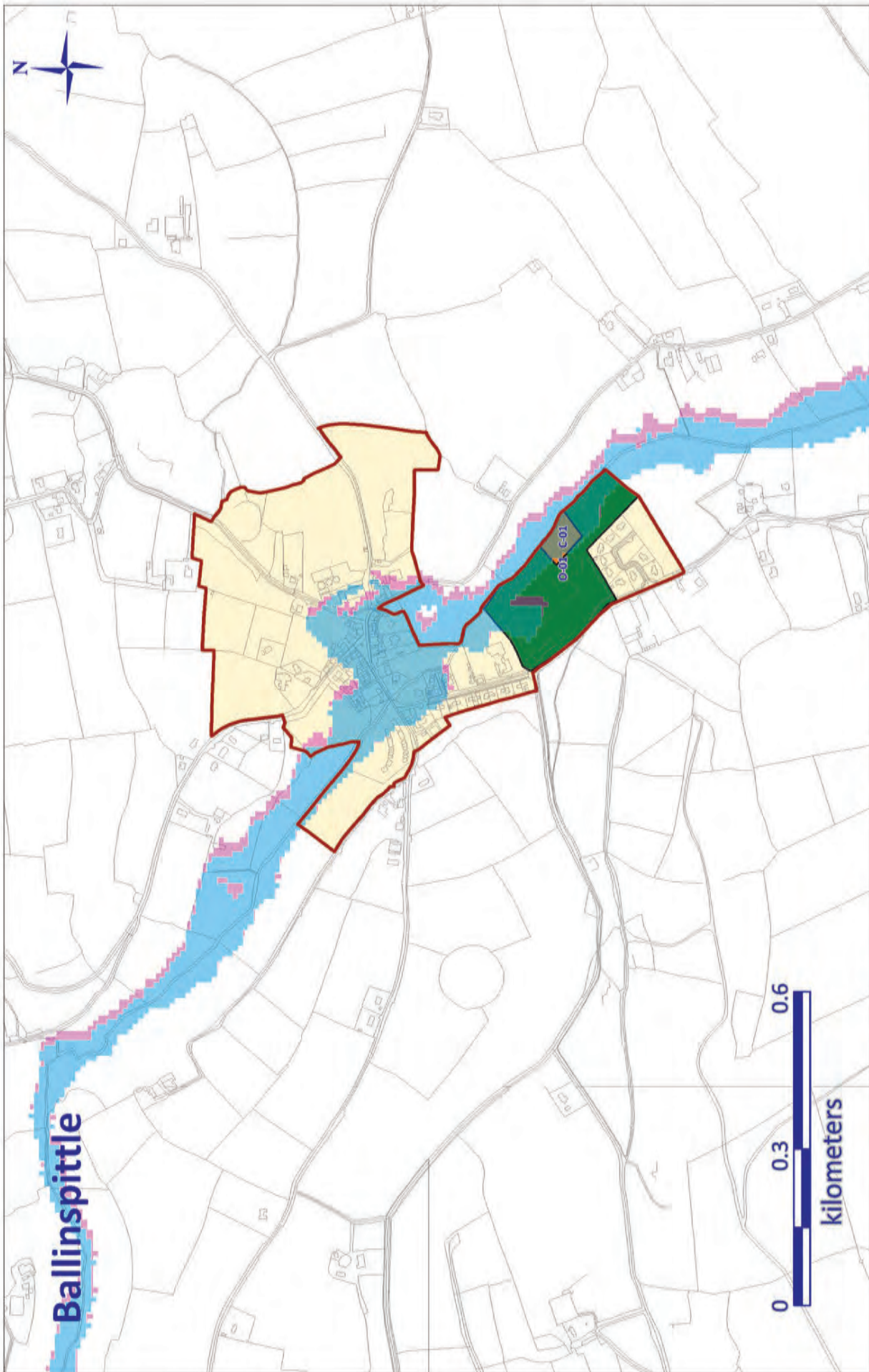
- 4.3.26 Kilmore Woods is a substantial broadleaf Wood to the south west of the village and part of the wood is contiguous with the village development boundary. In addition, Ballycatteen Fort to the west of the village is an important historical fort where a number of archaeological excavations took place over the last century. The Fort itself is a prominent feature in the steeply sloping hills to the west of the village.
- 4.3.27 It is important that any future development maintains the integrity of the surrounding landscape and that the rural character of the area is not undermined, most notably lands west of the village by Ballycatteen Fort and Kilmore Wood.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Ballinspittle	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 100 additional dwelling units during the plan period.
DB-02	Maintain the existing community facilities and where possible expand the range of sports facilities available in the village.
DB-03	Promote the preparation of a public realm strategy within the village centre to create a new public space for the community, improved pedestrian facilities and clearly defined parking zones.
DB-04	Supports plans for footpath and road realignment from Ballinspittle Village to Kilmore Woods.

### Specific Development Objectives

Local Area Plan Objective Specific Development Objectives for Ballinspittle		
*Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Utilities and Infrastructure</b>		
U-01	Maintain existing septic tank and percolation area.  *	
<b>Open Space, Sports, Recreation and Amenity</b>		
O-01	Maintain existing playing pitches, tennis court and open space.  *	



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## 4.4 Belgooly

### Vision and Context

- 4.4.1 The strategic aim for Belgooly is to encourage the consolidation of the village within its attractive riverside setting, preserve the landscape setting of the settlement and to promote development in tandem with the provision of services.
- 4.4.2 Belgooly is located within the Greater Cork Ring Strategic Planning Area is designated as a key village within the Bandon Kinsale Municipal District. The overall strategy for Belgooly will focus on allowing an appropriate future scale of growth in the village based on its environmental and infrastructural capacity and encouraging the provision of improved village facilities including car parking, an upgraded public realm together, sports and amenity facilities.

### Local Context

- 4.4.3 Belgooly is located approximately 4.5km to the northeast of Kinsale and 4 kms to the south of Riverstick. The village developed around a large flour mill in the early 19<sup>th</sup> century and the imposing 6 storey building complex is an important landmark within the village centre. The millers' houses still remain occupied which forms part of the historic site. The mill complex has enormous potential as a niche employment centre or retail destination as a mixed –use development which could add to the vitality of the village.
- 4.4.4 The main road through the village is the R600, which links the village with Cork City to the north and Kinsale to the south. The R611, which links Belgooly with Carrigaline, extends eastwards from the village. There are opportunities to improve the pedestrian environment through the provision of traffic calming measures and additional pedestrian crossing points within the village. Additional defined parking areas within the village would also encourage people to stop and use village services.
- 4.4.5 In previous plans, Belgooly along with the settlements of Riverstick and Minane Bridge, were identified as villages that would provide an alternative housing market for those who were not residents of the Kinsale area but wished to live in a rural settlement convenient to the historic town.

## Planning Considerations and Proposals

### Population and Housing

- 4.4.6 The 2011 Census recorded a population of 765 people in Belgooly representing an increase of 43% on 2006 Census figures (457). Estimates from An Post Geodirectory Data measuring postal addresses and occupied houses indicate that Belgooly grew from 271 houses in 2010 to 273 houses in 2015, an increase of 2 houses, reflecting wider trends in the housing market. There are currently no outstanding planning permissions in the settlement.

**Table 4.3: Housing Growth in Belgooly 2010-2015**

	2010	2015	Change
<b>Housing</b>	271	273	2

Source: Geo Directory

## Overall Scale of Development

- 4.4.7 Belgooly's attractive rural setting, range of community facilities and ease of access has made it a popular location for new development in recent years. It is important that the village core is strengthened and that further development maintains the integrity of the attractive rural character and setting of the village.
- 4.4.8 This Plan has retained the scale of future growth within the village to 150 new units, taking the housing stock up to approximately 400 units by 2023. The development boundary for Belgooly has not been altered from that defined in the 2011 Local Area Plan as there is adequate land available to realize the target growth. The development boundary for Belgooly is largely determined by infrastructural and topographical constraints. Development to the south-east and east of the village is restricted due to the elevated and exposed nature of these lands.
- 4.4.9 During the life of this Local Area Plan, development will focus on strengthening and improving the village centre itself by introducing additional car parking facilities and delivering a more pedestrian friendly village centre. Consolidation of the village as a provider of important local services along with some limited residential expansion is considered the most appropriate strategy for the village. It is important that residential development will be developed in tandem with improvements to and maintenance of community facilities within the village.
- 4.4.10 The design and layout of housing schemes will need to reflect the historic pattern and grain of Belgooly which are contingent with the built footprint of the settlement.
- 4.4.11 There are some under-used sites within the village, which may afford some opportunities for village centre renewal and/or redevelopment. Proposals to increase the supply of services and facilities within the village should be encouraged.

## Infrastructure

- 4.4.12 Belgooly Water Supply is at its limit. There are plans to link up with Riverstick (supplied from Inishannon) in the near future. Upgrading of Belgooly Water Supply Scheme is required to accommodate further development in Belgooly.
- 4.4.13 There are also sewer network issues. Direct discharge of some sewers to the Estuary is an issue. Upgrading of the foul sewers and provision of a new Waste Water Treatment Plant is required in order to accommodate further growth in Belgooly. The proposed Belgooly Sewerage Scheme is currently on hold.
- 4.4.14 Parts of Belgooly have been identified as being at risk of flooding. The areas at risk follow the path of the Belgooly River through the village and are 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 1.8 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

- 4.4.15 Belgooly is a well established settlement and current services in the village include a church, a petrol station incorporating a shop and post office, public houses, a community centre and a bicycle shop. The village is served by a public bus service.
- 4.4.16 The nearest primary school is located outside of the village, to the north-west. Scoil Mhuire na nGrást (Belgooly National School) is a co-education facility.

4.4.17 An attractive scenic amenity walk has been developed along the River Belgooly from the south of the village towards Kinsale. This is an important local amenity for the area. The County Council will support the provision of a playground in the village.

### Employment and Economic Activity

4.4.18 Belgooly has a narrow, service based employment profile. Outside of the village agricultural-based employment is the main source of economic activity. The proximity of the village to Cork City and links to Carrigaline/ Ringaskiddy mean the area is an attractive commuter-base.

### Environment and Heritage

4.4.19 The Belgooly Flour Mill, a ruinous 6 bay 6-storey building is entered in the Record of Protected Structures (Code 00725).

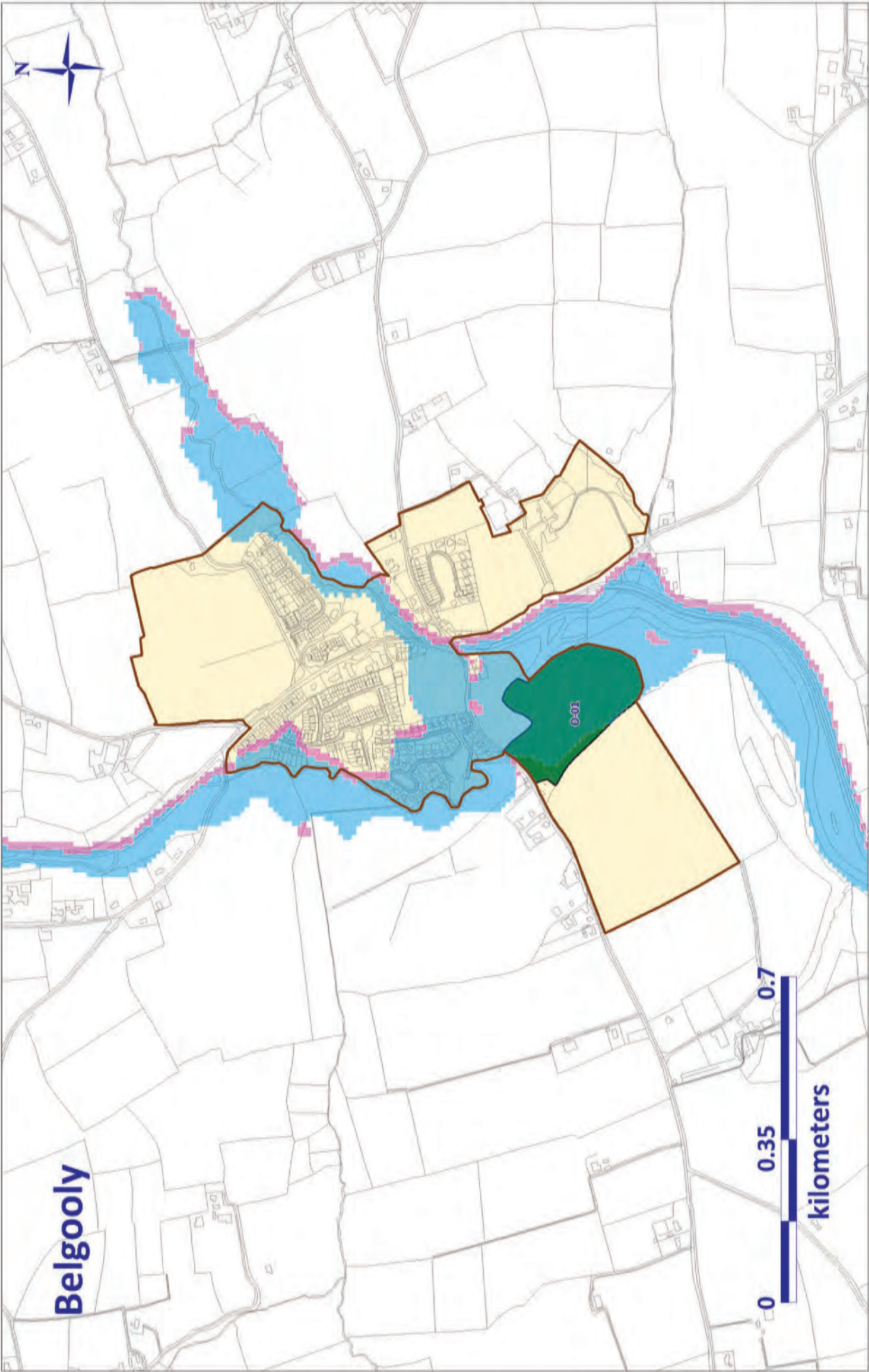
4.4.20 The River Stick flows on the western edge of the village and joins the tidal Belgooly River to the south of the village.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Belgooly	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 150 additional dwelling units during the plan period.
DB-02	Encourage the rehabilitation and re-use of the existing historic Mill Complex within the village core. Appropriate uses include retail, employment, residential or a mixed use approach which applies best practice conservation techniques to this landmark protected structure.
DB-03	Supports the provision of enhanced pedestrian links which connect residential areas to the village core and school.

### Specific Development Objectives

Local Area Plan Objective Specific Development Objectives for Belgooly		
*Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Utilities and Infrastructure</b>		
U-01	Identify suitable traffic calming measures for the main street (R600) in Belgooly.	
U-02	Identify a requirement for an accessible off street car parking solution for the village.	
<b>Open Space, Sports, Recreation and Amenity</b>		
O-01	Active Open Space, maintain existing playing pitches and open space. *	5.3



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## 4.5 Crosshaven and the Bays

### Vision and Context

- 4.5.1 Crosshaven is designated as a key village within the County Metropolitan Cork Strategic Planning Area. The strategic aim for Crosshaven is to encourage the consolidation of Crosshaven, to recognise its important economic, leisure, tourism and marine roles within Cork Harbour and promote sympathetic development in tandem with the provision of infrastructure and services that are compatible with the ecological designations within the Lower Harbour and Owenabue Estuary.
- 4.5.2 The strategic aims for the bay areas of Fountainstown, Church bay, Graball Bay, Fennell's Bay and Myrtleville is to acknowledge their important tourism function but limited capacity for future development given their sensitive coastal location, poor access and lack of wastewater infrastructure.
- 4.5.3 Due to its proximity to Carrigaline and Cork City, the rural hinterland surrounding Crosshaven and Bays is particularly susceptible to development pressure and is defined as a "rural area under strong urban influence" in the County Development Plan 2014. The purpose of this rural housing policy is to manage individual urban-generated houses and protect the character of rural areas. It is also recognised that the sensitive scenic and coastal lands surrounding Crosshaven and Bays, which is defined a "high value landscape" has relatively limited capacity to accommodate individual houses in significant numbers.

### Local Context

- 4.5.4 Crosshaven and the adjoining Bays of Fountainstown, Church bay, Fennell's Bay and Myrtleville are located at the mouth of Cork Harbour and are located 20km south of Cork City and 5km east of Carrigaline.
- 4.5.5 The settlement has two distinct character areas the first is the established village area of Crosshaven which is located at the mouth of the Owenabue Estuary and the second is the Bays area which includes Fountainstown, Church bay, Fennell's Bay, Graball Bay and Myrtleville accessed by narrow, rural roads and surrounded by attractive farmland with extensive views of the Atlantic Ocean and/or Lower Cork Harbour. Development is not desirable in the hilly areas in the centre of the peninsula. The rural setting of Crosshaven and the bays settlements is part of their attraction. The most strategic of these landscape areas are zoned "Open Space".

### Crosshaven Village

- 4.5.6 Crosshaven's strategic location at the mouth of Cork Harbour has made it a location of recurring military fortification since the 15<sup>th</sup> century (tower house) and later Camden Fort Meagher became an important military barracks and fortress in the 19<sup>th</sup> century. As a result the area has evolved into an attractive village and leisure base which utilizes its safe harbour. The settlement comprises a large number of attractive 18<sup>th</sup> and 19<sup>th</sup> century buildings. The western entrance to the town is characterized by a picturesque tiered townscape interspersed with landmark spires and mature trees. The village commands views overlooking the Owenabue Estuary, the wooded headland of Curraghbinny and the mouth of the Lower Harbour. In recent years a number of large housing developments have occurred to the south of Crosshaven House with mature screening and has assimilated well into the landscape.
- 4.5.7 The village has a good range of local services including a convenience store, a number of restaurants/ cafes, public houses, amusement arcade, amusement park and hairdressers.

Crosshaven House has been recently refurbished and is a fine example of an 18<sup>th</sup> century Country House. There is limited tourist accommodation within Crosshaven and in view of the expanding tourism function of the village, the Plan seeks to encourage new tourism accommodation so people can stay and contribute to the local economy. Lands zoned X-01 includes provision of a hotel but is located in a highly sensitive site which forms part of the demesne of Crosshaven House, is steeply sloping and contains important mature trees which contribute to the landscape setting of the house and the wider village core. The Council continues to support the provision of a hotel on site but provides additional guidance in view of a recent refusal of permission by An Bord Pleanála for a hotel, 21 no. dwellings and associated site works.

