

CARRIGALINE ELECTORAL AREA LOCAL AREA PLAN



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1

Volume 1

Main Policy Material

Cork County Council
Planning Policy Unit



Carrigaline Electoral Area Local Area Plan

2nd Edition

This second edition of the Local Area Plan includes:

SCHEDULE

<u>Issue</u>	<u>Date</u>	<u>Containing</u>
1 st Edition	August 2011	Adopted Carrigaline Electoral Area Local Area Plan
Amendment No.1	10th December 2012	Carrigaline (T-02, O-02 & U-02)
Amendment No.2	24th March 2014	“South Environs – incorporating Douglas Land Use and Transportation Strategy”.
Amendment No.3	8th December 2014	Housing Density Changes

Note: Each of the above amendments have been subject to the SEA process. The SEA Statements are not included in this volume but are available as separate documents.

Carrigaline Electoral Area Local Area Plan

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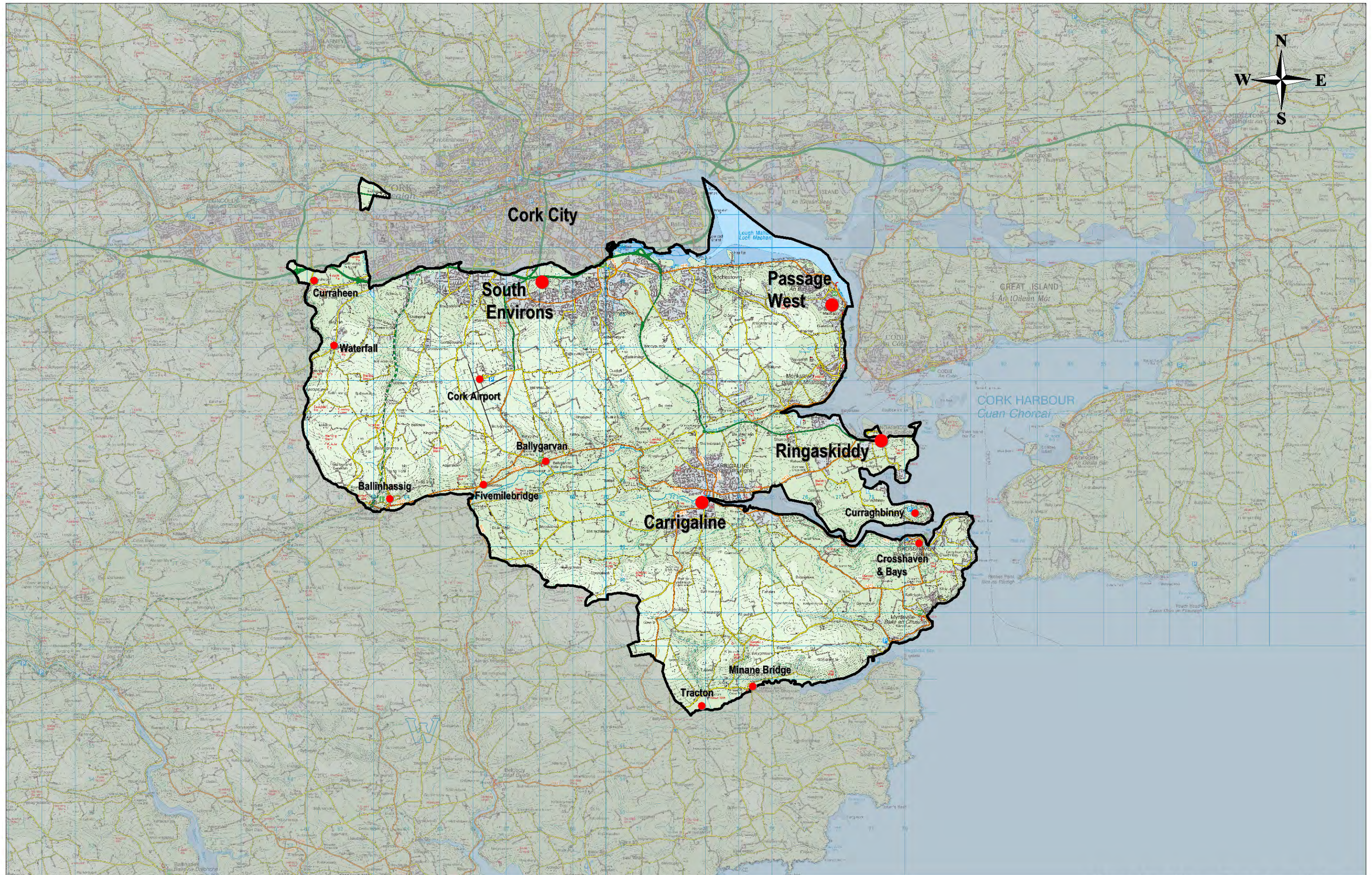
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Carrigaline Electoral Area Local Area Plan 2011



Carrigaline Electoral Area

Section 1

Introduction to the Carrigaline Electoral Area Local Area Plan

1.1 Introduction

1.1.1. This Local Area Plan has been prepared in accordance with the Planning and Development Acts and was formally made by Cork County Council at its meeting on the 25th of July, 2011.

1.1.2. The preparation of this Local Area Plan is an important part of the planning process and focuses on the local-level implementation of the overall strategy for the County set out in the County Development Plan 2009, with which, in law, it is obliged to be consistent. It must also adhere to the core strategies set down in higher level plans such as the National Spatial Strategy and the Regional Planning Guidelines for the South West Region.

1.1.3. This plan has been prepared taking the year 2020 as its 'horizon' year so that there can be the best degree of alignment with the Regional Planning Guidelines for the South West Region 2010, the Cork Area Strategic Plan (Update) 2008 and the County Development Plan 2009 and its adopted Variations. The Planning & Development Acts make provision for the review of this plan, normally commencing at the latest 6 years after the making of the plan. However in certain circumstances formal commencement of the review of the plan can be deferred for 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 give formal notice of its intention to review the plan and for the whole of the appropriate period allowed for that review under the Acts.

1.1.4. The Plan provides an easily understood but detailed planning framework for sustainable development responding to the needs of communities within the Electoral Area. 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.

1.1.5. The main changes to the Local Area Plans since 2005 are:

- The assessment and management of flood risks in relation to planned future development and the inclusion of 'Indicative Flood Extent Maps' for the settlements of this electoral area.

- Residential Zonings in villages have been discontinued and replaced with objectives in each village which set out the total number of new dwellings likely to be built in the village during the lifetime of the plan and give guidance on the size, and in some cases location, of individual developments.
- The introduction of 'Business Use' Zonings which will replace the former 'commercial' category based on a wider set of definitions.
- Zoned areas in the 2005 Local Area Plan that have been developed are now shown as part of the 'existing built up area' and the principle of 'established uses' has been discontinued.
- The Local Area Plans have been subjected to 'Strategic Environmental Assessment' and 'Appropriate Assessment' screening.

1.2 The Form and Content of the Plan

1.2.1. This plan consists of two volumes. Volume 1 includes both a written statement and relevant illustrative material including maps, diagrams and plans. There are three main sections in Volume 1, 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. This section also details the settlement network of the Electoral Area.
- **Section 2: Local Area Strategy:** This section sets out the overall strategy for the Electoral Area as a whole including growth and population targets and key environmental considerations.
- **Section 3: Settlements and Other Locations:** This section sets out the planning proposals for the settlements of the electoral area including a description and assessment of the issues faced by individual settlements. The main proposals are illustrated on a map.

1.2.2. Volume 2 includes three sections, these are:

- **Section 1: Habitats Directive Assessment, Natura Impact Report**
- **Section 2: Strategic Environmental Assessment Statement**
- **Section 3: Strategic Flood Risk Assessment**

1.2.3. Under the provisions of the Planning and Development Acts this plan was subjected to 'Strategic Environmental Assessment' and 'Appropriate Assessment' screening. The environmental assessment ('SEA') was carried out at Draft Plan and Amendment stage to determine whether the implementation of the plan would be likely to cause significant effects on the environment. The recommendations from this assessment were taken into consideration during the making of this plan.

1.2.4. In addition the plan was also screened to determine whether or not its implementation would give rise to any significant negative effects on 'Natura 2000' sites. The results of these assessments are contained in the Natura Impact Reports and the recommendations arising from the 'Appropriate Assessment' were incorporated into this plan.

1.3 Purpose of the Plan

1.3.1. 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.

1.3.2. 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, economic development, flood risk assessment, climate change and biodiversity strategies etc.
- 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 the Environment Heritage 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 & AA processes for a local area plan should be informed by and incorporate the relevant results and findings of the SEA & AA for higher level plans.

1.4 The Process That Has Been Followed

1.4.1. Since the preparation of the original electoral area Local Area Plan in September 2005, there have been significant changes in a number of key areas affecting the preparation of this plan, particularly:

- Radical changes in the global and national economic outlook;
- Changes in the overall approach to the financing of public investment in the provision and future maintenance of critical infrastructure;
- An increase in concerns that the content of Development and Local Area Plans should reflect a more sustainable approach to the provision of development, particularly new housing;
- A significant increase in concerns over the incidence and effects of flooding;
- Changes in the framework of European and National legislation concerning the effects of planning decisions on protected habitats, biodiversity and the environment generally;
- Amendments to the Planning and Development Acts that govern the preparation of Local Area Plans;
- Numerous changes to Government policy particularly affecting sustainable housing in urban areas, sustainable transport, flood risks, the assessment of the effect of plans on protected habitat/species and the environment.

1.4.2. In addition, the last major review of the detailed planning objectives for the County's main towns was carried out in the course of preparing the County Development Plan 2003, therefore, these objectives were especially in need of review so that they could be brought up to date and better reflect the changes in the overall planning context for the County that have occurred since that time.

Public Consultation

1.4.3. Following a wide ranging and detailed public consultation exercise at the preliminary stage of this process the Carrigaline Electoral Area Local Area Plan, Public Consultation Draft, was published on the 22nd of November 2010 and was made available to the public until the 12th of January 2011 in Council offices throughout the county. In addition the plan in its entirety and the accompanying Environmental Report and Natural Impact Report (1) were made available in DVD format and for download from the County Council's Web-site. Full copies of the draft were also sent to a range of statutory bodies (including Government Departments, adjoining planning authorities and other agencies) as required under the Planning and Development Acts.

1.4.4. Following the receipt of 160 submissions from the public during the consultation period on the Draft Carrigaline Electoral Area Local Area Plan, the County Council met at a special meeting held on 30th & 31st March 2011 to determine the need to make material amendments to the draft plans. Following this, the proposed amendments, 811 in total (of which 94 were in the Carrigaline Electoral Area), were published for consultation between 21st April & 18th May 2011.

1.4.5. There were a total of 129 submissions received during the public consultation period on the proposed amendments to the Draft Carrigaline Electoral Area Local Area Plan. Following this, a Managers Report was published on the 15th of June on the issues raised by the submissions on the proposed amendments.

1.4.6. The County Council met at a special meeting held on Tuesday the 19th of July to facilitate discussion on the issues raised in the Managers Report on the amendments.

1.4.7. The plan was formally adopted at a Council meeting on the 25th of July and came into effect on the 22nd of August 2011.

1.5 Overall Approach

Role of the County Development Plan 2009

1.5.1. The Planning and Development Acts require that local area plans must be consistent with the County Development Plan. The relevant County Development Plan for the purpose of preparing this plan is the Cork County Development Plan 2009 which was made by the County Council in January of that year.

1.5.2. A variation to the County Development Plan has been adopted to ensure that the policies and objectives contained in the ten Electoral Area Local Area Plans are consistent with the objectives of the County Development Plan and to strengthen or amend the objectives of the County Development Plan where necessary. The

Variation includes changes to chapters 2, 3, 4, 5, 6, 8 & 9 of the County Development Plan and includes the changes which have resulted from the introduction of a "Core Strategy" in accordance with the requirements of the Planning and Development (Amendment) Act 2010.

1.5.3. The "Core Strategy" has been prepared in order to ensure that the County Development Plan and the Local Area Plans are consistent with the Regional Planning Guidelines. Its main elements are to:

- Identify the quantum, location and phasing of development considered necessary to provide for the future population of the county over the plan period.
- Demonstrate how future development supports public transport/existing services etc.
- Ensure that the County Council and key stakeholders assess the needs and priorities for the area on a plan led basis, and
- Provide the framework for deciding on the scale, phasing and location of new development, having regard to existing services and planned investment over the coming years.

1.5.4. Chapter 2 ('Core Strategy') of the County Development Plan 2009 as varied sets out population and household targets which have been developed to reflect the annual growth rates proposed in the South West Regional Planning Guidelines, taking account of the 2020 horizon year used in this plan. Tables 2.5 - 2.7 set out the housing requirements and potential housing yield up to the year 2020 for the four main Strategic Planning Areas of the County. Tables 2.10 – 2.13 set out the population targets, housing requirements and potential yield for the period up to the year 2020 for the main towns and the villages and rural areas within each of the four Strategic Planning Areas.

1.5.5. The targets set out in these tables are based on population targets for the Irish Regions (including the South West Region) that were issued by the Department of the Environment Heritage and Local Government in February 2007. Since then, the Department has issued revised targets (October 2009) for the period up to 2022 and these have recently been included in the Regional Planning Guidelines for the South West Region that were adopted in 2010. Following the inclusion of the 'Core Strategy', the County Development Plan is consistent with the Regional Planning Guidelines.

1.5.6. In order to meet the requirement of the Planning and Development Acts and be consistent with the County Development Plan 2009, it is important that this Local Area Plan, together with the cumulative effects of other Local Area Plans is broadly consistent with

Tables 2.5-2.7 and Tables 2.10-2.13 of the County Development Plan.