- 4.5.8 The village is a growing tourism destination. Camden Fort Meagher has recently undergone major renovations and investment and as a result has become a successful tourist attraction which forms part of a wider network of coastal fortifications around the harbour. Works to rejuvenate this large fortress is ongoing and the Plan continues to support the expansion of the tourism offer on site, subject to best practice conservation techniques as required in Objective X-02.
- 4.5.9 Crosshaven has the highest concentration of marinas and boat-repair/ building facilities in Cork Harbour. These are located at the Royal Cork Yacht Club, Salve Marine and Crosshaven Boatyard. The Royal Cork Yacht Club located in the heart of the village is also an important tourist destination as its 18<sup>th</sup> century origins makes it the oldest yacht club in the world. It hosts a variety of annual and bi-annual sailing events which attracts large numbers of visitors to the village during summer months. Angling and rowing are also important marine-based activities within the village. The Plan includes a general objective supporting the protection of marine recreation facilities within the village and encouraging improved public access to the water in view of its marine recreation function.
- 4.5.10 Boat-building and repairs is also long established economic activity in the village and the Council will continue to support this important marine-based use. Land zoned I-01 is carried forward to protect this strategic boat repair/ storage site.
- 4.5.11 The “Bays” are a series of satellite nodes which have evolved as small sea-side retreats including Fountainstown, Myrtleville, Fennel’s Bay, Graball Bay and Church Bay. Some of these Bays have attractive beaches which are popular day-trip destinations for residents of Metropolitan Cork. The area is populated by high numbers of holiday homes and limited local services. These areas have their own character and require tailor-made planning policy considerations.

### Fountainstown

- 4.5.12 Fountainstown has evolved as a popular second home destination due to its attractive shingle beach and proximity to the City. The area has a large car park, public toilets and refuse/ recycling facilities to cater for day-trippers visiting the shingle beach and is popular for bathing and fishing. There are 2 long established caravan parks close to the beach along with a tennis club, pitch and putt facility and small local shop.
- 4.5.13 There is no public sewer in the area and so further housing or tourist-related developments will need to comply with the EPA Code of Practice: Wastewater Treatment and Disposal Systems serving Single Houses (p.e.< 10) or any requirements as may be amended by future national legislation, guidance or Codes of Practice. Any future housing or tourism-related development will need to be carefully designed with comprehensive landscaping to ensure assimilation into the sensitive coastal landscape. The development boundary is drawn tightly to the north, east and west reflective of the limited environmental capacity of the settlement and its designation as a high value landscape.

### Myrtleville

- 4.5.14 Myrtleville has evolved around its attractive sandy beach. The area is dominated by a proliferation of well established houses, many of which are in use as holiday homes which overlook the Atlantic Ocean. The “Coast Road” linking Fountainstown and Myrtleville has retained its attractive rural character of sod and stone ditches, attractive wild flowers and intermittent boathouses despite accommodating a series of linear roadside development both above and below the road. Part of the character of this area includes chalet type units on small plots. A number of well established local services are clustered close to the sandy beach including a public house, tea rooms, local shop and Post Office and large restaurant/ bar with function room at Bunny Connellans.
- 4.5.15 The development boundary offers some various options for limited housing expansion. There is no dedicated parking at this location, however, which results in hap-hazard parking arrangements on the roadside. The Plan carries forward an objective to provide a car park in Myrtleville to help improve tourism facilities in the area.

### Graball Bay and Church Bay

- 4.5.16 These are areas of well established holiday homes overlooking the sea. The capacity of the landscape, poor road network and lack of public wastewater infrastructure render these areas unsuitable for any significant expansion in housing and/or marine-related activities which would generate additional traffic onto the substandard road network. Over recent years there has been some upgrading of existing properties and/or provision of larger replacement dwellings where site sizes allowed resulting in a higher design quality. A pedestrian walkway which links Templebreedy Church to Church Bay needs to be preserved.

### Fennell’s Bay

- 4.5.17 This area is exclusively residential in nature. There is local access to the beach via a pedestrian track and no dedicated parking area. There is limited scope for further housing at this location. Any future development here will need to be sensitively designed and ensure it does not detract from the “High Value Landscape” designation afforded to this attractive coastal bay.

## Planning Considerations and Proposals

- 4.5.18 Crosshaven’s attractive coastal and harbour setting and proximity to Cork City has made it a popular location for new development in recent years. It is important that the unique character of the settlement does not suffer from insensitive development, particularly in the more prominent areas overlooking both Crosshaven and the wider harbour area.
- 4.5.19 Capacity for new development in the Bays area is limited by its complex topography and sensitive environmental setting. There are a number of elevated ridges and prominent hilltops that are particularly sensitive to development, as they not only form part of the landscape setting of Crosshaven and the Bays area, but also form part of the High Value Landscape and visual setting of Cork Harbour.
- 4.5.20 It is also important to maintain and enhance the village’s built and natural heritage. Infill development and sensitive alterations to facades in the older village core will be encouraged. Some amendments have been undertaken to the “town centre” zoning objective included in the 2011 Plan. This has removed the “limited residential development” requirement as residential uses are

deemed an integral ingredient to the vibrancy and mixed use character of urban centres like Crosshaven.

- 4.5.21 Internal traffic management continues to be problematic in Crosshaven, particularly in the summer season and it is intended to promote further road improvements/ developments especially along the waterfront, in order to alleviate traffic congestion and pinch-points within the road network. These issues will be prioritised by the Council over the lifetime of the Plan and will be addressed where resources allow.
- 4.5.22 Other important issues for the area include improved public transport services, provision of a community building in Crosshaven along with additional recreational, civic, cultural and business facilities to serve the growing population. The coast and shoreline of the area offers opportunities for the development of informal recreation facilities.
- 4.5.23 While significant levels of residential development have taken place in the village, there is a need for the proportionate provision of services and facilities for the enlarged population including improved community facilities. The Council also supports interventions which can improve walkability within the settlement, especially linking residential areas and the village core.
- 4.5.24 This Plan recognises the tourist and leisure potential that exists in Crosshaven and Bays. Any future proposals for tourism related industry will be given careful consideration subject to its compatibility with the ecological designations in Cork Harbour and the Owenabue Estuary.

## Population and Housing

- 4.5.25 The 2011 Census recorded a population in Crosshaven was 2,093 people, an increase of 25% on 2006 Census figures. The Bays area have a further 894 persons recorded in Census 2011 bringing the total population to 2,987 persons. An examination of Geo-directory figures for the number of houses in the settlement show that there was an increase of 34 dwellings between 2010 and 2015. It should be noted that the geo-directory represents registered postal address and is not indicative of year round residential occupation as there is a high level of holiday homes located in the Bays area. There is an outstanding permission within Crosshaven for 325 units which are yet to commence.

**Table 4.4 Housing Growth in Crosshaven and Bays 2010-2015**

	Dwellings 2010	Dwellings 2015	Change
Houses	1,767	1801	34

Source: Geo Directory

## Overall Scale of Development

- 4.5.26 The planning Strategy for Crosshaven and Bays continues to encourage the consolidation of the settlement of Crosshaven and to recognise its important economic, leisure, tourism and marine roles within the Cork Harbour. The housing growth target for the village has been retained having regard to the scale of the settlement, the need to sustain existing services and community facilities and the availability of suitable infrastructure services.
- 4.5.27 It is envisaged that the settlement should grow by an additional 286 units bringing the total amount of units to 2,080 units by 2022. The majority of this housing will be provided around the existing housing and community facilities available at Crosshaven village. Any new development in the Bays area will be restricted to low density, infill development or the appropriate redevelopment or

refurbishment of existing dwellings and brownfield sites subject to satisfactory sewage disposal arrangements. Medium and high density development is not considered appropriate for the Bays area. No additional development shall take place on the lands within the development boundary that are located at the southern end of a ribbon of development and lie to the west of the access road to Templebreedy Fort until such time as a car park and picnic area are provided on these lands.

- 4.5.28 In order to deliver the planned level of growth, the delivery of a new wastewater collection and treatment system will be required along with additional storage facilities and network upgrades.

## Infrastructure

- 4.5.29 The road network is particularly inadequate in the Bays area and cannot facilitate large amounts of traffic. Some road improvements, such as widening and the provision of footpaths and traffic management are required and could help alleviate congestion in the area. In recent years improvements have been made to the car parking facilities and public realm around Cronins/ Crosshaven House which has resulted in a better functioning village core and safer pedestrian environment.
- 4.5.30 Additional car parking is required in areas with large numbers of visitors, namely Myrtleville. Bus Éireann runs a daily bus commuter service which operates between Crosshaven, Carrigaline and Cork City. The Plan carries forward an objective to provide a new car park at Myrtleville.
- 4.5.31 In order to meet the target population growth in Crosshaven and the Bays additional storage capacity will be required along with network upgrades at some locations within the system.
- 4.5.32 Foul sewer is available in Crosshaven Village and Church Bay area; however, there are infiltration issues. No foul sewer system is available in Myrtleville or Fountainstown area. There is no Waste Water Treatment Plant serving Crosshaven. Untreated wastewater from Crosshaven is pumped to Carrigaline (Coolmore Pumping Station) and then further pumped to a trunk sewer at Raheens, Ringaskiddy from which it flows by gravity to ultimately outfall untreated at the Dognose Bank. Provision of Cork Lower Harbour Sewerage Scheme is required prior to any future development in Crosshaven and the Bays. Construction of the Lower Harbour WWTP at Shanbally has commenced. Provision of a foul sewer system is required for Myrtleville and Fountainstown areas.
- 4.5.33 Parts of Crosshaven and Bays have been identified as being at risk of flooding as illustrated on the settlement map. Parts of the headland at Myrtleville are susceptible to coastal erosion which has impacted on intermittent sections of a coastal amenity walk around the Bay.

## Community Facilities

- 4.5.34 Crosshaven village is a well established settlement, with important community facilities including two churches, one co-educational secondary school, Colaiste Mhuire and three primary schools; Scoil Bhríde, Scoil Náisiúnta Cros tSeain and Templebreedy national School. The village has a large number of sporting clubs including GAA, soccer, rugby, sailing, tennis and rowing to name a few. The local community has developed additional facilities based around historic Crosshaven House including a playground and pitch and putt club. The Plan supports the provision of improved access to the village community hall.
- 4.5.35 The riverside amenity walk, which follows the old Carrigaline to Crosshaven railway line, is a high quality facility which was redeveloped by Cork County Council and reopened as a public walkway in 2000.



## Employment and Economic Activity

- 4.5.36 Crosshaven village is a very attractive village which has a modest level of employment. The existing boatyard provides employment opportunities and provides essential repair and storage facilities for the sailing community based in Crosshaven. Crosshaven Boat Yard no longer builds boats but concentrates on every aspect of their care, maintenance and repair. In addition it offers new boat sales and a reactive Brokerage Service. Crosshaven Boat Yard is an approved contractor for the Department of Agriculture, Food and the Marine.
- 4.5.37 The Plan supports the continued expansion of the tourism and marine leisure industry within the village, subject to compatibility with the nature conservation designations within the Owenaboy Estuary and Cork Harbour. The expansion of the tourism offer within the village can help broaden the economic base of Crosshaven anchored around the visitor experience at the Fort and marine leisure activities within the Estuary and Bays. The Plan carries forward lands zoned X-01 which supports the provision of additional tourism accommodation within the village core. A new General Objective has also been included recognizing Crosshaven's importance as a tourism destination for water related sport and supports improved public access to the water.
- 4.5.38 One site is zoned for town centre related development adjacent to the existing village core in Crosshaven. This site is considered suitable for mixed-use development including residential development.
- 4.5.39 There is one area set aside for marine-related industrial development in Crosshaven village. This is an established boatyard and boat repair facility and is considered a strategic land-use which needs to be protected. Lands previously zoned marine related industry has been included in the built-up area to allow more flexibility on the future development of the site.

## Environment and Heritage

- 4.5.40 A large section of Crosshaven and Bays is identified as high value landscape in the County Development Plan 2014. This area stretches from the Owenabue Estuary through Crosshaven and Bays and onto Ringabella.
- 4.5.41 The County Development Plan 2014 designates two scenic routes close to and within Crosshaven and bays, namely S58 and S59. Scenic route S58 is described as the R612 regional road from Carrigaline to Crosshaven and is considered scenic due to its views of the Owenabue River (including Drakes Pool) and its views of Cork harbour and coastal landscape. Scenic route S59 is described as the R612 regional road and Local roads between Crosshaven and Myrtleville, Church Bay, Camden, Weavers Point and Fountainstown. This route is designated because of its attractive coastal views of the Harbour, Atlantic Ocean and scenic coastal landscape.
- 4.5.42 The settlement of Crosshaven has a particularly attractive townscape. Throughout the village as a whole, there are 5 buildings or other structures entered in the Record of Protected Structures, including "Camden Fort Meagher" military fortification, which enjoys a prominent location overlooking the mouth of Cork Harbour. Crosshaven House is a protected structure and any future development in the vicinity of the site will need to undertake an appraisal of the Historic Gardens and demesne of Crosshaven House as per Guidance Notes produced by Cork County Council. Within the Bays area, Fountainstown House is entered in the Record of Protected Structures.
- 4.5.43 There is a number of important nature conservation sites located throughout the area. Templebreedy National School, which is located within Crosshaven, is proposed as a Natural Heritage Area (pNHA-0107), for a protected species of bat. The attic of the school and the mature trees located nearby, combine to provide an important nursery and habitat.

- 4.5.44 Fountainstown Swamp (pNHA-0371), which is located immediately north of Fountainstown, consists of a former lake or inlet of the sea that has been grown over by a mixture of marsh plants and woodland. The swamp is proposed as a Natural Heritage Area due to its unusual character and undisturbed nature, and the relatively high number of birds that visit the site.
- 4.5.45 The woodland at Knocknagore is an important asset to the setting of the village and for the community in Crosshaven, it provides an important backdrop to the village and adjacent residential developments and it should be maintained and protected for future generations.
- 4.5.46 Crosshaven and Bays is a dispersed settlement with substantial and prominent areas of open land uses forming part of the settlement. Many of these areas contribute to the landscape setting of the settlement and also form an attractive backdrop to longer distance views across the lower reaches of Cork Harbour. In this plan these areas have been made the subject of specific objectives so that they can be given an appropriate degree of protection.
- 4.5.47 Lands zoned O-01 relates to the protection of the setting of Crosshaven House and important mature trees within and on the perimeter of the site.

### Special Policy Areas

- 4.5.48 There are two special policy areas which have been carried forward. Lands zoned X-01 has been set aside for hotel. This is a very attractive and sensitive site with views of the coast and Curraghbinny. The site is sloping in nature and needs a sensitive design response. Some additional text has been included having regard to the relationship of the site to Crosshaven House and Demesne and restricting residential development to “a limited amount of housing” due to the difficult topography and site features which need to be retained.
- 4.5.49 Land zoned X-02 Camden Fort Meagher is now operational as a military tourism destination including a café, car parking facilities and a series of interpretative spaces within some of the existing refurbished buildings. The Council supports the continued rehabilitation of the site as a tourism and cultural centre subject to applying best practice conservation techniques.
- 4.5.50 Cork County Council is in the process of preparing a Masterplan for the overall site. It is envisaged that the recommendations of this Masterplan will inform the future development and operation of these strategic lands within the village and wider harbour area and may include provision for a broader range of uses within the complex.

## Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Crosshaven and Bays	
Objective No.	
DB-01	Within the development boundary of Crosshaven and Bays encourage the development of up to 286 additional dwelling units during the plan period.
DB-02	Support the expansion of sustainable tourism facilities within the Crosshaven and Bays area in a manner that is compatible with the nature conservation designations in Cork Harbour.
DB-03	Recognises the unique opportunity that Crosshaven has as a tourism destination for water related sport and recreation and supports improved public access to the water.
DB-04	Support the continued development of Camden Fort Meagher as a coastal fortification tourism destination in a manner that is compatible with its heritage and conservation designations. The Council intend to prepare a Masterplan to guide the future development of this area over the lifetime of the Plan.
DB-05	The boundary of Crosshaven and Bays overlaps and is adjacent to the Cork Harbour Special Protection Area. Development in the Key Village will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directives and the protection of these sites.
DB-06	The Council will work in co-operation with landowners to deliver the proposed amenity routes.
DB-07	Support the delivery of a flood relief scheme at Graball Bay.

## Specific Development Objectives

Local Area Plan Objective		
Specific Development Objectives for Crosshaven and the Bays		
*Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Town Centre</b>		
T-01	Mixed uses including: retail, offices, community, residential and marine/tourism uses to facilitate village centre expansion.	
<b>Business and Industry</b>		
I-01	Marine related development to include the provision of boat repair and storage and ancillary uses. Uses compatible with the primary use only to be considered acceptable.  *	1.2
<b>Special Policy Areas</b>		
X-01	Special Policy Area to allow for the provision of a hotel, located on the eastern part of the site and a limited amount of sensitively designed residential development, located on the western boundary of the site with the public road. All development on the site is subject to a landscaping scheme and the retention of the existing tree belt.	0.8
X-02	Special Policy Area. Support the continued development of Camden Fort Meagher as a military tourism destination. The heritage and historical importance of the site and its strategic harbour location can contribute to the development of a network of harbour related tourism.	11.5
<b>Open Space, Sports, Recreation and Amenity</b>		
O-01	Open Space to protect setting of Crosshaven House and retain existing mature trees.	
O-02	Open Space. This prominent slope makes a significant contribution to the setting of Crosshaven. There is a presumption against development on these lands because of the importance of the hillside to the setting of the area. The provision of additional playing pitches for the established sports facilities on the lands will be considered provided they do not impact adversely on the setting of the hillside.	
O-03	Open Space. Protect existing Percolation Areas	
O-04	Open Space. Protect existing Percolation Areas	

Local Area Plan Objective		
Specific Development Objectives for Crosshaven and the Bays		
*Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
O-05	Open Space. Protect existing Percolation Areas	
O-06	Open Space. Protect existing Percolation Areas	
O-07	Open Space to protect views of Myrtleville Bay.	
O-08	Open Space to maintain the character of the coastal landscape and ensure protection of seaward views.	
O-09	Open Space to maintain the character of the coastal landscape and ensure protection of seaward views.	
O-10	Open Space to protect the Special Protection Area designation.	
Utilities and Infrastructure		
U-01	Develop and maintain amenity walk.	
U-02	Develop and maintain amenity walk.	
U-03	Develop and maintain amenity walk.	
U-04	Develop and maintain amenity walk from Church Bay to Templebreedy Church.	
U-05	Develop and maintain amenity walk.	
U-06	Develop and maintain amenity walk.	
U-07	Develop and maintain amenity walk.	
U-08	Develop and maintain amenity walk from Church Bay to Fennell's Bay.	
U-09	Develop and maintain amenity walk.	
U-10	Car Park.	0.3





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## 4.6 Inishannon

### Vision and Context

- 4.6.1 The vision for Inishannon is to encourage the consolidation of the village within its rural setting, and to promote sympathetic development in tandem with the provision of services. One of the key considerations for the future development of the village is the provision of waste water treatment facilities.
- 4.6.2 Inishannon is located within the Greater Cork Ring Strategic Planning Area. Inishannon is designated as a key village within the Bandon Kinsale Municipal District. The overall Strategy for Inishannon will focus on providing an appropriate scale of growth in the village, the provision of community facilities including sports and amenity and improving car parking and footpaths within the core.

### Local Context

- 4.6.3 Inishannon is an attractive village located approximately 6km east of Bandon. The N71 National Secondary Road runs through the main street in the village. The River Bandon flows to the immediate south of Inishannon forming a natural boundary for the village and levels rise steeply to the north of the village.
- 4.6.4 Due to topographical constraints much of the village's new residential development has occurred to the north of the village. Some renovation and redevelopment of properties along the Main Street has also taken place, which are largely in keeping with the character of the original streetscape.