1.5.7. A common observation in many of the submissions made during the preliminary stage of preparing this plan was to the effect that, given the economic down-turn of the last few years, the population targets are excessively optimistic. This issue was addressed by the Department in the review of the Regional targets undertaken in 2009 to inform the review of the Regional Planning Guidelines and the approach is to continue to use the targets for planning purposes so that when consistent growth returns to the economy, shortages of infrastructure capacity and development land supply that have, to an extent, overshadowed previous plans can, perhaps, be avoided in the future.

1.5.8. The medium-long term effects of the economic down-turn on the economy and demographics of the state are difficult to predict with any degree of reliability. When International and National conditions stabilise and when the results of the 2011 Census are known it may be appropriate to reconsider some of the assumptions on which earlier targets are based. The Planning and Development Act 2000 requires that this County Development Plan must be consistent with the Regional Planning Guidelines for the South West Region and any revision to the population targets for the county can only be undertaken as a reflection of a revision to the Regional Guidelines.

Settlement Network

1.5.9. 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 3 of the County Development Plan 2009.

1.5.10. The settlement network, in this electoral area, is made up of five main components:

- 4 Main Settlements comprising Carrigaline, Cork City - South Environs, Passage West/Glenbrook/Monkstown, Ringaskiddy
- 1 Key Village comprising Crosshaven and Bays
- 4 Villages comprising Ballinhassig, Ballygarvan, Minane Bridge and Waterfall
- 1 Village Nucleus comprising Fivemilebridge
- 4 Other Locations comprising Curraghbinny, Curraheen, Tracton and Farmers Cross

1.5.11. The main settlements include the main towns and in some areas, strategic employment areas. They are the main centres of both population and employment and benefit from the highest levels of existing infrastructure and services. Their hinterland or catchment often extends over a significant area including many smaller settlements within it. The services and infrastructure necessary to support future population growth can often be provided more efficiently in the main towns than in the smaller settlements.

Main Towns

1.5.12. The most significant material asset of this electoral area is its main towns. They represent the product of many decades of investment in buildings (including houses, businesses, commercial buildings etc.), hospitals and other health facilities, schools, social and community facilities and wealth of supporting infrastructure. Across the County as a whole, the 2006 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.).

1.5.13. 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.

1.5.14. In line with the overall core strategy of the County Development plan 2009, it is a key component of this plan to set out objectives that will:

- Make best use of previous investments in built fabric or infrastructure in the main towns;
- Establish the main towns as the principal location for future investment in housing, jobs, infrastructure and social and community facilities;
- Identify land for future development that will meet the planned requirements for each main town and offer a reasonable choice of location to those intending to carry out development;
- Prioritise future investment in infrastructure to support the sequential or phased development of the land identified for the future needs of the town;

- Confirm the role of the town centre as the preferred location for future retail development; and
- Protect the setting of the town from sprawling or sporadic development by maintaining the existing 'green belt' where only limited forms of development are normally considered.

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

- Zoned areas in the 2005 Local Area Plan that have now been developed are now shown as part of the 'existing built up area'. This approach has been taken in order to allow a more positive and flexible response to proposals for the re-use or re-development of underused or derelict land or buildings particularly in the older parts of the main towns;
- In many cases the map base has been updated (although the most recent development may still not be shown for reasons beyond the County Council's control);
- A less complex 'zoning' regime has been employed in the preparation of the new maps with the intention of making the new plans easier to follow (see Section 1.6 below);

Key Villages, Villages & Smaller Settlements

1.5.16. The strategy of supporting rural settlements is based on the identification of a settlements network with a hierarchy of services so that investment in housing, transport, employment, education, shopping, health facilities and community services can be focussed on those locations that provide the best pattern of accessibility for those living outside the main towns.

1.5.17. '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.

1.5.18. 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.

1.5.19. 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.

1.5.20. In some electoral areas where a large part of the rural area was not already served by a key village or rural service centre, it was considered appropriate to designate a less well developed settlement to this category so that, over the life time of the plan, it will act as a focus for new investment and lead to an improvement in the service levels available.

1.5.21. 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.

1.5.22. Village Nuclei are settlements where a limited range of services is provided supplying a very local need.

1.5.23. 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.

1.5.24. The Local Area Plans support the enhancement of services listed above in the various settlements and the provision of additional services in appropriate locations.

1.5.25. Other Locations may be identified in the Local Area Plans, such as 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.

1.5.26. Over recent years, concerns have arisen nationally and locally that the scale and character of development experienced in some villages was poorly aligned with the scale and character of the original village itself. The issue has recently been addressed in the Guidelines on 'Sustainable Housing in Urban Areas' issued under s28 of the Planning and Development Acts which planning authorities are obliged to take into account in the discharge of their functions.

1.5.27. In order to address these concerns and to give effect to the s28 Guidelines, this plan includes a number of key elements in its approach to setting out planning policies for villages. The first of these is that, wherever possible, the plan sets out a development boundary for each village or smaller settlement. The definition set out in objective LAP2-2 of the County Development Plan 2009 applies to the development boundaries in this plan;

"For any settlement it is a general objective to locate new development within the development boundary, identified in the relevant local area plan that defines the extent to which the settlement may grow during the lifetime of the plan"

1.5.28. Specific zoning objectives are used in villages in this plan where it is important to retain a particular parcel of land for a particular planned development. However, in the majority of cases, their use in relation to new housing development has been discontinued. Instead, in each village or smaller settlement, in addition to the development boundary, there are one or more general objectives setting out:

- The total number of new dwellings likely to be built in the village during the lifetime of the plan;
- Guidance on the maximum size of an individual development, taking account of the existing scale, 'grain' and character of the village and other relevant considerations;
- Where appropriate, guidance on the preferred location(s) for particular types of development within the development boundary.

1.5.29. In summary, this plan does not create an 'automatic' presumption in favour of development anywhere within the development boundary. Rather, to be successful in securing the grant of planning permission, proposals need to adhere to the objectives of the plan especially those regarding the overall number of dwellings to be built in the settlement during the lifetime of the plan, the maximum size of an individual development and, where indicated, the preferred locations for the type of development, in addition to other relevant planning and sustainable development considerations.

1.6 Land Use, Zoning and Housing Density: A Revised Approach

'De-Zoning'

1.6.1. Both the County Development Plan 2003 and the 2005 Local Area Plans were prepared against a background of very rapid economic growth and strong inward migration. Whilst some national planning policy instruments (such as the National Spatial Strategy) were in place there was little clear guidance to local authorities on the approach that they should take to planning for future population. The emphasis was on meeting the seemingly insatiable demand for serviced land for new housing in order to prevent a shortage of supply leading to unnecessary house price inflation.