## Planning Considerations and Proposals

### Population and Housing

- 4.6.5 Inishannon's attractive riverside setting, range of community facilities and services and its proximity to Cork City make it an attractive location for development. In recent years, however primarily due to infrastructural constraints it has not seen a large amount of development.
- 4.6.6 After a period of static population trends between 2002-2006, Census 2011 recorded strong growth of 89 persons bring the total population to 767 persons. Estimates from An Post Geodirectory Data measuring postal addresses and occupied houses indicate that Inishannon registered a loss in its housing stock falling from 320 in 2010 to 315 in 2015.

	2010	2015	Change
<b>Housing</b>	320	315	-5

Source: Geo Directory

- 4.6.7 Currently, there is some construction activity with the completion of some residential development to the north of village where about 10 units are under construction. There is outstanding planning permission for about 80 additional units.

## Overall Scale of Development

- 4.6.8 Over the lifetime of this Plan, the aim is to retain the scale of new residential development to 150 additional units, taking the housing stock to approximately 460 units by 2023. New development will need to respond positively to the pattern and grain of existing development. The future expansion of the village will proceed on the basis of a number of well integrated sites within the village, supported by the availability of employment opportunities in the locality and the continued provision of local services.
- 4.6.9 Some adjustment has been made to the northern development boundary for Inishannon to allow additional flexibility in the future location of residential development.
- 4.6.10 The development boundary for Inishannon defines the existing extent of the built up area, whilst also allowing for some expansion for residential and employment development. During the lifetime of this Plan, development will focus mainly on the lowest lying lands, located close to the village. The lands within the development boundary to the east of the village along the approach road into the village are sensitive and more elevated in nature and development on these lands should be of a scale in keeping with such a prominent and sensitive location.
- 4.6.11 Continued renewal of Main Street properties would be desirable and a high standard of design for infill development will be required. New or replacement shop-fronts should be in keeping with the simple historic shopfront characteristics of the main street.

## Infrastructure

- 4.6.12 The water supply in the village is at maximum capacity and there is no storage available to meet additional demand. There may be water pressure issues in the higher locations within the village. Extension of the watermains is required at the western part of the settlement.
- 4.6.13 There is no spare capacity in the wastewater collection system and no spare capacity in the Inishannon Septic Tanks to accommodate further development. Upgrading of the foul sewer collection system and provision of a new Waste Water Treatment Plant is required prior to any future development in Inishannon.
- 4.6.14 These are critical, long standing infrastructural issues that need to be addressed in order for the village to expand and achieve its target population growth.
- 4.6.15 Parts of Inishannon have been identified as being at risk of flooding. The areas at risk follow the path of the Bandon River through the southern lower lying parts of the village and are illustrated on the settlement map.
- 4.6.16 The N71 National Primary Route passes through the village centre bringing large volumes of traffic through the Main Street which causes congestion and tail-backs turning summer months. This creates a poor pedestrian environment within the village which is further impeded by a lack of traffic calming measures and only one pedestrian crossing point along the Main Street. While a “relief road” would address this issue in the long term, additional traffic calming measures and additional pedestrian crossing facilities would greatly improve the village centre environment in the short-term and these interventions need to be prioritised.
- 4.6.17 Protection of areas of nature conservation value will be important considerations in the assessment of future applications. Opportunities to provide additional accessible off street car parking within walking distance of the village will be encouraged. The implementation of traffic measures may offer opportunities for additional parking to the south of the street. Currently cars park illegal to the south of the street, partially obstructing the footpath.



## Community Facilities

- 4.6.18 Inishannon has a good range of services, with three shops, a small supermarket, an artisan market/ café, four pubs, three restaurant / takeaways, a large new petrol station, local services including the AIB Bank which also provides an ATM for the village. The local primary school, Scoil Eoin is a co-educational mixed school with 270 children. At present there is no requirement for further accommodation to cater for incoming pupils.
- 4.6.19 In recent years some of the shop fronts have been both repaired and renovated, including some new builds which have sought to respect the character of the streetscape. The stone walls in the village also add to its character and where possible these should be retained.
- 4.6.20 There are public footpaths and public lighting within the village. The village is served with a public bus service, serving both Cork City and Bandon.
- 4.6.21 There are a number of recreation areas in the village including the area known locally as ‘the bleach’ from its historical use as a linen making area where the local GAA club and community hall are located.
- 4.6.22 The Plan seeks to maintain or expand the range of community facilities and sports facilities available in the village. Objective O-01 includes a requirement to provide new children’s play ground and tennis courts as part of GAA club complex. It is also important that the village’s rural character, architectural heritage and its other heritage and natural amenities are maintained, enhanced and not compromised.
- 4.6.23 A pedestrian walk along the northern bank of the River Bandon would allow for greater accessibility to the river, extending from the Church yard to the bridge.

## Employment and Economic Activity

- 4.6.24 The primary type of employment provided in Inishannon is service based employment. As noted, there is a broad range of services available within the village including, medical and financial services and a range of other consumer and retail facilities, including a car sales depot.

## Environment and Heritage

- 4.6.25 The Bandon River flows through Inishannon through the valley before discharging into Kinsale Harbour down-stream. There are also three designated scenic routes, the S64, the S63 and the S65, which run through or in close proximity to the village.
- 4.6.26 Along the banks of the Bandon River, to the east and west of the village, there is a proposed Natural Heritage Area (code 1740) referred to as the ‘Bandon Valley above Inishannon’. The Bandon River Valley is reported to have otters in many places, a species listed in Annex II of the EU Habitats Directive as it is threatened within the EU. This area is also important as it contains an example of oak woodland on steep valley sides. The Bandon Valley is especially valuable for its woodlands and unmodified riverbed. These are rare habitat in a European context.
- 4.6.27 The settlement of Inishannon has an attractive townscape and also contains a number of fine individual buildings. Throughout the village there are 14 buildings or other structures entered in the Record of Protected Structures including the Old Church of Ireland and Tower, Christ Church, Church of Ireland, St. Mary’s Catholic Church, Cor Castle, Inishannon Bridge, Dundaniel Castle,

Inishannon House and Belmont. On the Main Street a number of townhouses, Georgian terraced houses and a market house are also included in the Record of Protected Structures.

- 4.6.28 The location of the village in a river valley means that the surrounding topography is of a sloping nature. It is important that any future development maintains the integrity of the surrounding landscape and responds to the sloping topography.
- 4.6.29 There is scope for development within Inishannon; however, it is important that the village's rural character, architectural heritage and its other heritage and natural amenities are maintained and enhanced. The primary location for development is the area north of the existing village core where the most recent residential development has occurred.

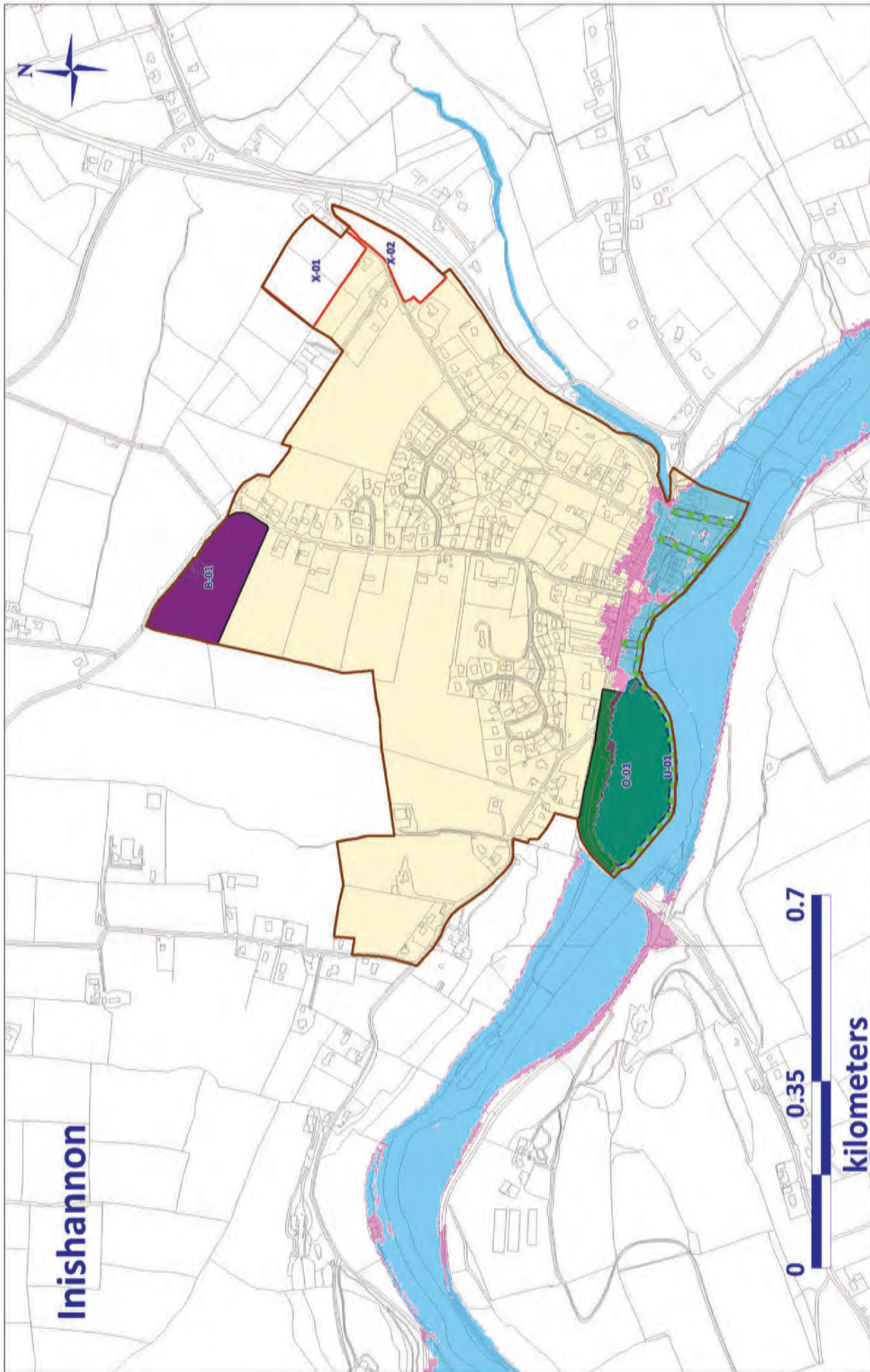
### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Inishannon	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 150 additional dwelling units during the plan period.

## Specific Development Objectives

Local Area Plan Objective		
Specific Development Objectives for Inishannon		
*Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Utilities</b>		
U-01	Identify a requirement for an initial route selection project for a by-pass in Inishannon.	
U-02	Develop and maintain amenity walk.	
U-03	Implement traffic calming measures and additional pedestrian crossing facilities along the Main Street.	
<b>Open Space, Sports, Recreation and Amenity</b>		
O-01	Maintain existing playing pitches and open space, provision of a children's play ground, tennis courts, a public car park and a walkway would also be given consideration.  *	4.4
<b>Business</b>		
B-01	Business Development suitable for small scale light industrial/incubator units. A detailed landscaping plan should be incorporated into the overall layout of this site in order to protect the residential amenity and general landscape character of the area.	3.8
<b>Special Policy Area</b>		
X-01	Special Policy Area. Land to remain predominantly open and rural in character with potential for small scale individual housing.	2.1
X-02	Special Policy Area. Land to remain predominantly open and rural in character with potential for small scale individual housing.	1.1





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## 4.7 Riverstick

### Vision and Context

- 4.7.1 The strategic aim for Riverstick is to encourage the consolidation of the village within its attractive riverside setting, preserve the landscape setting of the settlement and to promote development in tandem with the provision of services including sports and amenity areas.
- 4.7.2 Riverstick is located within the Greater Cork Ring Strategic Planning Area and is a key village within the Bandon Kinsale Municipal District. The overall strategy for Riverstick will focus on providing an appropriate scale of growth in the village, the provision of community facilities including sports and amenity and delivering improved car parking and footpaths.

### Local Context

- 4.7.3 Riverstick village is located approximately 8km to the north of Kinsale and 11km to the east of Inishannon. The busy Regional Route, the R600, which also serves Kinsale runs through the village. The lands to the east and west of the village core are elevated and overlook the village centre, the R600 and the River Stick.
- 4.7.4 In previous plans, Riverstick along with the settlements of Belgooly and Minane Bridge, were identified as villages that would provide an alternative housing location for those who were not residents of the Kinsale area but wished to live in a rural settlement convenient to Kinsale. In recent years a number of residential developments have been built on the steep northern hillside.

## Planning Considerations and Proposals

### Population and Housing

- 4.7.5 Riverstick's attractive rural setting, ease of access and proximity to Cork City, Kinsale and Bandon has made it a popular location for new residential development in recent years. It is important that further development protects the character, existing grain of built development and setting of the village while maintaining the integrity of the surrounding rural landscape.
- 4.7.6 It is important to improve existing village infrastructure and community facilities, in particular by continuing recent improvements to community facilities, by encouraging new facilities to locate in the village and by providing additional traffic calming measures and public footpaths.
- 4.7.7 There are significant numbers of individual dwellings to the east of the village, fronting directly onto the minor county road towards Cullen Cross Roads and additional individual dwellings in this area, on the approach to the village should be discouraged.
- 4.7.8 Census 2011 recorded a population of 592 persons in Riverstick. Geo-directory data registered a loss of 11 units in the housing stock in the period 2010-2015. This is after a period of significant growth between 2001- 2010.

**Table 4.6 Housing Growth in Riverstick 2010-2015**

	2010	2015	Change
<b>Housing</b>	260	249	-11

Source: Geo Directory

- 4.7.9 Currently there are no units under construction in the village. Overall there are some vacant dwellings in the village and there is no outstanding planning permission for additional units in the village.

### Overall Scale of Development

- 4.7.10 Having regard to the key village status of Riverstick and its location within the Greater Cork Ring Strategic Planning Area, it is considered reasonable to ensure a variety of development opportunities continue to be available within the village. The development boundary was expanded in the 2011 Plan and there is adequate land available to allow the village to reach its target growth in tandem with additional community and employment development.
- 4.7.11 The lands within the development boundary to the west of the village along the main approach road are more elevated in nature and development on these lands should include a sensitive boundary treatment.
- 4.7.12 This plan seeks to retain the scale of development of 150 additional dwellings in the village up to 2020, taking the housing stock to approximately 400 units by 2023.

### Infrastructure

- 4.7.13 Water for the village is supplied from Inishannon Water Supply. There are issues, however, with this supply as the reservoir is at maximum capacity with no storage available to cater for additional demand. Irish Water has lodged an application for a new 5m high water storage reservoir and this should alleviate water constraints in the village. There is also a need to upgrade watermains in some areas.
- 4.7.14 There is a new Waste Water Treatment Plant in Riverstick with spare capacity to accommodate target population growth within the village.
- 4.7.15 Riverstick is accessed via a good road network and has ease of access to Cork City and the airport. The busy Regional Road, the R600 which runs through the village also provides easy access to Kinsale to the south. The village is served by a daily public bus service. There have been footpath and traffic calming improvements within the village which have improved the pedestrian environment. The River Stick runs through the village and affords opportunities to use the river as a feature and as a future amenity use.
- 4.7.16 The R600 is a busy touring route to Kinsale and this can lead to negative impacts on the Main Street of the village such as high traffic volumes. The Plan supports additional traffic calming measures to create a more pedestrian friendly village-centre and reduce the dominance of traffic.

### Community Facilities

- 4.7.17 Recent new developments along the main street in Riverstick have increased the service base of the village substantially. Current facilities within the village include a church, a community centre, five shops (including some comparison), a petrol station, two pubs, a takeaway and a garage. Other services include hair/ beauty salon, bakery, butcher and a car modifier.
- 4.7.18 There is no primary school located within the village but primary school children attend the local school in Belgooly.

4.7.19 The Plan supports the enhancement of the amenities of the area. Proposals to improve access to the River Stick along with the options for delivering an extended woodland amenity walk will be supported under this Plan.

### Employment and Economic Activity

4.7.20 The main type of employment provided in Riverstick is service based. There is a broad range of services available within the village including, medical and financial services and a range of other consumer and retail facilities. Riverstick Motors Ltd. is an approved HGV and LGV vehicle test centre. Riverstick Motors on the main street are a truck repair garage with a testing centre.

4.7.21 Other uses which are important to the viability and vitality of a village, including retail and office uses should be located within the core of the village. If any further employment opportunities emerge during the lifetime of the plan, they should be accommodated within the development boundary subject to normal proper planning considerations.

### Environment and Heritage

4.7.22 The River Stick runs through the village centre and is an important local ecological corridor. Waterford Bridge in the townland of Coruragh to the north of the village is included on the Record of Protected Structures (Code: 00637).

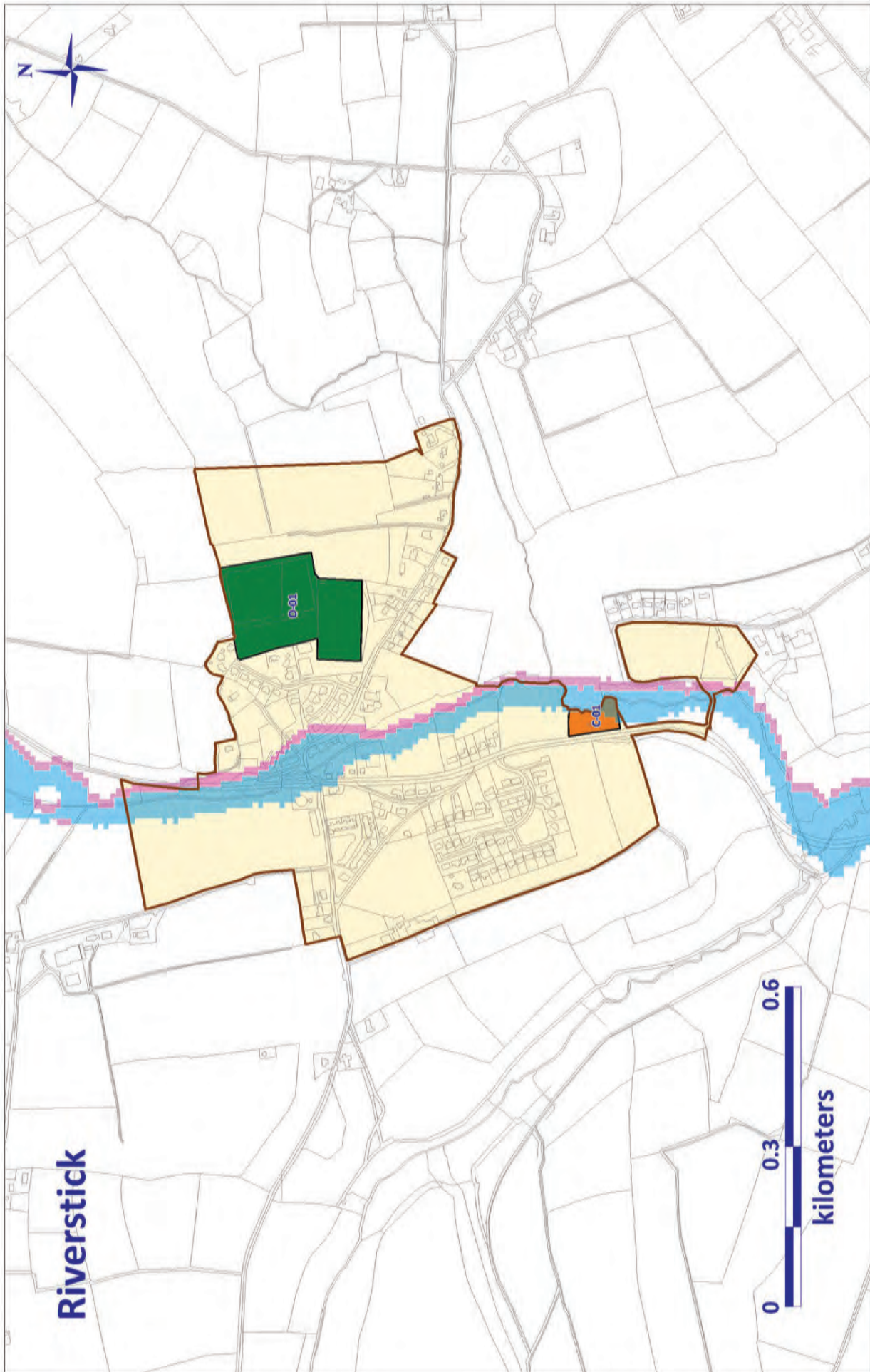
### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Riverstick	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 150 additional dwelling units during the plan period.
DB-02	Protect the more elevated lands which contribute to the setting of the village, particularly those lands to the west and the main approach to the village. Where development is considered appropriate, it is important that these approaches are well screened.
DB-03	Support improved access to the River Stick along with the options for delivering an extended woodland amenity walk.

### Specific Development Objectives

Local Area Plan Objective Specific Development Objectives for Riverstick		
*Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Community/Utility</b>		
C-01	Maintain existing sewage treatment plant. *	0.5
<b>Open Space, Sports, Recreation and Amenity</b>		
O-01	Open Space. Maintain existing playing pitches as active open space.	4.0





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# Bandon Kinsale Municipal District

## 5 Villages, Village Nuclei and Other Locations

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## 5 Villages, Village Nuclei and Other Locations

### 5.1 Villages

#### Introduction

- 5.1.1 There are 7 Villages in the Bandon-Kinsale Municipal District as follows; Ballinadee, Ballinhassig, Ballygarvan, Halfway, Kilbrittan, Minane Bridge and Old Chapel.
- 5.1.2 It is a strategic aim of the Cork County Development Plan, 2014 to encourage and facilitate development at a scale, layout and design that reflects the character of each Village, where water services and waste water infrastructure is available and support the retention and improvement of key social and community facilities within villages, including the improved provision of interurban public transport.
- 5.1.3 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.
- 5.1.4 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 settlements 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.
- 5.1.5 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.
- 5.1.6 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.
- 5.1.7 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.
- 5.1.8 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

- 5.1.9 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 villages will proceed on the basis of a number of well integrated sites within the villages, supported by the availability of employment opportunities in the locality and the continued provision of local services.
- 5.1.10 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 in 2016.

- 5.1.11 It is considered reasonable to ensure good development opportunities continue to be available within the villages. The development boundaries closely reflect the existing pattern of development and it is therefore considered reasonable to generally 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.
- 5.1.12 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 5.1.
- 5.1.13 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, development potential will be limited to a small number of individual dwellings supported by individual waste water treatment systems.
- 5.1.14 If a proposal for a local employment opportunity at a scale appropriate to the particular 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.
- 5.1.15 If during the lifetime of the plan funding becomes available for community facilities for the 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 5.1. Scale of Development for Villages in the Bandon-Kinsale Municipal District

Villages	Existing Number of Houses Q1 2015 (Geodirectory)	Growth 2010 to 2015 (Geodirectory)	Overall Scale of Development (No. of houses)	Normal Recommended Scale of any Individual scheme. *
Ballinadee	8	-2	34	5
Ballinhassig	25	0	70	25
Ballygarvan	178	-2	45	10
Halfway	111	1	10	4
Kilbrittain	82	1	86	10
Minane Bridge	58	-1	20	5
Old Chapel	112	-2	80	10
<b>Total Villages</b>	<b>574</b>	<b>-</b>	<b>345</b>	<b>-</b>

\*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.

## General Objectives for Villages

5.1.16 This section sets out the Local Area Plan General Objectives that apply to all the villages.

5.1.17 Under each individual village there are Development Boundary Objectives that apply to a particular village where appropriate. Also there are Specific Development Objectives and an accompanying map of each of the villages showing the extent of each village 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

- Within the development boundary of the villages encourage housing development on the scale set out in Table 5.1 in the period 2015 – 2023.
- 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 5.1.
- Notwithstanding the scale of growth outlined in Table 5.1, 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.
- Where possible, all development should be connected to the public water supply, the public



## Local Area Plan Objective

## GO-01 General Objectives for Villages

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 backland 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 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 specific flood risk assessment will be required as described in WS 6-2.

n) Encourage new development to be designed to ensure that water resources and the natural environment are protected. Protection and enhancement of biodiversity resources within the receiving environment of the villages is also encouraged. Development will only permitted where it is shown that is compatible with the protection of sites designated or proposed to be designated for the protection of natural heritage.

o) In order to secure sustainable population growth proposed in GO-01 (a), appropriate and sustainable water and wastewater infrastructure that will help secure the objectives of the Water Framework Directive and protect the Courtmacsherry Estuary Special Area of Conservation and Courtmacsherry Bay Special Protection Area Nature 2000 Sites, needs to be provided where not already available, in advance of the commencement of discharges from new development permitted in Kilbrittain.

## Ballinadee

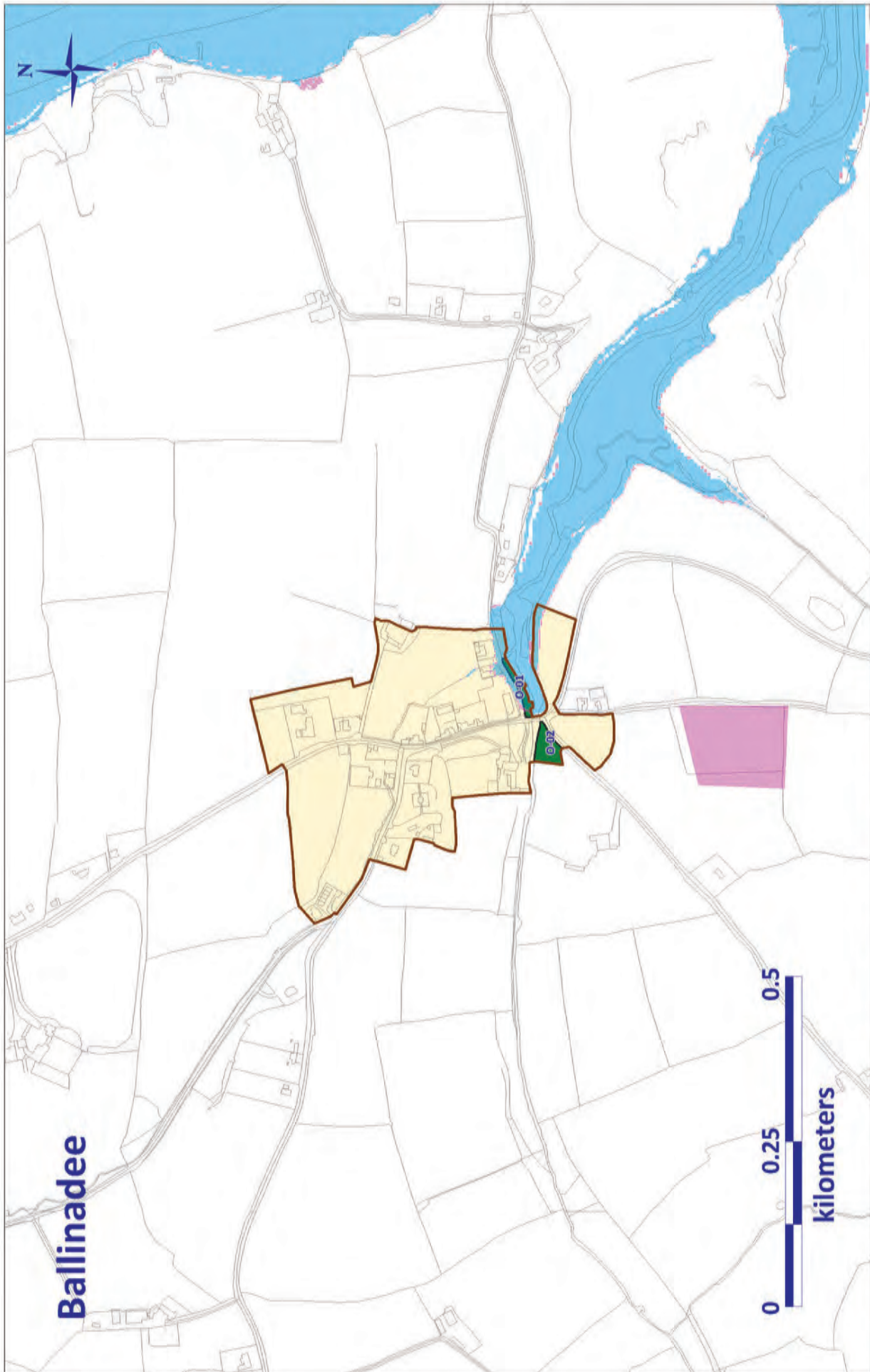
5.1.18 The vision for Ballinadee is to encourage development within the village, to promote sympathetic development in tandem with the provision of services together with preserving the unique character of the settlement.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Ballinadee	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 34 additional dwelling units during the plan period.
DB-02	Protect the setting of the village, particularly the designated High Value Landscape to the east of the village and the important views over Ballinadee Creek.

### Specific Development Objectives

Local Area Plan Objective Specific Development Objectives for Ballinadee		
*Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Open Space , Sports, Recreation and Amenity</b>		
O-01	Maintain active open space for informal public recreation.  *	0.1
O-02	Maintain open space area, consideration could be given to the provision of a play ground or other community / recreation uses on this site.  *	0.2



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## Ballinhassig

5.1.19 The vision for the village is to encourage the consolidation of the settlement and to promote sympathetic development in tandem with the provision of infrastructure and services.

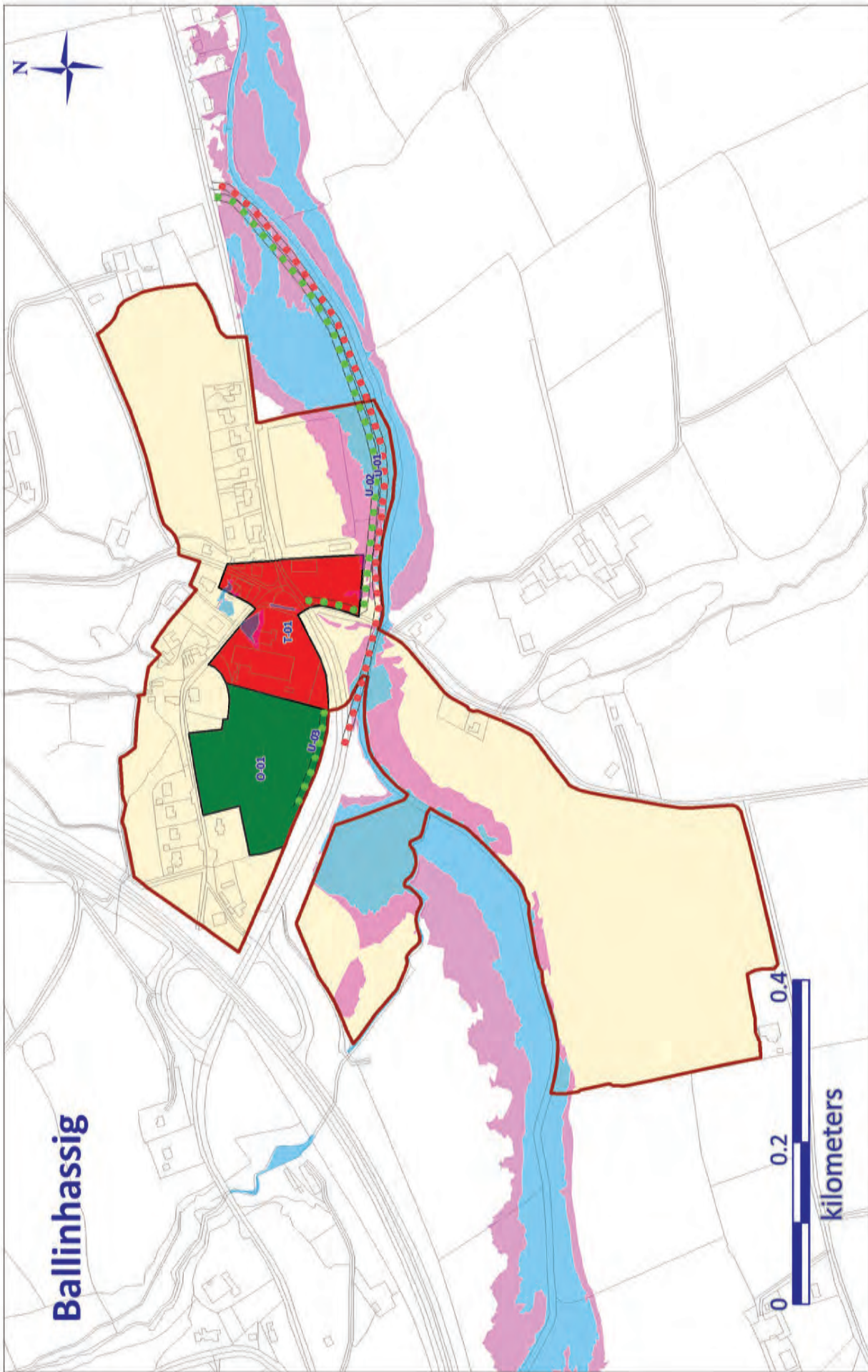
### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Ballinhassig	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 70 additional dwelling units during the plan period.
DB-02	Development should not occur on the steep slopes to the north of the village which form an important part of the village setting.
DB-03	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.

### Specific Development Objectives

Local Area Plan Objective Specific Development Objectives for Ballinhassig		
*Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Town Centre</b>		
T-01	Allow for expansion of village centre for mixed use development including: retail, business and possibly a limited amount of residential.	
<b>Open Space , Sports, Recreation and Amenity</b>		
O-01	Open space for informal public recreation, with provision of neighbourwood scheme.	2.2
<b>Utilities and Infrastructure</b>		
U-01	Proposed Bypass.	-
U-02	Develop and maintain amenity walk.	-
U-03	Develop and maintain amenity walk.	-







## Ballygarvan

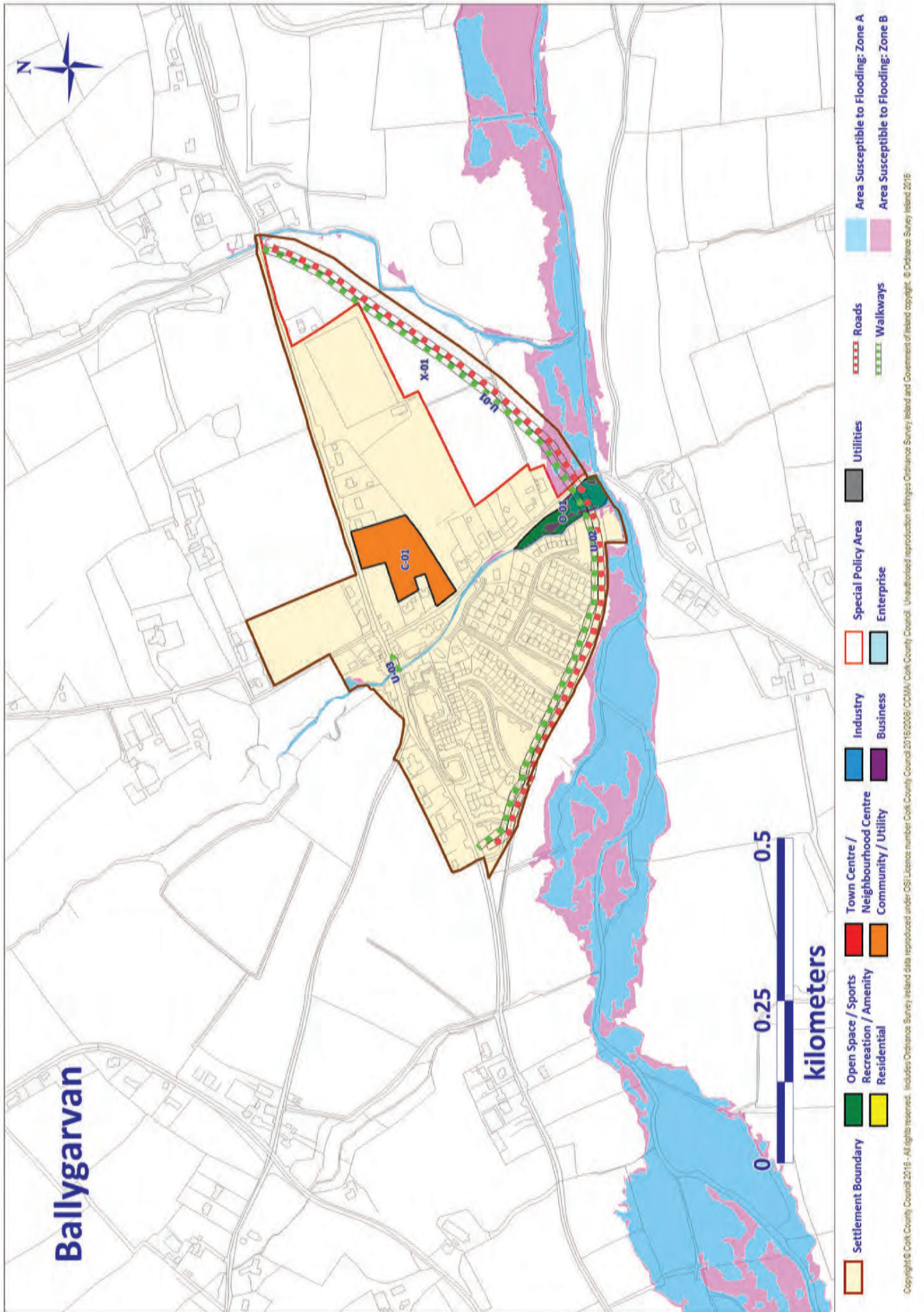
5.1.20 The vision is to encourage the consolidation of the village firmly within its Green Belt setting, and to promote sympathetic development in tandem with the provision of services.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Ballygarvan	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 45 additional dwelling units during the plan period.
DB-02	Development should not occur on the steep slopes to the north of the village which forms an important part of the villages setting.
DB-03	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.