1.6.2. Whilst many of the underlying demographic indicators suggest that in the medium/long term the demand for new housing may well return because of factors such as the trend towards smaller average household sizes, there have been concerns that the overall supply of

'zoned' land may well exceed what is likely to be required. In some locations maintaining the supply of land at these high levels may place impossible burdens on the public finances with regard to the costs of servicing etc.

1.6.3. In this plan the approach has been:

- To co-ordinate the supply of zoned land for future housing with the population targets set out in the County Development Plan 2009 and the South West Regional Planning Guidelines 2010;
- To focus the supply of zoned land on the main towns, where the provision of a good standard of social and physical infrastructure can often be achieved on a more cost effective basis than through encouraging large scale development in smaller settlements where the existing level of services and infrastructure may only be at a basic level;
- To discontinue the practice of specific zonings for housing development in villages; and
- To promote development in villages up to an overall maximum number of dwellings for that village in the lifetime of the plan taking into account the size and character of the existing village and level of services and infrastructure likely to be available.

1.6.4. Where the supply of zoned land from the previous plan still significantly exceeded the likely future requirement the possibility of using the land for another purpose consistent with the plan or phasing, or sequencing development so that excessive demands for servicing infrastructure are avoided has been examined in order to keep any de-zoning to a minimum.

Transitional Issues Affecting Development

1.6.5. In some villages, the scale of future development envisaged for the village is now exceeded by the 'stock' of planning permissions granted under the previous plan and there are concerns regarding the affect of the new approach set out in this plan in cases where planning permission may have already been granted or building work may have already commenced for a larger scale development than is now envisaged in the plan.

1.6.6. The objectives in this plan indicating the 'number of new dwellings likely to be built in the village during the lifetime of the new plan' is intended to be a significant factor guiding the determination of planning applications during the lifetime of the plan. However, it is not intended that this should operate as a rigid 'cap' on the 'stock' of planning permissions applicable to a particular village at a particular time. Indeed, it could be generally undesirable for the existence of a

small number of relatively large planning permissions, for a scale of development for which there may no longer be a ready market, to, in themselves, hinder or stifle new proposals for development at a scale more consistent with current market conditions and in keeping with the Ministerial Guidelines and the other objectives of this plan.

1.6.7. A further issue concerns the role of the new local area plans in the determination of applications for planning permission or the extension of an appropriate period in respect of a planning permission granted prior to the making of the new local area plan. Clearly, the new local area plans are not intended to undermine any formal commitment (e.g. through the grant of planning permission) that the County Council may have given to development during the lifetime of the previous local area plan. Indeed, many of these permissions may be entitled (on application and subject to certain conditions) to an extension of the appropriate period for the implementation of the permission, but the Planning & Development Acts do not include local area plans in the range of documents that can be considered in the determination of these applications.

1.6.8. However, taking account of current housing market uncertainties, it is possible that some developments, in villages and elsewhere, that have already commenced, may not reach completion before their respective planning permissions expire (even allowing for any extension to the appropriate period to which they may be entitled). Therefore, to ensure that the new local area plans do not inadvertently hinder the completion of developments that have commenced prior to the making of the plan the following objective has been included in the plan.

Objective No.	Completion of Existing Developments
CED 1-1	Notwithstanding any other objectives in this plan, in the interests of the proper planning and sustainable development of the area, it is an objective of this plan to secure the satisfactory completion of any development for which planning permission was granted prior to the making of this plan where works were carried out pursuant to the permission prior to the making of this plan.

Zoning Definitions

1.6.9. The land-use and zoning categories used in the Local Area Plans are based on a revised set of definitions and the explanatory text for these can be found in Variation No. 3 to the County Development Plan 2009. These definitions provide for a less complex

zoning regime so it is easier to understand what development is likely to be permitted, or discouraged, in a particular area.

1.6.10. The most dramatic change in the zoning approach for the new Local Area Plans is the introduction of a new land use class for 'business' uses. This definition has replaced the former 'commercial' category and is based on wider range of uses. The new 'business' category can be found in many more locations than the former 'commercial'.

1.6.11. The new 'business' land-use category will be attractive to many new business that have become typical in the modern economy and would include: light-industry, wholesale and non-retail trading uses, car-showrooms, small/medium scale manufacturing/repairs/warehousing/distribution uses. Other uses that could be included in certain specific circumstances could include retail warehousing and office development not suited to town centre or edge of centre locations. Uses specifically excluded from the business category include waste management activities and general retail development. Retail warehousing could be accommodated where the specific zoning objective allows.

1.6.12. The 'industry' category is retained and intended to focus on medium or larger scale development where the process or activities carried on may not be consistent with the higher environmental standards likely to become prevalent in 'business' developments. 'Industry' will include manufacturing, repairs, warehousing and distribution development including waste management activities but excluding landfill or incineration. Land zoned for 'industry' may be made the subject of a long-term reservation for large-scale or stand alone industry as part of the strategic supply of land for these specialist developments.

1.6.13. The 'enterprise' land use category has been reserved for a very limited number of very high quality specialist office and office based industry developments where a high quality specialist environment that is protected from other forms of employment development is an essential ingredient of a successful development. Locations for this form of development are likely to be limited to named locations within Metropolitan Cork, the 'hub' town of Mallow and Clonakilty which has been designated an 'integrated employment centre for West Cork'.

1.6.14. Another significant change relates to open space for which there is now only one type of zoning that is applied either:

- To protect an existing area of open space (e.g. sports grounds or facilities, informal areas of open space or agricultural land within development boundaries that is not considered suitable for development) from development during the lifetime of the plan; or

- To reserve an area of land for open space uses (such as sports grounds or facilities, parks or informal areas of open space) in the future
- For the avoidance of doubt, 'allotments' are included within the list of uses appropriate to areas 'zoned' for open space uses.

1.6.15. Generally, the 'established' zoning categories used in previous plans to define the uses appropriate in existing areas of development have been discontinued in the new plans. Proposed changes of use will be assessed in relation to:

- The objectives of the County Development Plan 2009 and its variations;
- Any general objectives in the local area plan that apply to the particular location;
- The character of the surrounding area; and
- Other planning and sustainable development considerations considered relevant to the proposal or its surroundings.

1.6.16. In special cases the local area plans may define 'Special Policy Areas' where an objective may be established to address particular issues, encourage or discourage certain forms of development.

Housing Density

1.6.17. The County Development Plan 2014 introduced significant changes to the County's policy on residential densities. These policies respect the Governments wish to deliver a sound return on infrastructure investment particularly in relation to public transport, but at the same time provide flexibility for developers to adapt to new market conditions and broaden the range of house types that can be built on zoned land so that, in future, more households will be attracted to locate in the County's towns, especially in the County Metropolitan Areas.

	Min Net Density	Max Net Density
High	35	No Limit
Medium A	20	50
Medium B	12**	25**

** The maximum density for 'Medium B' zonings can be extended to 35 dwellings per ha in smaller towns outside Metropolitan Cork where considered appropriate i.e. on sites near the town centre. Densities of < than 12 dwellings per ha will also be considered where an exceptional market requirement has been identified.