### Specific Development Objectives

Local Area Plan Objective Specific Development Objectives for Ballygarvan		
*Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Special Policy Area</b>		
X-01	Any proposals for development on the lands that lie to the south of the existing Sports grounds and to the north of the Owenboy River shall only be considered subject to the provision of a safe access, the carrying out of a flood study for all of these lands and shall be subject to satisfactory drainage and sanitary arrangements. Any residential development will be medium density to include a mix of house types and sizes, an appropriate playing pitch which integrates efficiently and effectively with existing recreational facilities, and an amenity walk (U-01) along the southern boundary. Any development proposals for this site will include the preferred route option of a future bypass road for the village. This bypass will be provided in partnership with the County Council and in tandem with development.  *	5.9
<b>Open Space , Sports, Recreation and Amenity</b>		
O-01	Open space with potential to develop and maintain an amenity area.	0.5
<b>Utilities and Infrastructure</b>		
U-01	Develop and maintain pedestrian walk.	-
U-02	Proposed bypass.	-
U-03	The Plan supports the provision of a new pedestrian bridge within the Village.	



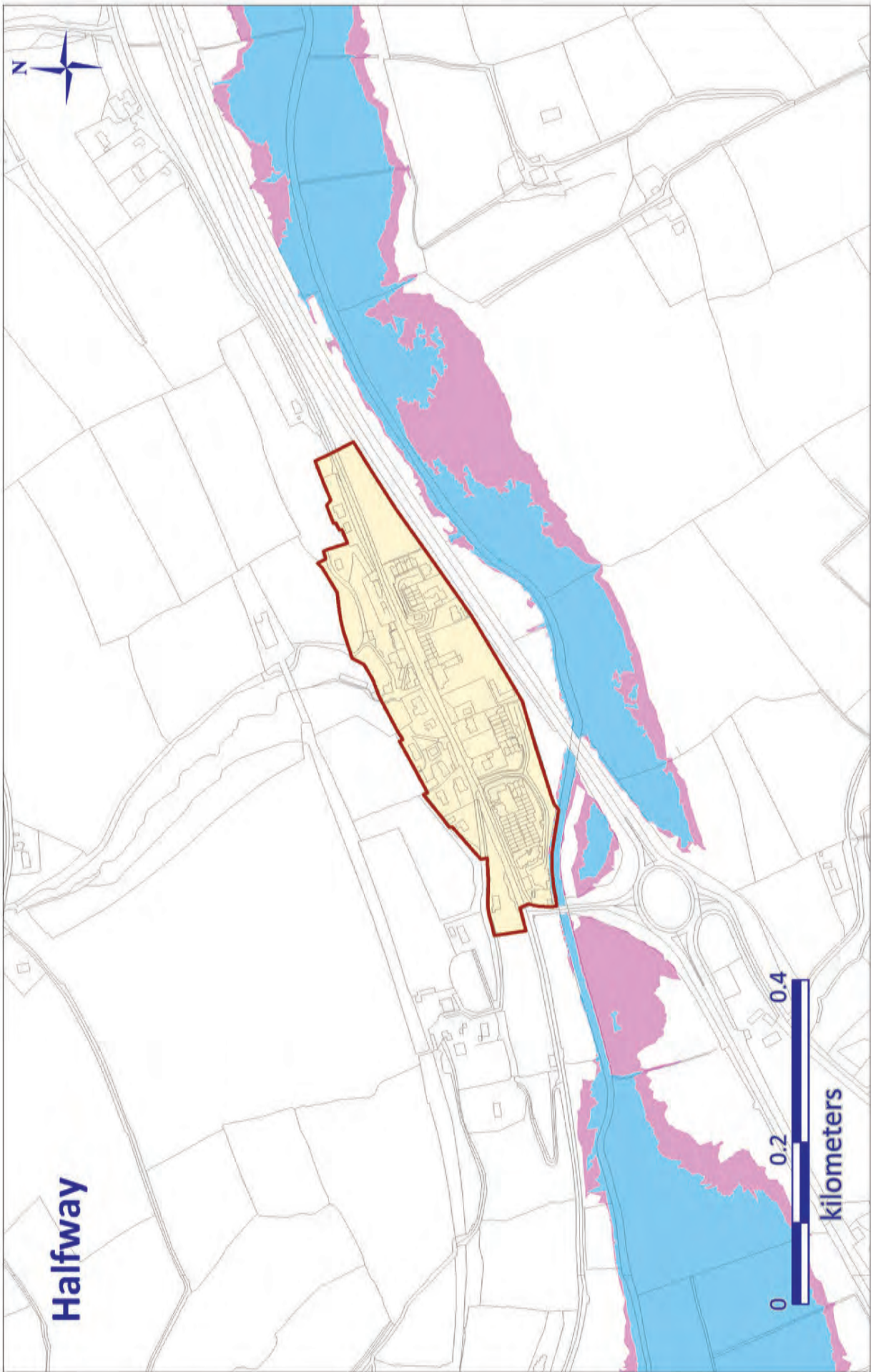
## Halfway

5.1.21 The vision for Halfway is to encourage limited amount of development within the village and restore a village core where local services are available.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Halfway	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 10 additional dwelling units during the plan period.
DB-02	The development of a riverside walk should be implemented.





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## Kilbrittain

5.1.22 The vision for Kilbrittain is to encourage development within the village, to maintain the compact village core where local services and amenities are available.

5.1.23 A preliminary review of flood extents in Kilbrittain has concluded that the Flood Zone A and Flood Zone B extents should be revised. Therefore, a detailed hydraulic assessment will be undertaken to redefine the Flood Zone A and Flood Zone B extents along the Kilbrittain River.

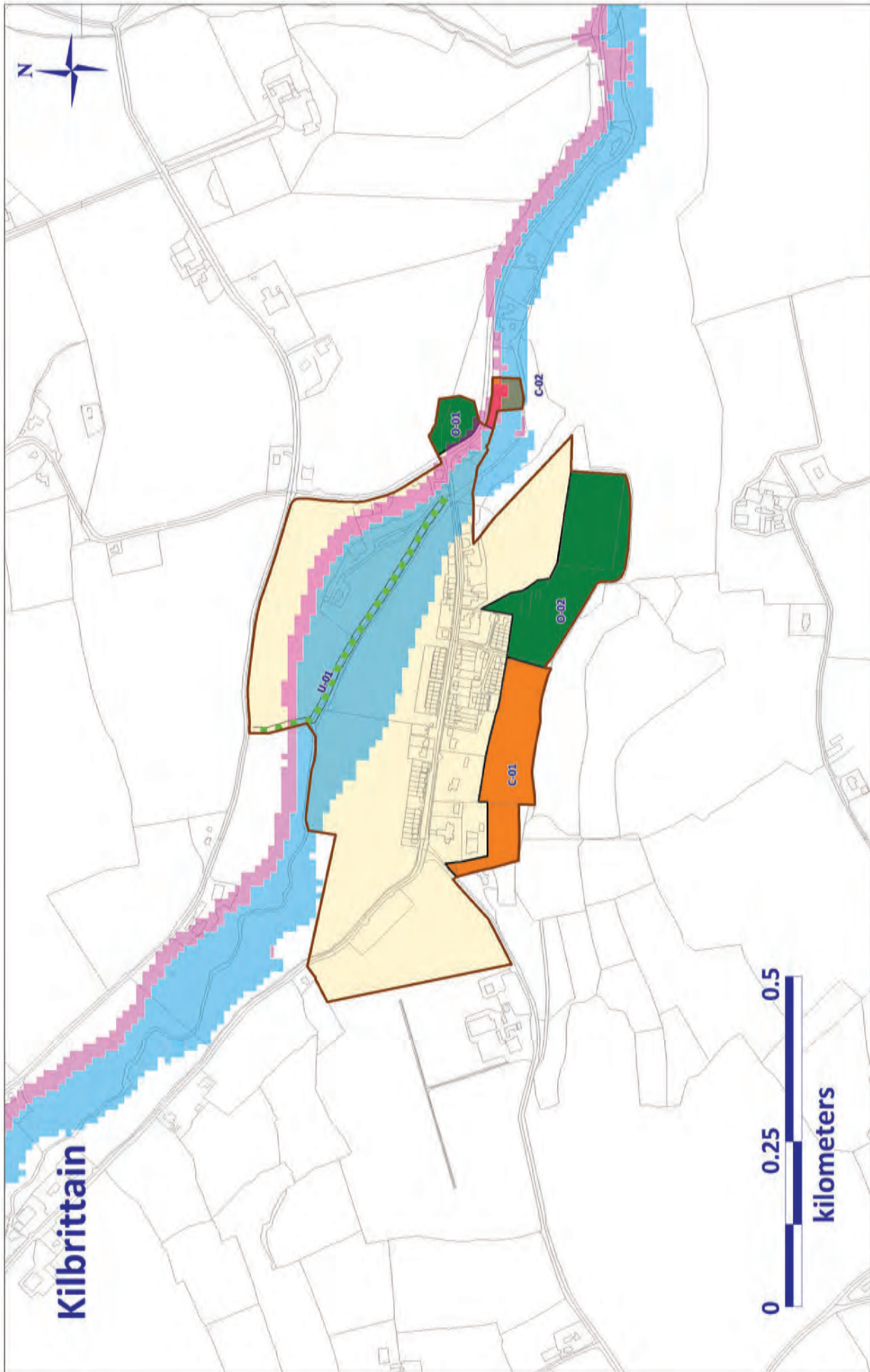
### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Kilbrittain	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 86 additional dwelling units during the plan period.
DB-02	New development can only proceed where it is shown it complies with the operation and licensing of the Waste Water Treatment Plant. See also General Objective GO-01 (o).
DB-03	All new development south of the Main Street will need to provide adequate measures for the disposal of surface water on site in order to mitigate against flooding impacts on lands and properties in the vicinity.
DB-04	Support the expansion of school and community-related development east of C-01.
DB-05	Support the upgrading and maintenance of walkways south of the village.

### Specific Development Objectives

Local Area Plan Objective Specific Development Objectives for Kilbrittain		
*Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Open Space , Sports, Recreation and Amenity</b>		
O-01	Maintain existing village amenity park and picnic area.	0.4
O-02	Maintain existing GAA pitch, soccer pitch, tennis court and community centre.	4.9
<b>Community and Utilities</b>		
U-01	Develop and maintain amenity walk	-
C-01	Community Use including extension to school and provision of community facilities incorporating east-west pedestrian links. Any proposal shall include comprehensive boundary screening.	0.6
C-02	Sewage treatment plant.	0.3





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

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## Minane Bridge

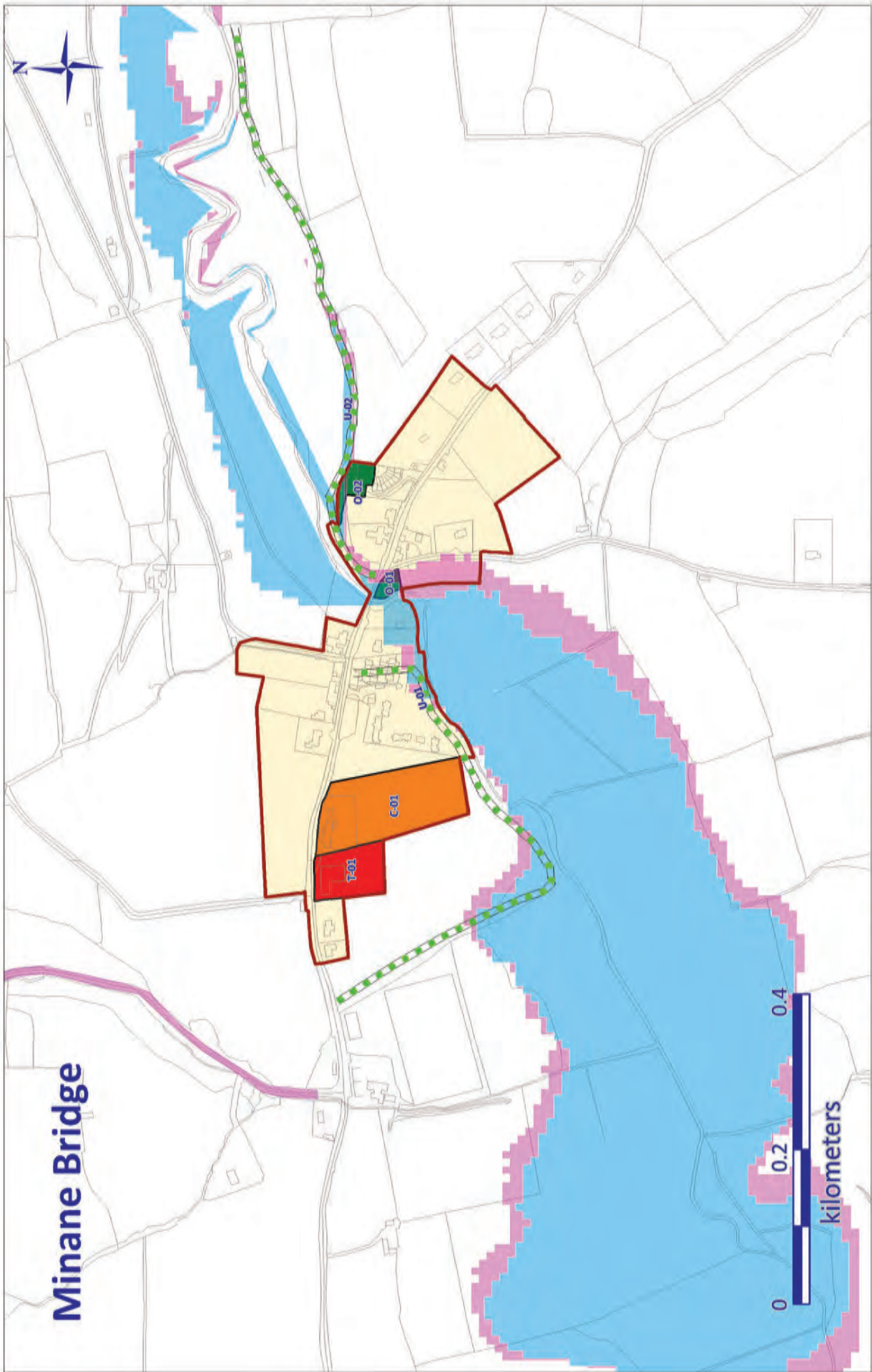
5.1.24 The vision for Minane Bridge is to promote sympathetic development which does not impact on the groundwater sensitivity of the area and to support the development and regeneration of the village core in line with the availability of services.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Minane Bridge	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 20 additional dwelling units during the plan period.
DB-02	Encourage development that: a) Consolidates and strengthens the existing village core, b) Is sympathetic to the scale and character of the village, c) Where appropriate, allows for sufficient set back in the building line to accommodate pedestrian facilities, d) Respects the views and settings of the village, e) Avoid land to the north which is an existing groundwater protection area, F) Be accompanied by surface water attenuation solutions.
DB-03	The Plan supports the provision of traffic calming measures and improved pedestrian facilities linking residential areas to community buildings within the Village.
DB-04	The Plan supports proposals to enhance recreation facilities in the village including the provision of a playground.

### Specific Development Objectives

Local Area Plan Objective Specific Development Objectives for Minane Bridge		
*Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Town Centre</b>		
T-01	Town Centre. Village type uses including; small scale retail i.e. local shop, local services and possibly incorporating housing above ground floor level. Any future development should reflect the scale and character of the surrounding existing built up residential area.	
<b>Open Space , Sports, Recreation and Amenity</b>		
O-01	Protect the visual setting of the village including the attractive, historic Minane Bridge.	
O-02	Protect the mature woodland which is important to the visual setting of the village.	0.2
<b>Community and Utilities</b>		
C-01	Existing school, including an area to allow for the expansion of education facilities.	1.6
U-01	Develop and maintain amenity walk which connects to the existing GAA grounds.	-
U-02	Maintain existing amenity walk.	-



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## Oldchapel

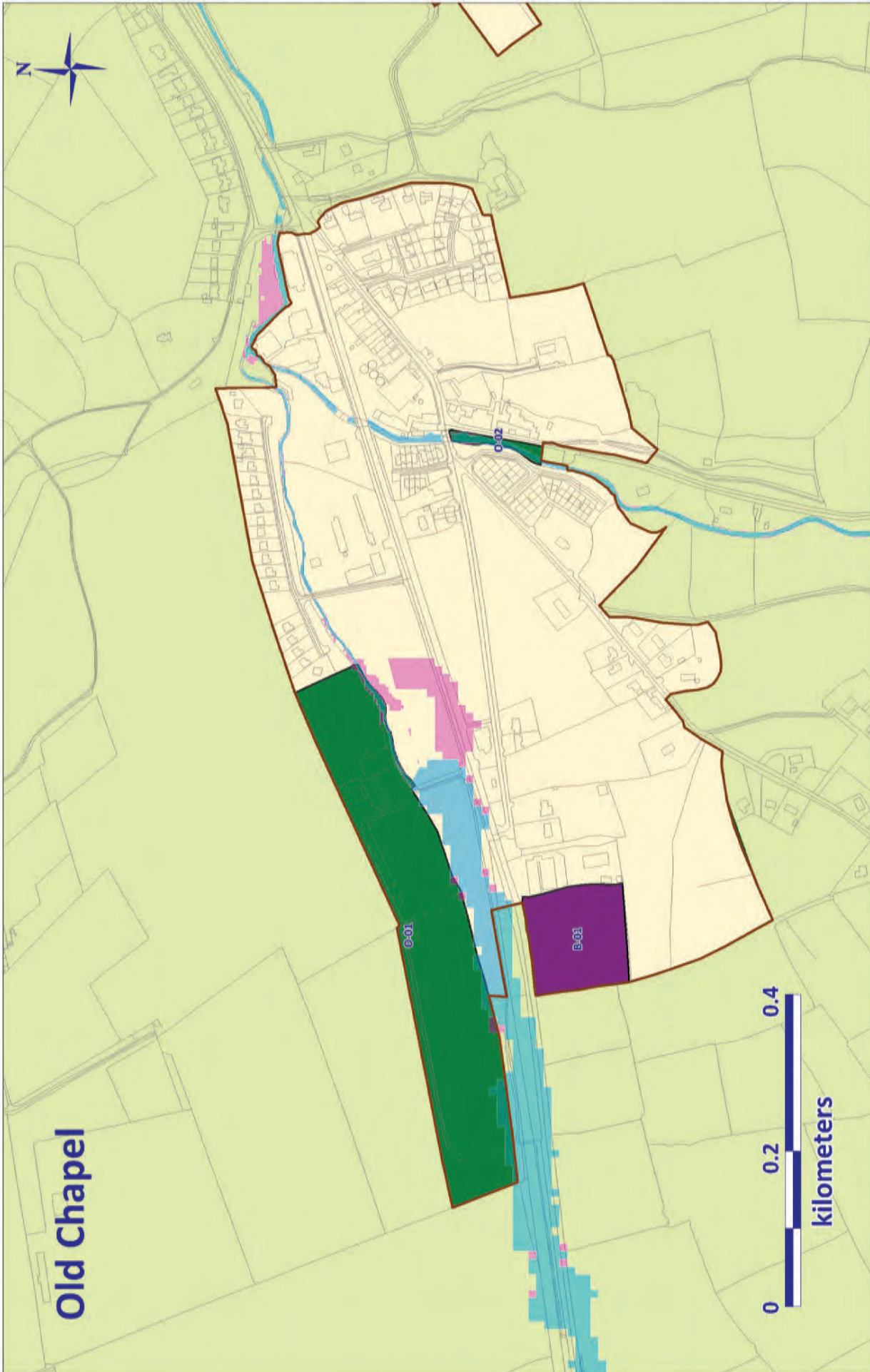
5.1.25 The vision for Old Chapel is to encourage development, improve residential amenity and maintain a separate identity for the settlement, independent to that of Bandon.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Oldchapel	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 80 additional dwelling units during the plan period.