***This table should be read in conjunction with County Development Plan Objective HOU 4-1 (Housing Density on Zoned Land), Chapter 3: Housing, Volume 1, Cork County Development Plan 2014**

Masterplans

1.6.18. In some locations the specific 'zoning' objective in this plan, whilst designating land for particular forms of future development, calls for the preparation of a 'masterplan'. In these cases the key principles of these developments are set out in the objectives of this local area plan (e.g. the number of dwellings, the mix of other land uses, the overall approach to transportation etc.). It is the intention of the County Council that these masterplans will provide important additional detailed information on the overall approach to the implementation of the relevant core objectives in this local area plan. It is intended that they will remain non-statutory plans (i.e. they will not become formal local area plans in their own right) but they will normally be subject to appropriate public consultation and will be taken into account as a material consideration in the determination of planning applications. However, the primary objectives which set the framework for future development proposals are those set out in this plan.

1.7 Infrastructure and Community Facilities

1.7.1. Securing the timely provision of infrastructure and community facilities is an important element of any local area plan. In order to help deliver tangible benefits to the greatest number of people the 'network of settlements' described in Chapter 3 of the County Development Plan 2009, is used as an important foundation to this plan to help obtain the best value from public investment. The effect of this approach is to prioritise in favour of investment in the larger settlements such as the 'main towns' and 'key villages' where, often, investment can benefit a wider area or hinterland. However it is also important to sustain the viability of the many smaller settlements and individual investment decisions need to reflect this balance.

1.7.2. In the past, the County Council has encouraged the concept of partnership with developers in order to secure the provision of critical infrastructure (such as waste water treatment facilities), particularly in the smaller settlements where it was proving difficult to provide adequate infrastructure through the prioritisation of public funds. However, this proliferation of smaller treatment plants is

resulting in a maintenance burden for the County Council that will be difficult to sustain in the current economic climate.

1.7.3. The proposals in this plan provide for the balanced development of the electoral area in line with the strategy set out in the County Development Plan 2009. However, in the current economic climate, it is necessary to 'tailor' development more closely to the current or likely future overall capacity of particular settlements so that the lack of critical infrastructure does not result in unacceptable consequences for the environment, communities or the public finances.

1.7.4. To achieve this end, where there are significant uncertainties regarding the provision of critical infrastructure or key community facilities in the smaller settlements, alternative provision, particularly for new housing development, has been made in the larger settlements so that no overall shortage should arise in the lifetime of the plan.

1.8 Flood Risks

Overall Approach

1.8.1. The County Council, in preparing its strategy for the management of flood risks set out in the following paragraphs, has had regard to its obligations under section 28 of the Planning and Development Acts in relation to the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management' issued by the Minister for the Environment, Heritage and Local Government and the Minister of State at the Department of Finance with special responsibility for the OPW in November 2009.

1.8.2. Volume 2 of this plan includes the Strategic Flood Risk Assessment that explains in detail the overall approach to flood risk management that has been followed. It is important to read this document in conjunction with Volume 1 of the plan. The County Council has also conferred with officials of the OPW, the lead agency for flood risk management in Ireland, in the preparation of its strategy.

1.8.3. 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.

1.8.4. To comply with the EU Floods Directive introduced on 26th November 2007, and in line with the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management' issued by the Minister of the Environment, Heritage and Local

Government under section 28 of the Planning & Development Acts an assessment of flood risks has been formally taken into account in the preparation of this plan.

1.8.5. In this plan the approach is to:

- Avoid development in areas at risk of flooding; and
- 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. The overall objectives are addressed in the following paragraphs of this section. With regard to specific settlements, the relevant sections of the plan include objectives, some of which relate to specific land parcels, giving effect to this overall approach.

1.8.7. In order to provide information about possible flood risks to the public generally and to those contemplating development, the County Council, in close association with the OPW, has compiled a series of indicative maps showing areas that could be at risk from flooding. The intention is to make these maps available to the public for the whole of the County but, to facilitate the preparation of the local area plans, the areas close to recognised settlements have been prioritised, and flood risk information here is made available for the first time through the publication of this plan. The information about flood risks that has been used in the preparation of this plan has been collated from a number of sources including:

- Draft River Lee Catchment Flood Risk Assessment and Management Study (Lee CFRAMS) commissioned and published by the Office of Public Works. The CFRAM study for the River Lee catchment is one of three such studies being carried out as 'pilots' for a national programme of similar studies to be implemented over the coming years. The methodology of the CFRAM Study is based on 'best international practice' for the assessment and management of flood risks and includes data for the fluvial and tidal flood risks in the catchment. At the time of publication this study remains at 'Draft Stage'.
- 'Floodmaps.ie' – The national flood hazard mapping website operated by the Office of Public Works, where information about past flood events is recorded and made available to the public. 'Flood point' information is available on this site and has been noted.
- 'Flood Hazard Mapping' for fluvial and tidal areas commissioned by Cork County Council from Consultants JBA Associates. These indicative flood extent maps provide flood extent information for river catchments where a more detailed CFRAMS study is not currently available.

1.8.8. In line with advice from the OPW, the County Council has amalgamated the information from these sources into a single 'Indicative Flood Extent Map' for the settlements of this electoral area. The map has been used as the basis for the flood risk assessment of this plan and extracts from it appear on the various maps prepared for the settlements of this electoral area. When this work is complete for the whole county, including rural areas outside settlements, it is intended to make this available for public inspection.

1.8.9. The Indicative Flood Extent Map shown on the zoning maps in this plan provides information on two main areas of flood risk:

- **Zone A – High probability of flooding.** Most areas of the County that are subject to flood risks fall into this category. Here, most types of development would be considered inappropriate. Development in this zone should be avoided and/or only considered in exceptional circumstances, such as in major urban or town centres, or in the case of essential infrastructure that cannot be located elsewhere. A Justification Test set out in Ministerial Guidelines applies to proposals in this zone. Only water-compatible development, such as docks and marinas, dockside activities that require a waterside location, amenity open space, outdoor sports and recreation, would be considered appropriate in this zone.
- **Zone B - Moderate probability of flooding.** In most parts of the County this designation applies only to limited areas of land. In only a few locations do significant sites fall into this category. Here, highly vulnerable development, such as hospitals, residential care homes, Garda, fire and ambulance stations, dwelling houses and primary strategic transport and utilities infrastructure, would generally be considered inappropriate. Less vulnerable development, such as retail, commercial and industrial uses, sites used for short-let for caravans and camping and secondary strategic transport and utilities infrastructure, and water-compatible development might be considered appropriate in this zone.

Elsewhere – Localised flooding from sources other than rivers and the coast can still occur and may need to be taken into account at the planning application stage.

1.8.10. Notwithstanding the approach taken to the preparation of the 'Indicative Flood Extent Maps', in a relatively small number of settlements across the County as a whole, there is some evidence of possible anomalies in the flood risk mapping resulting in the possibility of inaccuracy at the local level. Having considered these issues in some detail, both OPW staff and the Consultants retained by the County Council are of the view that some anomalies will inevitably occur especially at the local level in this type of broad scale modelling. These may appear most significant in a few localised areas of relatively flat terrain but they do not undermine the credibility of the maps and their value as an appropriate basis for the spatial planning

decisions made in this Local Area Plan. Reference is made within the individual settlement chapters of the plan identifying those locations where such localised uncertainties may exist and policies and objectives set out in the following paragraphs provide an appropriate basis for the resolution of any issues that may arise.

Flood Risks and 'Zoning'

1.8.11. In the course of preparing this plan, so far as proposals for new zoning are concerned, the 'Indicative Flood Extent Maps', shown on the zoning maps, have been used as one of the relevant considerations in determining whether or not a particular parcel of land should be zoned. Generally where proposals for new zoning significantly conflicted with the 'Indicative Flood Extent Maps' they have not been included as zoned land unless the proposed use or development satisfied the 'Justification Test for Development Plans' set out on page 37 of the Ministerial Guidelines.

1.8.12. With regard to zonings inherited from the 2005 Local Area Plan, some of these may have been discontinued where there was a significant conflict with an issue relevant to the proper planning and sustainable development of the area (e.g. conflict with a Natura 2000 site, other heritage designation or a significant change in the overall approach to development in the settlement concerned). Where a flood event has been recorded on a site, particularly since the 2005, then, generally, the zoning has been discontinued in this plan.

1.8.13. However, where no flood event was recorded and the sole issue in relation to the zoning was conflict with the 'Indicative Flood Extent Maps', in this plan the zoning has generally been retained (either as a 'zoning' or as un-zoned land within the development boundary) but with a revised specific objective setting out the steps that will be appropriate at the project stage to determine the level of flood risk in relation to the site.

1.8.14. In line with the approach set out in the Ministerial Guidelines, areas 'zoned' for town-centre development comprise the main category of future development 'zoning' that often satisfy the requirements of the 'Justification Test for development plans' and in many cases these zonings have been retained notwithstanding the indication of significant risks of future flooding. Development proposals in these 'town-centre zonings' will need to follow the procedures indicated in paragraph 1.8.19 at the planning application stage with a view to developing appropriate flood-mitigation measures at the project stage.

Applications for Planning Permission in Areas at Risk of Flooding

1.8.15. In this plan, a number of specific sites that are identified for development and many parcels of land without a specific zoning objective but within the development boundary of a town or village,

are also affected by the 'Indicative Flood Extent Maps' shown in the plan.

1.8.16. In these areas, all applications for planning permission falling within flood zones 'A' or 'B' will need to comply with Chapter 5 of the Ministerial Guidelines – 'The Planning System and Flood Risk Management and, in particular, a site-specific flood risk assessment will be required.

1.8.17. In order to reflect the possibility that the 'Indicative Flood Extent Maps' in this plan may inevitably include some localised uncertainties, the site-specific flood risk assessment process is divided into two stages. The initial stage in the process is intended to be capable of being carried out relatively quickly and at modest expense involving a desk-top review of relevant flood risk information, where applicable the preparation of site levels or cross sections, the preparation of a commentary on site specific issues including the nature of any localised uncertainty in existing sources of information and, finally, a recommendation on the appropriate course of future action.

1.8.18. It is recommended that intending applicants for planning permission should carry out this first stage of the site-specific flood risk assessment process well in advance of the submission of their application for planning permission and that its recommendations should be brought to the attention of Council staff as part of a pre-planning meeting.

1.8.19. Where the first stage of the site-specific flood risk assessment indicates further study then the normal course of action will be to carry out a detailed site specific flood risk assessment in line with Chapter 5 of the Ministerial Guidelines before an application for planning permission can be considered. Where the County Council have indicated in writing that they are in agreement with any proposals for avoidance or that the initial study shows satisfactorily that the site is not at risk of flooding then, subject to other proper planning considerations, an application for planning permission may be favourably considered.

The first stage in the assessment process will include:

- An examination of all sources of flooding that may affect a particular location – in addition to the fluvial and tidal risk represented in the indicative flood risk maps.
- A review of all available flood related information, including the flood zone maps and historical flood records (from www.floodmaps.ie, and through wider internet / newspaper / library search/local knowledge of flooding in the area).
- An appraisal of the relevance and likely accuracy / adequacy of the existing information. For example, if the outline is from

- CFRAM or other detailed study they can be relied on to a greater extent than if they are from other sources.
- Site cross sections or spot levels, including the river and surrounding lands.
- Description of the site and surrounding area, including ground conditions, levels and land use.
- Commentary on any localised uncertainty in the existing flood mapping and other sources of flood risk information and the site area.
- Proposal as to the appropriate course of action which could be either:
 - further study;
 - revision of proposals to avoid area shown at risk of flooding; or
 - continue with development as proposed (if the site is clearly demonstrated to be outside flood zones A or B and has been shown to be not at flood risk).

1.8.20. Where it can be satisfactorily shown in the detailed site-specific flood risk assessment that the proposed development, and its infrastructure, will avoid significant risks of flooding in line with the principles set out in the Ministerial Guidelines, then, subject to other relevant proper planning considerations, permission may be granted for the development.

1.8.21. Where the site does not benefit from a specific zoning objective in this plan and there are significant residual flood risks to the proposed development or its occupiers, conflicting with the approach recommended in the Ministerial Guidelines, it is unlikely that permission will be granted unless all of the following are satisfied:

- The proposal is within an urban settlement, targeted for growth under the National Spatial Strategy, regional planning guidelines, and statutory plans (including this local area plan).
- The development of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:
 - Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement;
 - Comprises significant previously developed and/or under-utilised lands;

- Is within or adjoining the core of an established or designated urban settlement;
- Will be essential in achieving compact and sustainable urban growth; and
- There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.