### Specific Development Objectives

Local Area Plan Objective Specific Development Objectives for Oldchapel		
*Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Business</b>		
B-01	Non-retail business development based on access through the existing commercial development to the east.	1.6
<b>Open Space , Sports, Recreation and Amenity</b>		
O-01	Active open space, maintain existing playing pitches and clubhouse. *	6.5
O-02	Develop and maintain amenity area. *	0.2



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## 5.2 Village Nuclei

### Introduction

- 5.2.1 There are ten Village Nuclei in the Bandon-Kinsale Municipal District as follows; Aghyohil, Ballyfeard, Ballyheada, Crossmahon, Dunderrow, Fivemilebridge, Gaggan, Garrettstown/ Garrylucas, Nohoval and Tinker's Cross.
- 5.2.2 It is a strategic aim of the Cork County Development Plan, 2014 to preserve the rural character of village nuclei and encourage small scale expansion at a scale, layout and design that reflects the character of each village, where water services and waste water infrastructure is available generally through low density individual housing, in tandem with the provision of services.
- 5.2.3 Village Nuclei are settlements where a limited range of services is provided supplying a very local need. Settlements designated as Village Nuclei will normally have the following facilities: A permanent resident population and one of the following: a convenience shop, pub, post office, primary school, church, other community facility.
- 5.2.4 The Local Area Plans support the enhancement of services listed above in the various settlements and the provision of additional services in appropriate locations.
- 5.2.5 To allow the Village Nuclei 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.
- 5.2.6 There is scope for development within the village nuclei; 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.

### Overall Scale of Development

- 5.2.7 It is an aim to ensure that the scale of new residential development in the village nuclei will be in proportion to the pattern and grain of existing development. The future expansion of such settlements will proceed on the basis of a number of well integrated sites within the villages, supported by the availability of employment opportunities in the locality and the continued provision of local services.
- 5.2.8 It is considered reasonable to ensure good development opportunities continue to be available within the village nuclei. The development boundaries closely reflect the existing pattern of development and it is therefore considered reasonable to generally 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.
- 5.2.9 The overall scale of development envisaged in this Plan for each Village Nuclei, 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 5.2.
- 5.2.10 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, development potential will be limited to a small number of individual dwellings supported by individual waste water treatment systems.

- 5.2.11 If a proposal for a local employment opportunity at a scale appropriate to the particular village nuclei 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.
- 5.2.12 If during the lifetime of the plan funding becomes available for community facilities for the village nuclei, 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 5.2. Scale of Development in Village Nuclei in Bandon Kinsale Municipal District

Village Nuclei	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*.
<b>Aghyohil</b>	31	4	20	2-3
<b>Ballyfeard</b>	5	0	10	2-3
<b>Ballyheada</b>	21	2	20	2-3
<b>Crossmahon</b>	25	0	23	2-3
<b>Dunderrow</b>	60	0	67	2-3
<b>Fivermilebridge</b>	31	0	10	2-3
<b>Gaggan</b>	28	4	25	2-3
<b>Garrettstown/ Garrylucas</b>		0	20	2-3
<b>Nohoval</b>	27	2	39	2-3
<b>Tinkers Cross</b>	10	1	13	2-3
<b>Village Nuclei Total</b>	<b>238</b>	-	<b>247</b>	-

\*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.

## General Objectives for Village Nuclei

- 5.2.13 This section sets out the Local Area Plan objectives for the village nuclei. General Objectives set out the overarching objectives that apply to all the village nuclei.
- 5.2.14 Under each individual Village Nuclei there are Development Boundary Objectives that apply to a particular village where appropriate. Also there are Specific Development Objectives and an accompanying map of each of the village nuclei showing the extent of each village nuclei 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 Village Nuclei

- a) Within the development boundary of the Village Nuclei encourage housing development on the scale set out in Table 5.2 in the period 2015 – 2023.
- b) The number of houses in any particular individual scheme should have regard to the scale and character of the existing village nuclei and will not normally exceed the provision of the number of units set out in Table 5.2.
- c) Notwithstanding the scale of growth outlined in Table 5.2, 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 village nuclei shall be designed to a high standard and reinforce the character of the existing settlement.
- f) Residential development shall provide for detached housing, serviced sites and or self build options and small groups of houses where appropriate.
- g) Retail and office development should be accommodated within the core of the village nuclei 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 nuclei centre is proposed in the first instance, and the development of good pedestrian and amenity links with the village core are considered to be an important part of any proposed scheme.
- j) Encourage the provision of public footpaths and public lighting to serve the whole of the village nuclei and where practicable, to provide for the under-grounding of utilities.
- k) Roadside development within the village nuclei should be sited and designed to ensure that the development potential of backland 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 nuclei 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 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 specific flood risk assessment will be required as described in WS 6-2.
- n) Encourage new development to be designed to ensure that water resources and the natural environment are protected. Protection and enhancement of biodiversity resources within the receiving environment of the villages is also encouraged. Development will only be permitted where it is shown that is compatible with the protection of sites designated or proposed to be designated for the protection of natural heritage.

## Aghyohil

5.2.15 The vision for Aghyohil is to facilitate limited development within the village and support the provision of local services within the core.

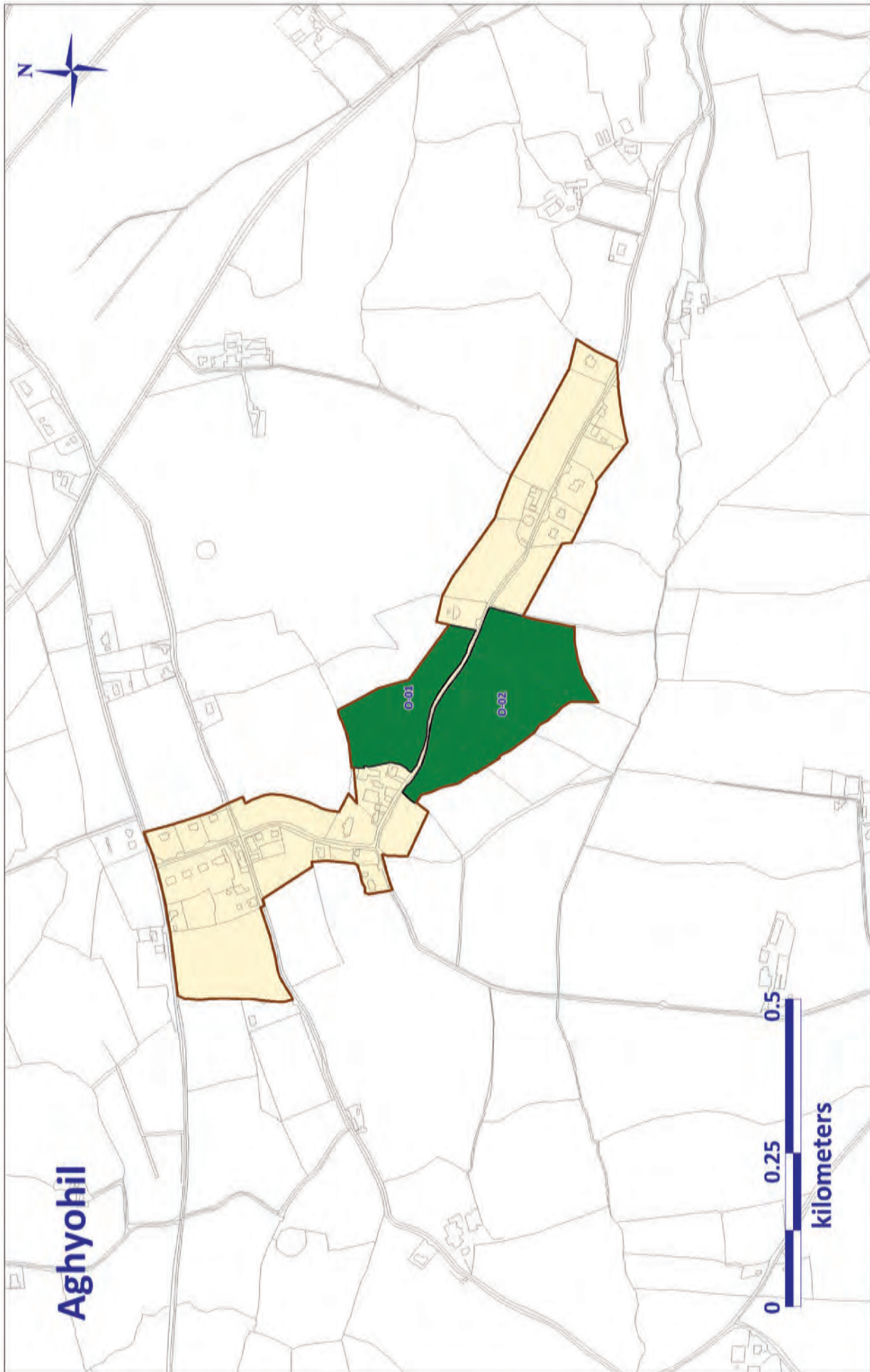
### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Aghyohil	
Objective No.	
DB-01	Within the development boundary encourage development of up to 20 additional dwelling units during the plan period.
DB-01	Provide for the improvement of the main Aghyohil crossroads / junction with improved definition which would allow for better pedestrian safety.

### Specific Development Objectives

Local Area Plan Objective Specific Development Objectives for Aghyohil		
*Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Open Space , Sports, Recreation and Amenity</b>		
O-01	Lands to remain predominantly open in character with generally no linear roadside frontage development.	2.3
O-02	Lands to remain predominantly open in character with generally no linear roadside frontage development.	4.6





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

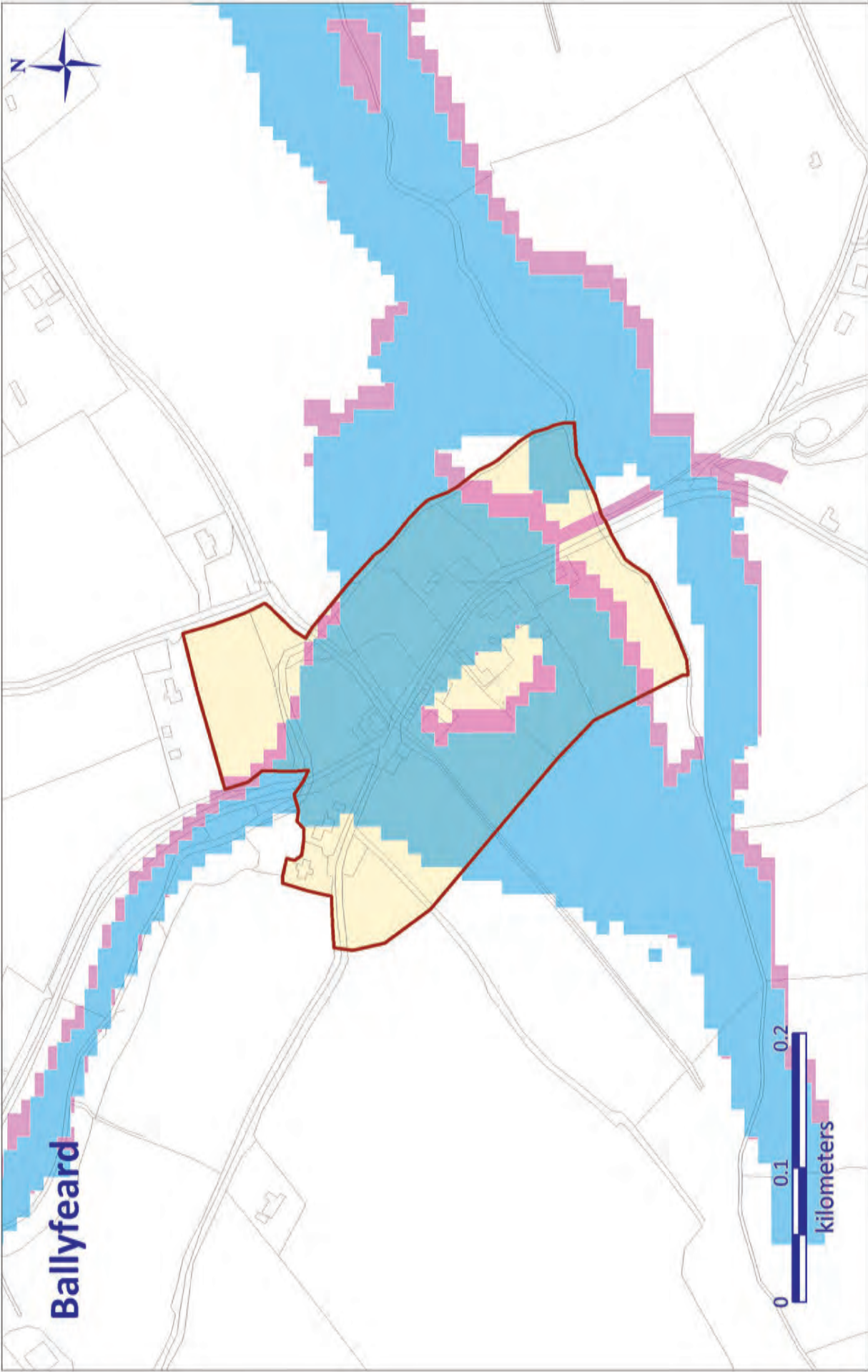
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## Ballyfeard

5.2.16 The vision for Ballyfeard is to facilitate limited development within the village and support the provision of local services within the core.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Ballyfeard	
Objective No.	
DB-01	Within the development boundary encourage development of up to 10 additional dwelling units during the plan period.
DB-02	The re-development of the derelict garage site in the core of the village should be designed to a high standard and be sympathetic to the existing built form and layout of Ballyfeard.



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## Ballyheada

5.2.17 The vision for Ballyheada is to facilitate limited development within the village and support the provision of additional local services within the village core.

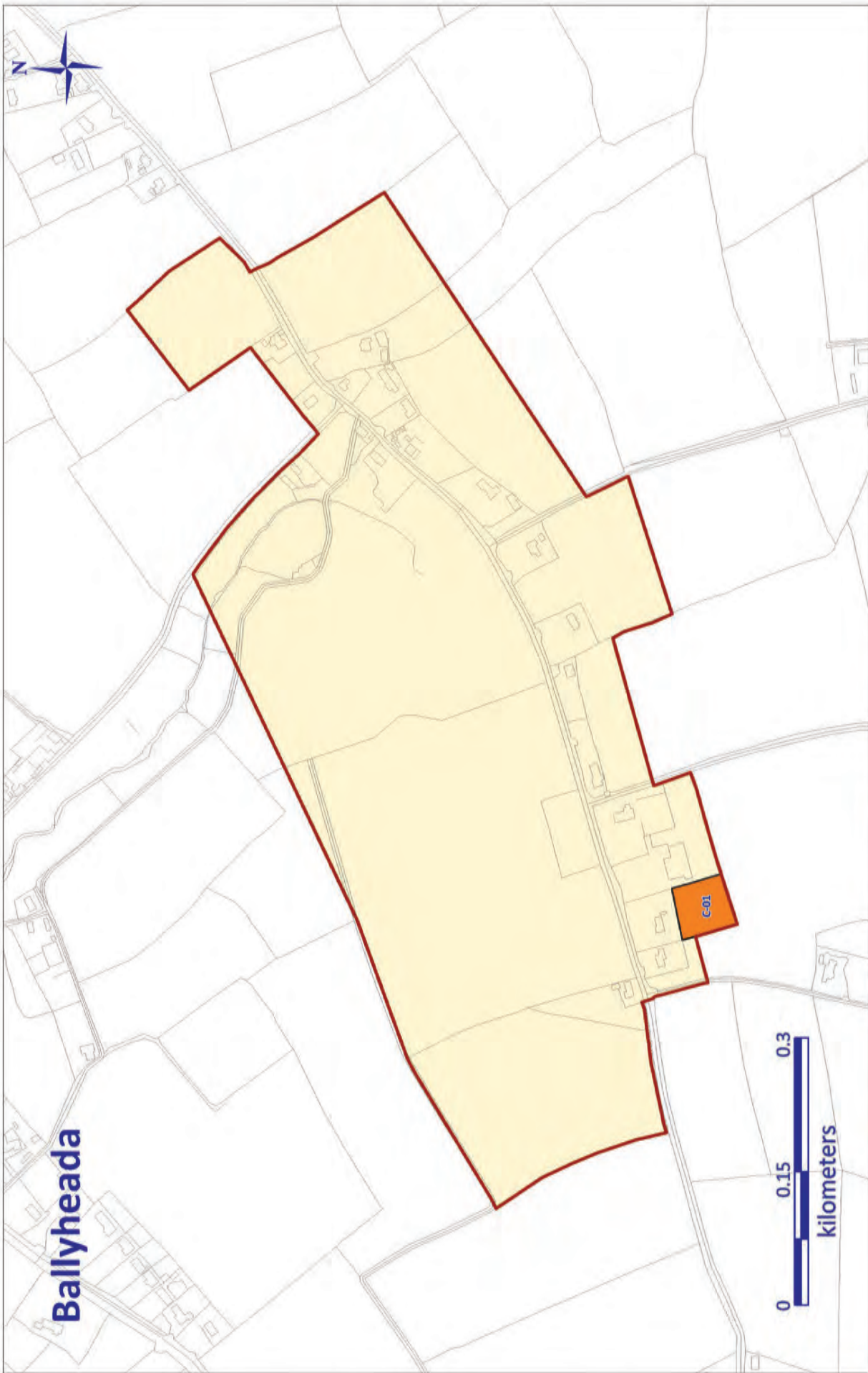
### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Ballyheada	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 20 additional dwelling units during the plan period.
DB-02	The provision for public open space, community facilities, a local shop, crèche and nursing home will be considered on lands north of the existing church and primary school.