Flood Risks – Overall Approach	
FD 1-1	<p>It is an objective of this plan to take the following approach in order to reduce the risk of new development being affected by possible future flooding:</p> <ul style="list-style-type: none"> • Avoid development in areas at risk of flooding; and • Where development in floodplains cannot be avoided, to take a sequential approach to flood risk management based on avoidance, reduction and mitigation of risk.
FD 1-2	<p>In areas where there is a high probability of flooding - 'Zone A' - it is an objective of this plan to avoid development other than 'water compatible development' as described in section 3 of 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' issued in November 2009 by DoEHLG.</p>
FD 1-3	<p>In areas where there is a moderate probability of flooding - 'Zone B' - it is an objective of this plan to avoid 'highly vulnerable development' described in section 3 of 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' issued in November 2009 by DoEHLG.</p>

Development in Flood Risk Areas	
FD 1-4	<p>It is an objective of this plan to ensure that all proposals for development falling within flood zones 'A' or 'B' are consistent with the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. In order to achieve this, proposals for development identified as being at risk from flooding will need to be supported by a site-specific flood risk assessment prepared in line with paragraph 1.8.19 of this plan.</p>
FD 1-5	<p>Where the planning authority is satisfied that it can be satisfactorily shown in the site-specific flood risk assessment required under objective FD 1-4 that the proposed development, and its infrastructure, will avoid significant risks of flooding in line with the principles set out in the Ministerial Guidelines, then, subject to other relevant proper planning considerations, permission may be granted for the development.</p>
FD 1-6	<p>Where the the site specific flood risk assessment required under FD 1-4 shows that there are significant residual flood risks to the proposed development or its occupiers, conflicting with the approach recommended in the Ministerial Guidelines, it is an objective of this plan to, normally, avoid development vulnerable to flooding unless all of the following are satisfied:</p> <ul style="list-style-type: none"> • The development is within an urban settlement, targeted for growth under the National Spatial Strategy, regional planning guidelines, and statutory plans (including this local area plan). • The development of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular: <ul style="list-style-type: none"> ▪ Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement; ▪ Comprises significant previously developed and/or under-utilised lands;

Development in Flood Risk Areas	
	<ul style="list-style-type: none"> ▪ Is within or adjoining the core of an established or designated urban settlement; ▪ Will be essential in achieving compact and sustainable urban growth; and <p>There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.</p>

1.9 Metropolitan Cork GreenBelt

1.9.1. In the Carrigaline Electoral Area, within the Metropolitan Greenbelt of Cork, established in the County Development Plan 2009 (as varied), there are no towns subject to a new green belt.

1.9.2. The County Council has made a formal variation to the County Development Plan 2009 in order to take account of proposals in this Local Area Plan. This variation includes consequential changes to the Metropolitan Green Belt Maps set out in Volume 3 of the County Development Plan 2009.

1.10 Strategic Environmental Assessment and Habitats Directive Assessment

1.10.1. The Strategic Environmental Assessment and Appropriate Assessment (Habitats Directive Assessment) are contained in Volume 2 of this plan.

1.10.2. The European Community issued the Strategic Environmental Assessment (SEA) Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment.

1.10.3. The SEA Directive was transposed into Irish Law under the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. 435 of 2004), and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436 of 2004) and became operational on 21 July 2004. Under these Regulations it is required that a Strategic Environmental Assessment (SEA) be carried out for Local Area Plans for areas with a population of 10,000 persons or more. An Environmental Report has been prepared and is contained in Volume 2 of this plan. The report considers the likely significant impacts on

the environment as a result of implementing the Local Area Plan. The plan was assessed against the environmental objectives set out in the Environment Report. Where a likely significant effect was identified mitigation measures were proposed, where possible. The most significant issue which came out of SEA is the need to tie all development objectives for all settlements to the availability of appropriate waste water treatment plant facilities.

1.10.4. Habitats Directive Assessment (HDA), also known as Appropriate Assessment is provided in accordance with requirements under the EU Habitats Directive (43/92/EEC) and Birds Directive (79/409/EEC), the impacts of the policies and objectives of all statutory land use plans on certain sites that are designated for the protection of nature (Natura 2000 sites) must be assessed as an integral part of the process of preparing 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 for all stages of the plan making process.

1.10.5. The final Natura Impact Report for the Carrigaline Electoral Area Local Area Plan, 2011-2017 summarises how all of the recommendations arising from the initial Natura Impact Reports, and how ecological considerations generally, have been integrated into the Local Area Plan. It also contains the details of the monitoring measures which will be implemented to ensure that the undertakings in relation to the protection of the Natura 2000 network, as set out in the Local Area Plan, are met. Finally the report contains the AA Conclusion Statement which finds that, subject to a number of changes to text, objectives, settlement boundaries and zonings, which have been accepted by the Council and are contained in the final plan, there will be no significant impact on the network as a whole, nor to individual Natura 2000 sites or their dependant habitats and species.

Section 2 Local Area Strategy

2.1 Introduction

2.1.1. This section sets out the overall strategy for the Carrigaline Electoral Area as a whole, presents a summary and analysis of the growth and population targets used in the plan and gives details of the main employment and economic considerations, education and infrastructure requirements and key environmental considerations. In short it brings together the important factors that have influenced the overall direction of the plan.

2.2 The Carrigaline Electoral Area Strategy

Strategy

2.2.1. The Carrigaline Electoral Area lies within the Cork Area Strategic Plan and is entirely contained within the County Metropolitan Strategic Planning Area as defined in the County Development Plan 2009. The Electoral Area comprises an area of about 180 sq km including about 51 km of coastline along the western shore of Cork Harbour. The Electoral Area includes the coastal and harbour settlement of Crosshaven and the strategic employment centre of Ringaskiddy and the satellite towns of Passage West and Carrigaline.

2.2.2. The Electoral Area is located to the south of Cork City and also includes the Cork City South Environs including Douglas, Grange, Frankfield, Donnybrook, Maryborough, Rochestown, Doughcloyne and Togher. All of the Carrigaline Electoral Area is within the Cork Area Strategic Plan (CASP) Metropolitan Cork Area. The other settlements included in the Electoral Area are Curraheen and Waterfall to the North West, Ballinhassig, Ballygarvan and Curraghbinny which stretch from West to East along the central axis and Tracton and Minane Bridge to the South.

2.2.3. As a consequence of the Electoral Area Boundary Commission changes which were completed in 2008, the Carrigaline Electoral Area was reduced in size from 240 sq km to an area of 180 sq km. As a result of these changes the Metropolitan town of Ballincollig and the village of Ballynora transferred from the Carrigaline to the Macroom Electoral Area and the village nucleus of Roberts Cove transferred from the Carrigaline to the Bandon Electoral Area.

2.2.4. The original CASP was published in 2001 and was updated in July 2007. CASP places large emphasis on the fact that future growth in the region needs to be solidly based on the principle of sustainable development and in particular, needs to take place in a way which supports the use of sustainable transport modes (public transport, cycling and walking). The Updated CASP Strategy echoes the proposals of the original CASP by proposing that development should be directed along the Cork suburban rail corridor, which would support the investment that the Government is making in suburban rail. The Updated CASP Strategy therefore provides a phased approach which gives priority to growth along the rail corridors.

2.2.5. In order to reflect this rebalancing of development in Metropolitan Cork the CASP Update envisages that the settlements in Carrigaline Electoral Area will generally consolidate within their existing development boundaries while receiving some moderate growth.

2.2.6. The CASP update identifies additional growth for Douglas and the South Environs. The future focus of this area could centre around the redevelopment of the Tramore Valley area (including the Tramore Road in the City) for more employment intensive uses, as well as residential development, on the South of the South Ring Road. Consideration will also be given to the delivery of a high quality public transport connection from the City centre to the airport and airport Business Park. The Airport and associated Business Park will continue to enhance its potential as a strategic employment location by supporting further business development.