### Specific Development Objectives

Local Area Plan Objective Specific Development Objectives for Ballyheada		
* Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Community</b>		
C-01	Provide additional extensions to the existing primary school.	0.4





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

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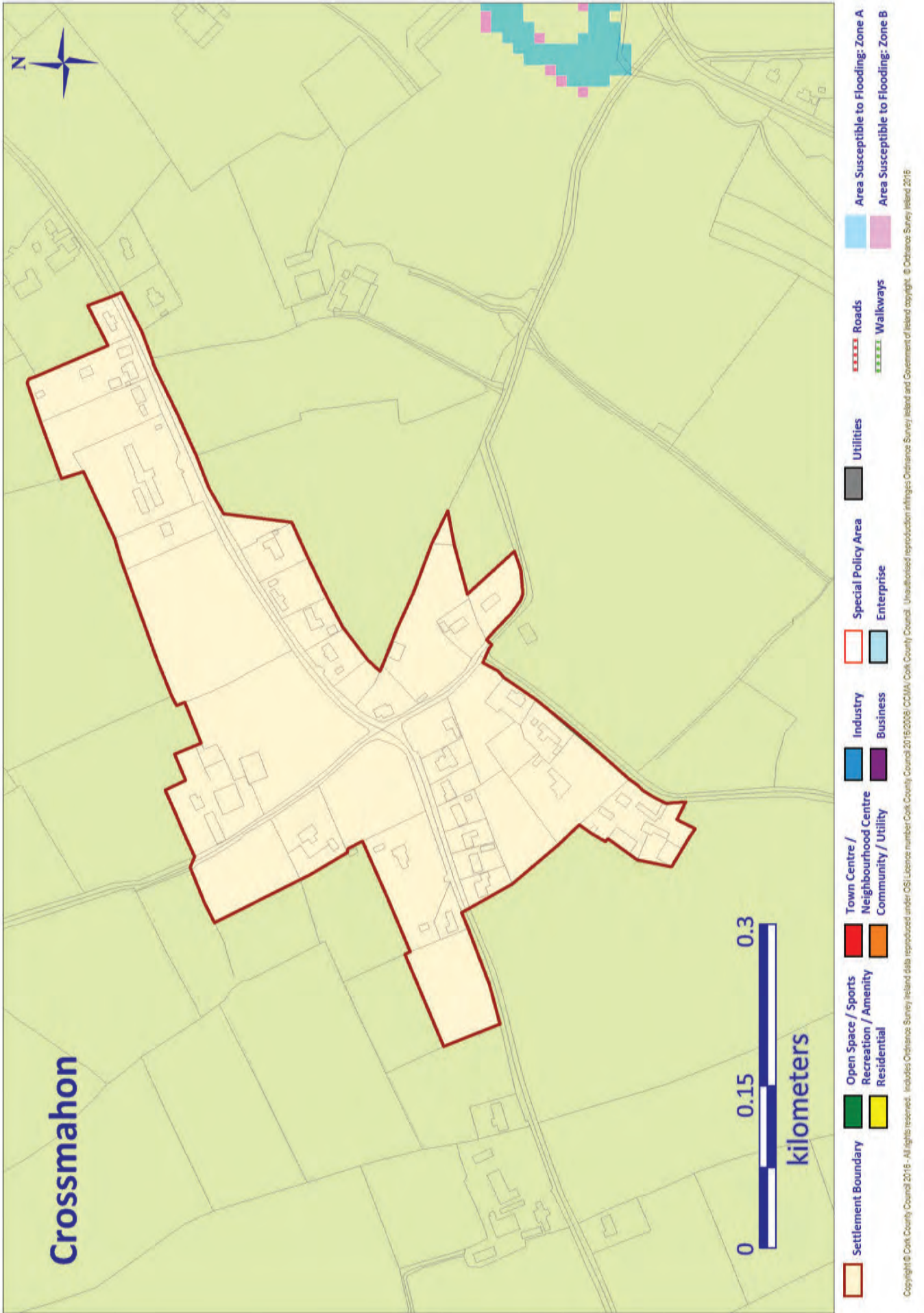


## Crossmahon

5.2.18 The vision for Crossmahon is to encourage development within the village and to protect the strategic gap between Crossmahon and Oldchapel.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Crossmahon	
Objective No.	
DB-01	Within the development boundary of Crossmahon encourage the development of up to 23 additional dwelling units during the plan period.
DB-02	It is important that the settlement retains its identity and that a strategic gap remains between Crossmahon and Old Chapel. Additional individual dwellings fronting onto the road between Crossmahon and Old Chapel should be discouraged.

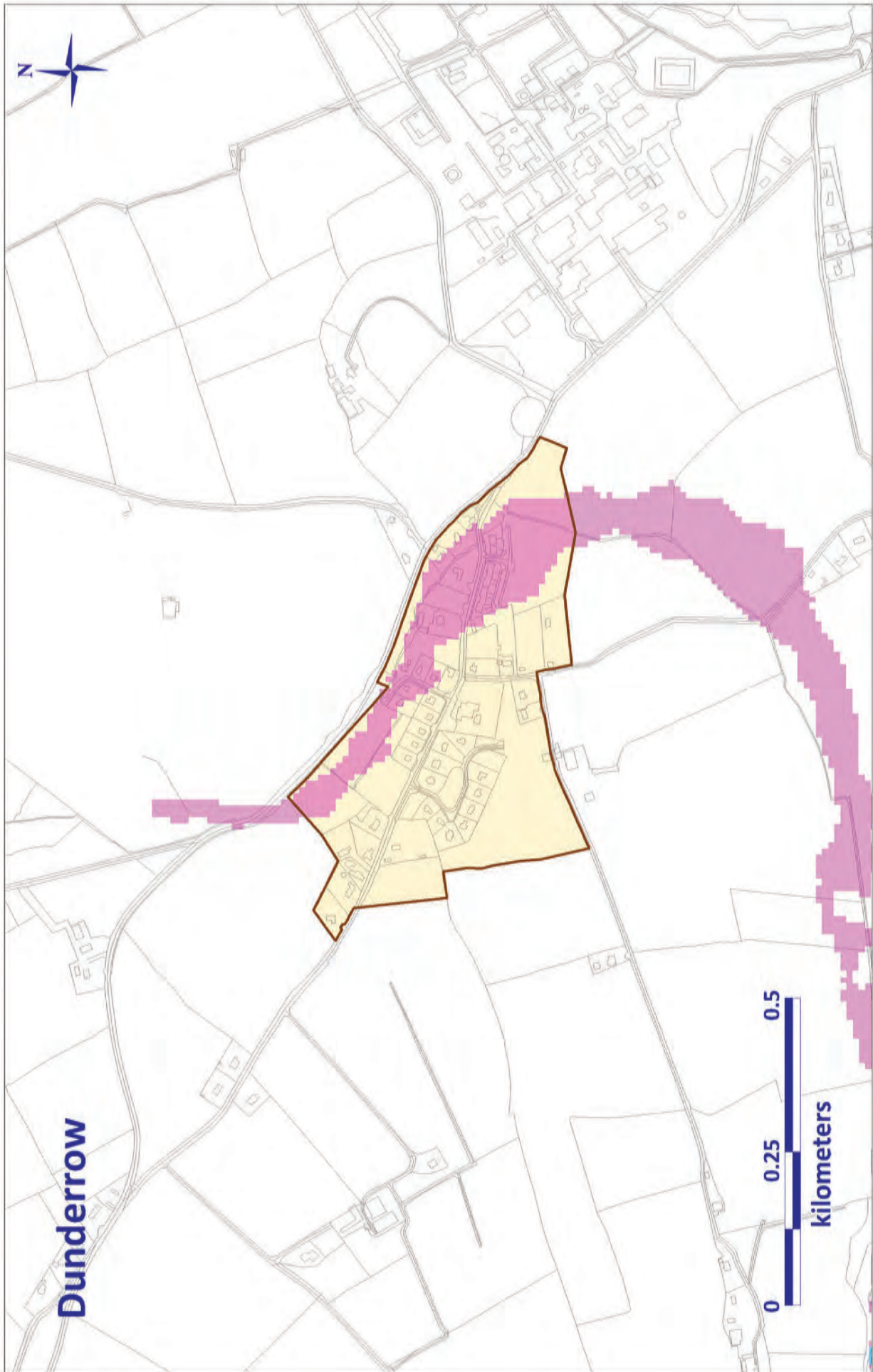


## Dunderrow

5.2.19 The vision for Dunderrow is to encourage development within the village and support the provision of local services within the core.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Dunderrow	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 67 additional dwelling units during the plan period.
DB-02	It is important that any proposed development would not be over-dominant in views of the village when approaching from the east thereby detracting from the attractive character, appearance and setting of Dunderrow.



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## Fivemilebridge

5.2.20 The vision for Fivemilebridge is to consolidate its role as an important local service centre and promote small-scale expansion to sustain existing local services and facilities.

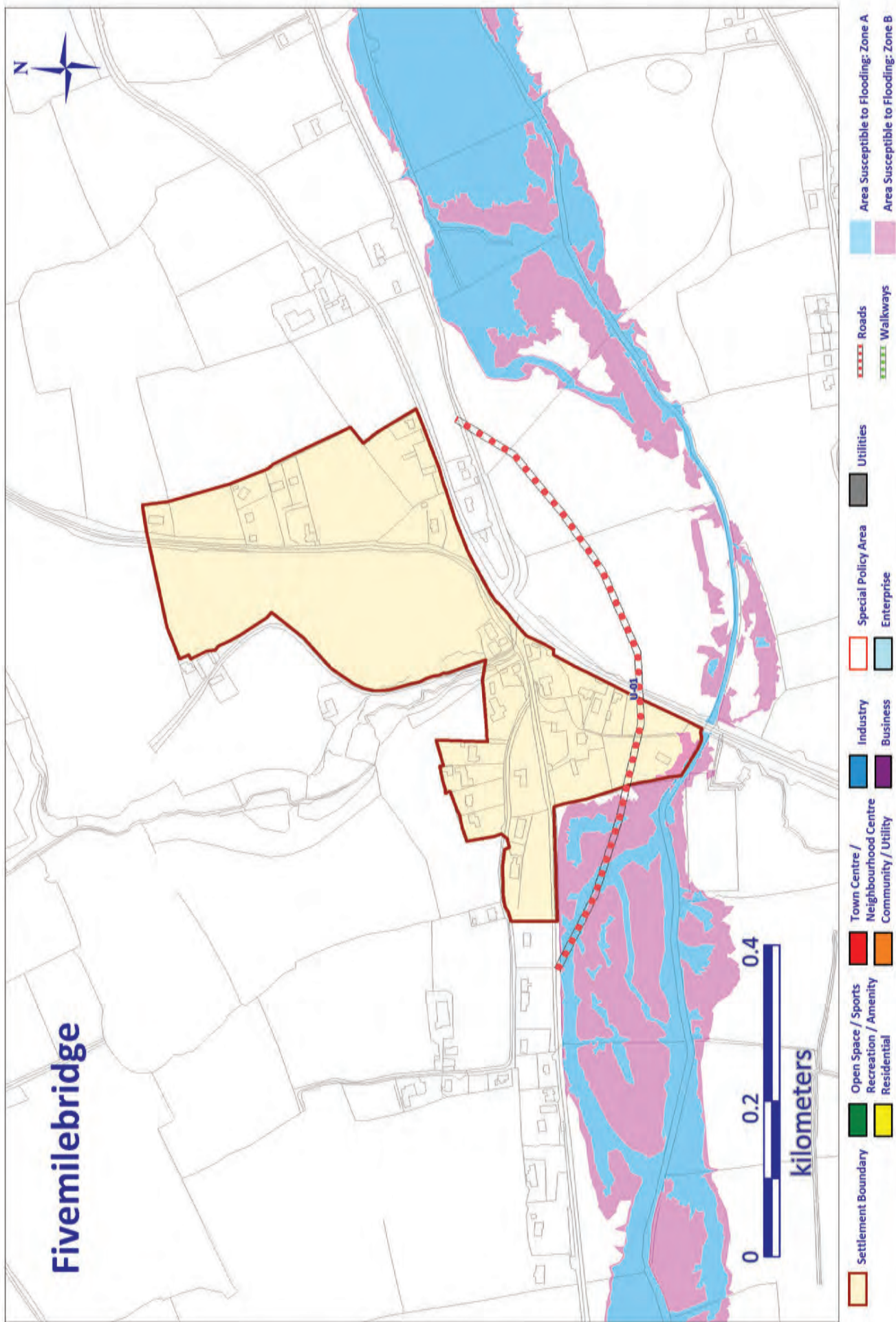
### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Fivemilebridge	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 10 additional dwelling units during the plan period.
DB-02	Implement traffic calming measures which will allow the village to become more pedestrian friendly.

### Specific Development Objectives

Local Area Plan Objective Specific Development Objectives for Fivemilebridge		
*Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Utilities and Infrastructure</b>		
U-01	Proposed bypass.	



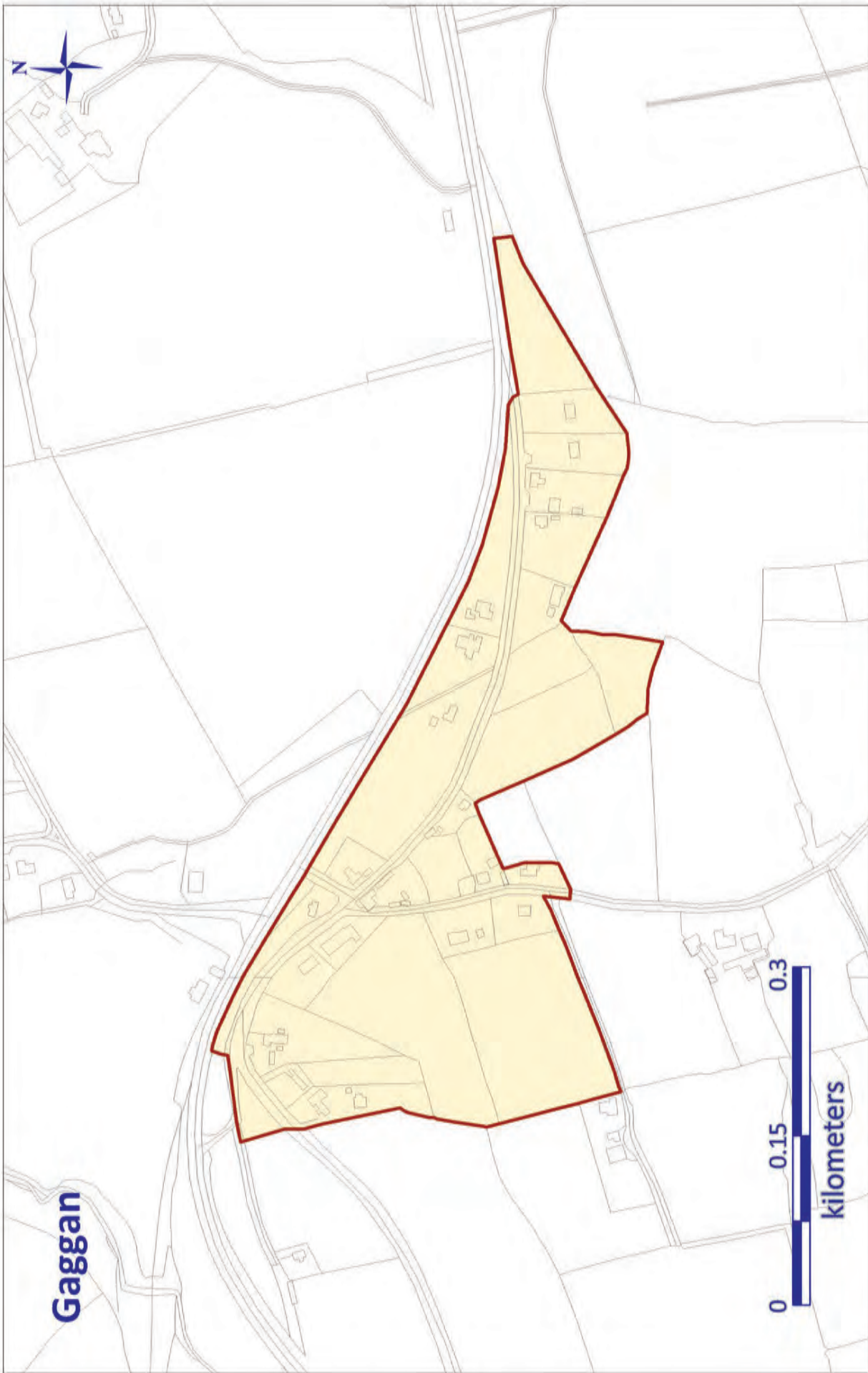


## Gaggan

5.2.21 The vision for Gaggan is to encourage development and support the provision of additional local services within the village core.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Gaggan	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 25 additional dwelling units during the plan period.
DB-02	The provision of some in depth housing development will be encouraged.



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## Garrettstown/Garrylucas

5.2.22 The vision for Garrettstown/ Garrylucas is to support its development as a multi-use water sport area, improve public amenity and recreation facilities, protect the unique natural heritage, ecology and High Value landscape of the coastal settlement and to allow for small-scale development which would be not injure this sensitive landscape and ecological environment.

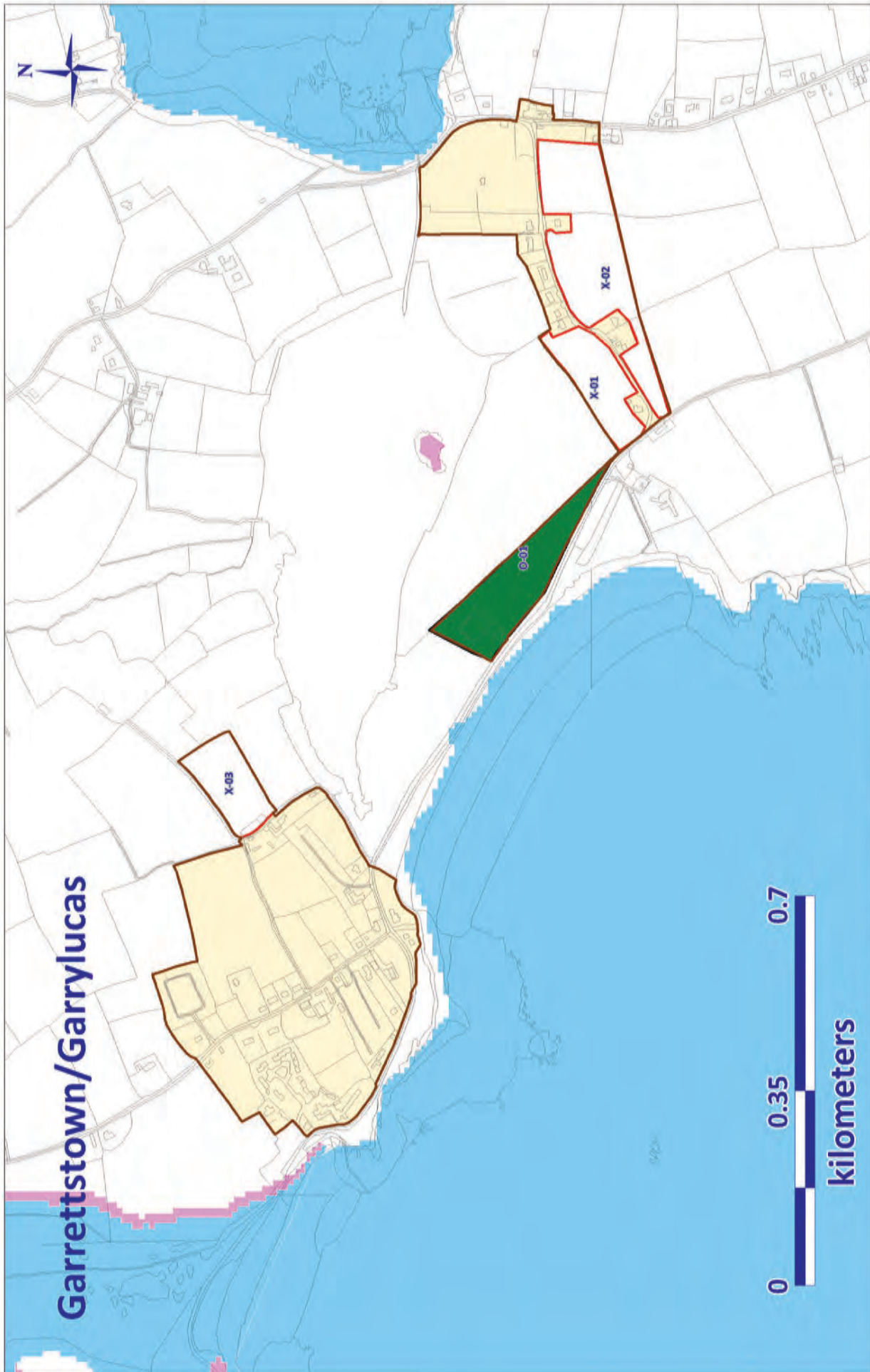
### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Garrettstown/Garrylucas	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 20 additional dwelling units during the plan period.
DB-02	Support the provision of surf related facilities such as changing shelter, outdoor showers and signage to increase the attractiveness of the area as a multi-use water sports destination.

### Specific Development Objectives

Local Area Plan Objective Specific Development Objectives for Garrettstown/Garrylucas		
*Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Open Space , Sports, Recreation and Amenity</b>		
O-01	Maintain existing open space, maintain pitch and putt club and tennis court facilities.	2.9
<b>Special Policy Area</b>		
X-01	Special Policy Area. Lands to remain predominantly open in character with generally no linear roadside frontage development.	1.8
X-02	Special Policy Area. Lands to remain predominantly open in character with potential for some in-depth residential development at the eastern end of the site.	4.5
X-03	Special Policy Area. Provision of temporary tourist accommodation for campervans and camping facilities. The site is also suitable for a mixture of temporary and permanent caravans for tourist accommodation .Any proposals shall be accompanied by a comprehensive landscaping scheme prepared by a suitably qualified professional, to assimilate the proposal into this sensitive, coastal landscape.	1.6





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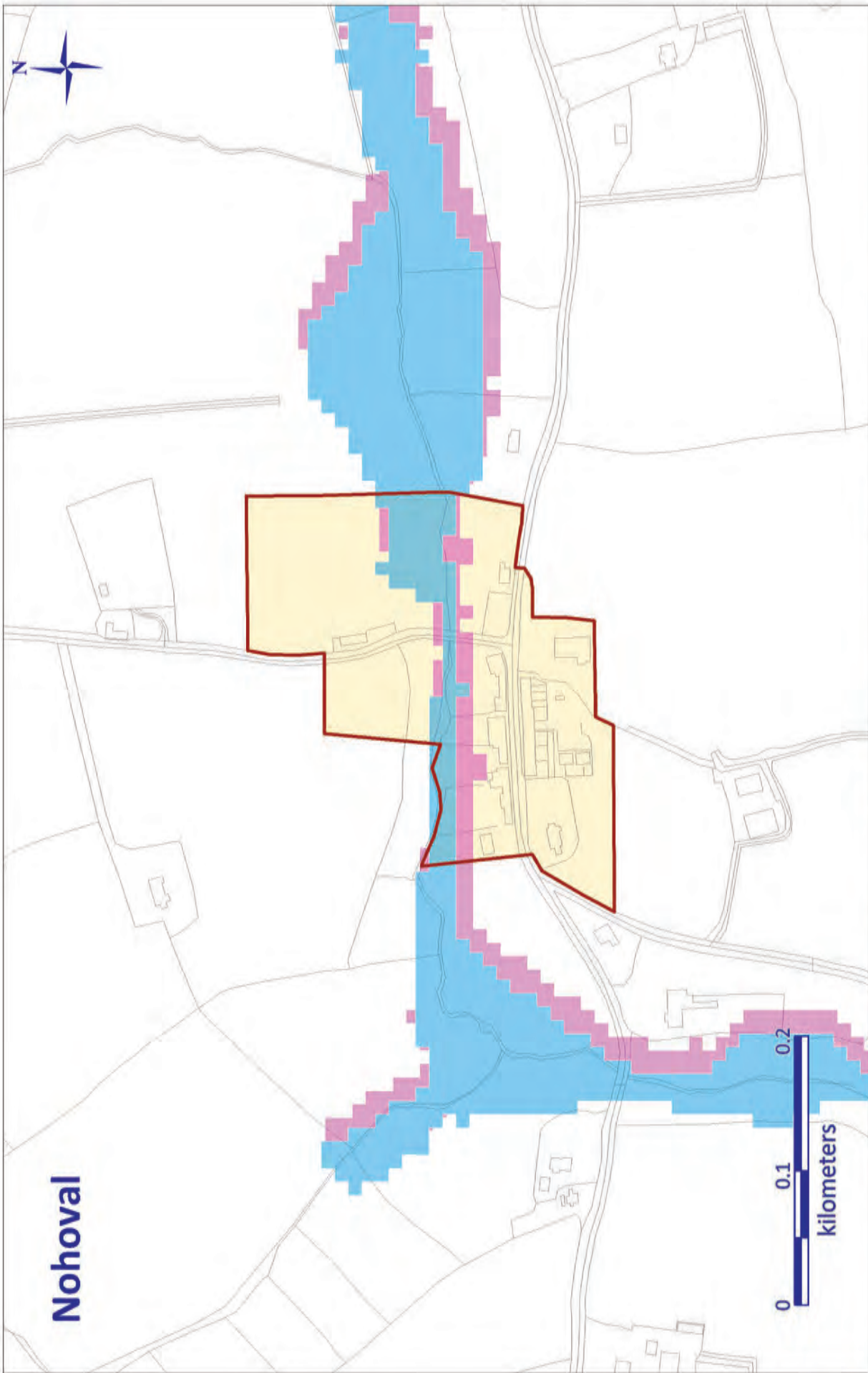


## Nohoval

5.2.23 The vision for Nohoval is to encourage development within the village and restore sports and community facilities within the village core.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Nohoval	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 39 additional dwelling units during the plan period.



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## Tinker's Cross

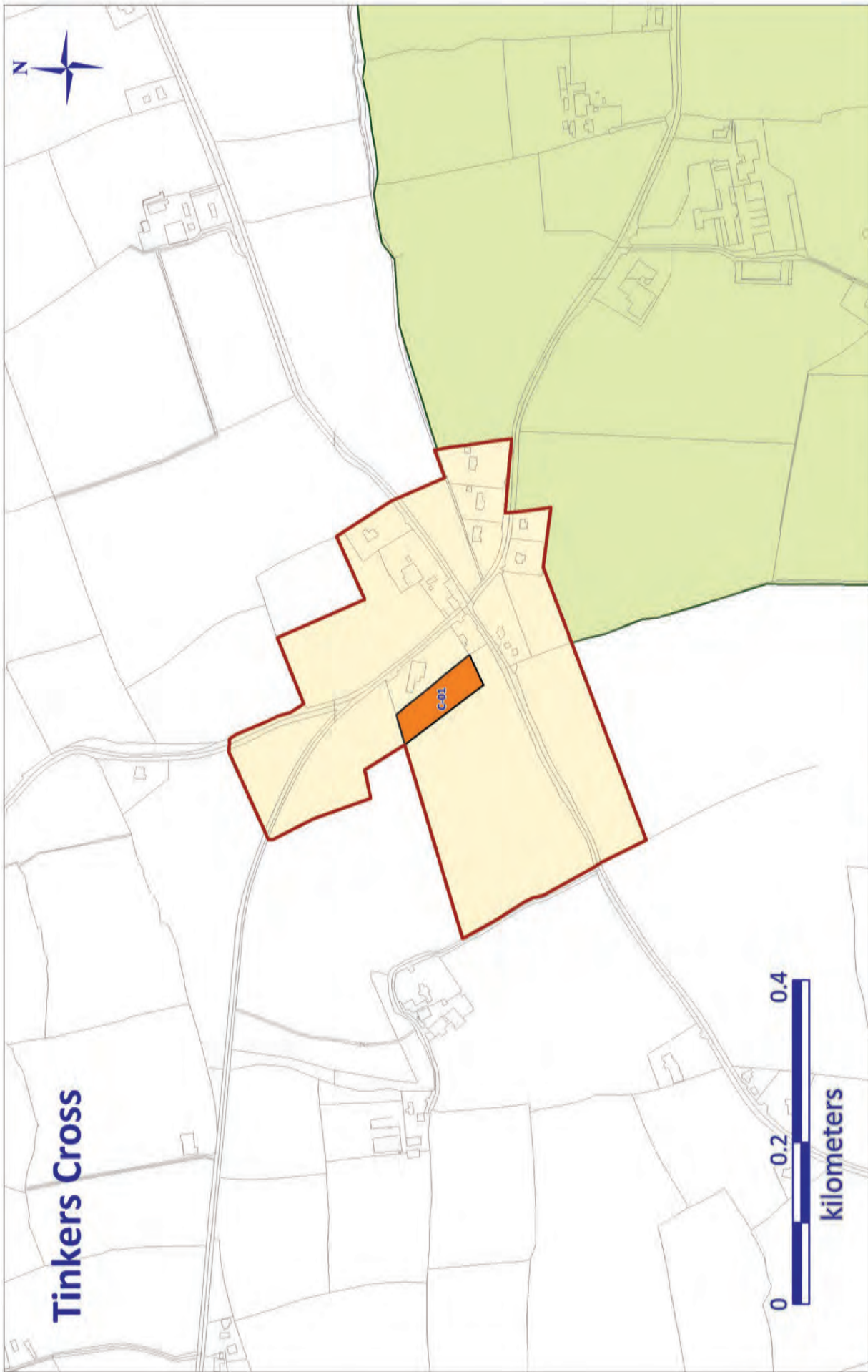
5.2.24 The vision for Tinker's Cross is to encourage development of up to 13 dwellings within the village development boundary.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Tinker's Cross	
Objective No.	
DB-01	Within the development boundary encourage the development of up to 13 additional dwelling units during the plan period.

### Specific Development Objectives

Local Area Plan Objective Specific Development Objectives for Tinker's Cross		
* Flood Risk Objective applies	^ TIA and RSA Required.	
Objective No.		Approx. Area (Ha)
<b>Community</b>		
C-01	Facilitate extension to the existing primary school.	0.5



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## 5.3 Other Locations

### Introduction

- 5.3.1 There are 12 Other Locations in the Bandon-Kinsale Municipal District as follows; Ballymartle, Barrells Cross, Brownsmill, Gogginshill, Jagoe’s Mill, Kilcolman, Killeady, Kilmacsimon Quay, Oysterhaven, Robert’s Cove, Sandycove and Tracton.
- 5.3.2 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.
- 5.3.3 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.
- 5.3.4 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.

### General Objectives for Other Locations

- 5.3.5 This section sets out the Local Area Plan objectives for the ‘Other Locations’. General Objectives set out the overarching objectives that apply to all the ‘Other Locations’.
- 5.3.6 Under each individual ‘Other Locations’ there are Development Boundary Objectives that apply to a particular settlement where appropriate.

#### Local Area Plan Objective

#### GO-01 General Objectives for Other Locations

- a) Encourage new development to be designed to ensure that water resources and the natural environment are protected. Protection and enhancement of biodiversity resources within the receiving environment of the other locations is also encouraged. Development will only be permitted where it is shown that is compatible with the protection of sites designated or proposed to be designated for the protection of natural heritage.
- b) 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 specific flood risk assessment will be required as described in WS 6-2.



## Ballymartle

- 5.3.7 The vision for Ballymartle is to maintain the rural character of the area while allowing for some small scale individual dwellings in accordance with the policies of the County Development Plan.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Ballymartle	
Objective No.	
DB-01	Within the settlement strategy of this Local Area Plan, a very limited amount of further development may be suitable in the vicinity of Ballymartle, provided that it is in compliance with the overall objectives of the Rural Housing Policy, where it is an objective generally to restrict individual urban-generated dwellings. This restriction is relaxed in principle for local rural housing needs.
DB-02	The hillside setting of Ballymartle, together with its areas of mature trees, which define the character of the settlement, require protection.

## Barrell's Cross

- 5.3.8 The vision for Barrell's Cross is to maintain its landscape setting, while allowing for some small scale individual dwellings in accordance with the policies of the County Development Plan.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Barrell's Cross	
Objective No.	
DB-01	Having regard to the location of Barrell's Cross in close proximity to Kinsale, the Old Head of Kinsale and the coast, there is pressure in this area for individual new dwellings. A very limited amount of further development may be suitable in the vicinity of Barrells Cross.
DB-02	Any additional development in Barrells Cross should not compromise the area's attractiveness or landscape setting.

## Brownsmill

5.3.9 The vision for Brownsmills is to maintain its setting, while allowing for some small scale individual dwellings in accordance with the policies of the County Development Plan.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Brownsmill	
Objective No.	
DB-01	A very limited amount of further development may be suitable in the vicinity of Brownsmills. However, any additional development in Brownsmills should be in accordance with the objectives of the Rural Housing Policy and should be subject to the availability of suitable sites and normal proper planning considerations.

## Gogginshill

### Vision

5.3.10 The vision for Gogganshill is to recognise its function as a clustered rural settlement which provides local services.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Gogginshill	
Objective No.	
DB-01	Very limited amount of further one-off development may be possible, but proposals will need to demonstrate a high degree of visual enclosure to preserve the rural character of the area and provide solutions to waste water that meet the EPA Code of Practice: Wastewater Treatment and Disposal Systems serving Single Houses (p.e. < 10) or any requirements as may be amended by future national legislation, guidance or Codes of Practice.

## Jagoe's Mill

5.3.11 The vision for Jagoe's Mills is to recognise its role as a centre which provides local services.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Jagoe's Mill	
Objective No.	
DB-01	Jagoes Mills is located within a Rural Area Under Strong Urban Influence and offers limited community facilities. Any additional development should be in accordance with the objectives of the Rural Housing Policy in the County Development Plan.



## Kilcolman

5.3.12 The vision for Kilcolman is to encourage limited development within the village and restore a village core for local services.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Kilcolman	
Objective No.	
DB-01	Kilcolman has limited community facilities and does not have public services available. Any additional development must be in accordance with the objectives of Cork County Development Plan 2014 and should be subject to the availability of suitable sites and normal proper planning.

## Killeady

5.3.13 The vision for Killeady is to recognise its function as a clustered rural settlement which provides local services.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Killeady	
Objective No.	
DB-01	It is important that any new development in Killeady maintains the integrity of the surrounding rural landscape and the rural character of the settlement, particularly by ensuring that any new development will not visually dominate the wider landscape or lead to further increases in the numbers of individual houses fronting directly onto the R589 or the minor county road to the northeast of Killeady.

## Kilmacsimon Quay

5.3.14 The vision for Kilmacsimon Quay is to recognise its function as a clustered rural settlement which provides local services.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Kilmacsimon Quay	
Objective No.	
DB-01	Due to the settlement's scenic landscape setting, the area of nature conservation in the adjoining Bandon Estuary, the elevated lands to the south of the existing settlement, the existing limited community facilities and the poor access road serving Kilmacsimon Quay together with its limited range of public services, capacity for new development is limited.
DB-02	There is potential for some redevelopment of some derelict sites/buildings within the settlement, which could form part of a new or extended streetscape in Kilmacsimon Quay. A very limited amount of further development may be suitable in the vicinity of Kilmacsimon Quay, provided that it is in compliance with the overall objectives of the Cork County Development Plan 2014, and normal proper planning considerations.

## Oysterhaven

5.3.15 The vision for Oysterhaven is to support its function as a multi-use water sports location which provides local services.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Oysterhaven	
Objective No.	
DB-01	Oysterhaven's attractive rural and coastal setting, together with the range of tourist and recreation facilities makes it a popular visitor and residential location. Having regard to its very sensitive scenic and coastal location, it is important to protect the environment and the landscape setting of Oysterhaven.
DB-02	Support the provision of additional recreation facilities such as changing shelter, outdoor showers and signage to increase the attractiveness of the area as a multi-use water sports destination.

## Robert's Cove

5.3.16 The vision for Robert's Cove is to recognise its function as a settlement which provides important community, local and tourist services.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Roberts Cove	
Objective No.	
DB-01	Any further development in Robert's Cove should protect the coastal and rural character of the area, avoid sensitive coastal locations and the provision of large-scale holiday accommodation should be discouraged. Priority will be given to development that contributes to the year round population in Robert's Cove.
DB-02	Support the provision of public lighting and a footpath connecting the caravan-park and beach to the public houses together with the provision of street furniture which would enhance the amenities and improve the safety of the area.
DB-03	Support the provision of a coastal walkway linking Roberts Cove and Rocky Bay.



## Sandycove

5.3.17 The vision for Sandy Cove is to recognise its function as a location which provides local and recreation services.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Sandycove	
Objective No.	
DB-01	Any further development in Sandycove should protect the coastal and rural character of the area, avoid sensitive coastal locations and the provision of large-scale holiday accommodation should be discouraged. Consideration will be given to some infill residential development where it directly improves existing public foul services. Priority will be given to the development of recreation and amenity facilities including walks along the coastline.
DB-02	Support the provision of car parking facilities.

## Tracton

5.3.18 In the overall strategy of this Local Area Plan, Tracton is recognised as a location, which provides a local service.

### Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Tracton	
Objective No.	
DB-01	It is important that any new development in Tracton maintains the integrity of the surrounding landscape and the rural character of the settlement.

# Bandon Kinsale Municipal District

## 6 Putting the Plan into Practice

	<i>Sub-Section</i>	<i>Page No.</i>
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6.2	Critical Infrastructure	203
6.3	Sources of Funding	203
6.4	Local Economic and Community Plans	204
6.5	Monitoring and Implementation of this Plan	205

## 6 Putting the Plan into Practice

### 6.1 Purpose of this Section

- 6.1.1 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 indicate 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.
- 6.1.2 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.
- 6.1.3 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.
- 6.1.4 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.
- 6.1.5 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.
- 6.1.6 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).
- 6.1.7 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.
- 6.1.8 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.

## 6.2 Critical Infrastructure

### Delivery and Priorities

- 6.2.1 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.
- 6.2.2 Therefore this section focuses on 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. (See Tables 6.1 and 6.2). 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.
- 6.2.3 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.

## 6.3 Sources of Funding

### Development Contributions and Public Infrastructure

- 6.3.1 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).
- 6.3.2 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

- 6.3.3 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

- 6.3.4 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.



## 6.4 Local Economic and Community Plans

6.4.1 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”

6.4.2 This strategic aim seeks to absorb and reflect the breath 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.

6.4.3 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 forthcoming Regional Spatial and Economic Strategy (RSES), currently the Regional Planning Guidelines.

6.4.4 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.

## 6.5 Monitoring and Implementation of this Plan

### Overall Approach

- 6.5.1 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.
- 6.5.2 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.
- 6.5.3 The Planning and Development Acts require planning authorities:  
“To take such steps within its powers as may be necessary for securing the objectives of the Development Plan”
- 6.5.4 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.
- 6.5.5 Given that the Local Area Plans are a key instrument for the implementation of the County Development Plan objectives, in particular the Core Strategy, it is very important that progress in the implementation of the Local Area Plans is subject to regular monitoring to facilitate the identification of any issues concerning implementation.
- 6.5.6 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.
- 6.5.7 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.
- 6.5.8 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.