2.2.7. It is envisaged that Carrigaline will grow moderately up to 2020. The focus is on the consolidation of the town centre, with additional retail/services/commercial and residential uses, taking into account the flooding potential of the town, the high amenity and environmental value along the Owenboy River corridor, as well as the provision of substantial soft infrastructure to support the town's population, including recreational and amenity areas.

2.2.8. Carrigaline have also been designated as 'Developing Areas' by the Department of the Environment, Heritage and Local Government (DoEHLG) where the objective is to deliver the necessary social and physical infrastructure in a co-ordinated manner to facilitate the sustainable development of these areas to support a high quality of life.

2.2.9. Ringaskiddy will continue to act as a strategic employment location and indeed should see primarily industrial employment growth based on the relocation of port activity from the Docklands. In this regard the delivery of a high quality public transport network to Ringaskiddy is essential.

2.2.10. In the rest of the Electoral Area, Passage West, Crosshaven and the smaller settlements it is envisaged that there is potential for

on-going moderate growth which will be in line with the provision of sufficient infrastructure services.

Population and Housing

2.2.11. During the period 2002-2006 the Carrigaline Electoral Area recorded almost a 14% increase in population growth. Table 2.1 below outlines both the population figures for the main settlements and villages and rural area for Carrigaline Electoral Area for the last two census years 2002 and 2006. The populations of the three main settlements Carrigaline, Cork City - South Environs and Passage West all increased during the period 2002-2006 and even though, the boundary of Carrigaline Electoral Area decreased in size, the population of the villages and rural area still increased between the same period.

Settlement *	Population		% Change
	2002	2006	
Cork South Environs	26,381	30,002	13.75
Carrigaline	11,191	12,835	14.69
Passage West	4,595	5,203	13.23
Villages and Rural**	10,711	12,084	12.81
Total	52,878	60,124	13.70

* Figures in this table are based on the revised Electoral Area boundary
**Includes the Strategic Employment Centre of Ringaskiddy

2.2.12. The combined target population growth for the Electoral Area in the period 2006 – 2020 is a very modest 2,971. This low growth figure takes cognisance of the fact that both the CASP 2000 and the CASP Update 2008 specified the need to consolidate growth in the South East of Cork City so that the population redistribution growth strategy of CASP will strengthen the Northern Environs of the City along the Blarney/Cork to Midleton/Cobh Rail corridor. Table 2.2 shows the population target for the Electoral Area as well as the targeted growth within the settlement network.

Settlement	Population 2006	Growth 2006-2020	2020 Target
Cork South Environs	30,002	100	30,102
Carrigaline	12,835	1,231	14,066
Passage West	5,203	83	5,286
Villages and Rural**	12,084	1,557	13,641
Total	60,124	2,971	63,095

* Figures in this table are based on the revised Electoral Area boundary
**Includes the Strategic Employment Centre of Ringaskiddy

2.2.13. Despite its low population target, the household growth target for the entire Carrigaline Electoral Area for 2020 is 26,058, which is an increase of 29%. The reason for this large increase is the predicted drop in household size and the increase in housing density especially in the Cork City – South Environs. The overall household growth for the Electoral area is 5,909 and this equates to 7,682 housing units, most of which will be accommodated in the three main settlements with the remainder going to the villages and rural area.

Settlement*	Households 2006	H'hld Growth 2006-2020	H'hld 2020 Target
Cork South Environs	9,967	2,467	12,434
Carrigaline	4,264	1,591	5,855
Passage West	1,729	523	2,252
Villages and Rural**	4,189	1,328	5,517
Total	20,149	5,909	26,058
New Dwelling Units Required			7,682

* Figures in this table are based on the revised Electoral Area boundary
**Includes the Strategic Employment Centre of Ringaskiddy

2.2.14. The following table summarises the provision for new housing that will need to be made in this plan if the target population is to be accommodated. Since 2006 about 856 houses are already built, 697 are either under construction / vacant leaving a balance of 6,129 houses which needs to be accommodated in this plan.

Settlements	Already Built 2006-2010*	Under Construction & Vacant
<i>Main Settlements</i>		
Cork South Environs	188	389
Carrigaline	385	96
Passage West	2	162
Key Villages	225	40
Villages and Other Settlements	56	10
Total	856	697

*Already built 2006-2010: this is the geodirectory count for 2010 minus the geodirectory count for 2005 and indicates what has been built and occupied between '05 and '10. A fifth of this figure gives a yearly average and four fifths gives an estimate of what was built and occupied between '06 and '10

2.2.15. The following table provides an overview of the housing units for each settlement set out in this plan.

Settlement Name	No. of existing dwellings 2010	Growth in d/units 2000-2010	Out/st planning perms 2010	Target growth 2010-2020
Main Town				
Carrigaline	5,267	2,572	653	1,587
Cork City-Sth Environs	11,544	4,056	579	2,630
Passage West	2,073	799	284	517
Ringaskiddy	447	160	0	90
Total Main Towns				4,824
Key Village				
Crosshaven & Bays	1,714	450	140	286
Total Key Village				286
Villages and Rural				
Ballinhassig	26	0	92	70
Ballygarvan	171	143	0	45
Minane Bridge	58	50	8	20
Waterfall	88	60	32	22
Fivemilebridge	29	10	0	10
Total Villages and Rural				167
Grand Total Units				5,277

2.2.16. At the outset of the preparation of this plan when the Outline Strategy documents were published, the intention was to provide a higher proportion of the overall growth in the villages and rural areas. While individual housing in rural areas will still play a significant role, the detailed assessment of villages that has subsequently been carried out lead to the conclusion that many villages and smaller settlements could not for a variety of reasons accommodate larger numbers of dwellings. This lack of capacity in the villages and uncertainty over future household formation rates in the villages, is addressed in the zoning maps for the main towns where additional headroom exists or has been provided to ensure no shortfall of housing land arises in the life of the plan. Therefore, while the zoning provisions in some towns/ town council areas, e.g. Carrigaline, is greater than the population target for that town, this land may have a role to play in addressing the uncertainty on the numbers that can be delivered in the villages should certain circumstances prevail.

2.2.17. This has had the net effect of increasing the growth proposed in the three main settlements above that originally set out in the Outline Strategy. These main settlements by their nature are better served by infrastructure, community facilities and other social services.

2.2.18. Growth targets in the key villages and villages have been set to take account of the existing scale and grain of development, the level of infrastructure and services and other relevant specific considerations as set out in Section 3 of this plan.

2.2.19. The plan also recognises the important role that townlands and rural communities outside the settlement network play in meeting the future housing needs of those rural communities and the overall electoral area. Provision of individual dwellings outside the settlement network will be considered on suitable sites subject to the policies as outlined in the Cork County Development Plan, 2009.

Employment and Economic Activity

The Census 2006 indicates that there are 21,585 jobs in the Cork City-South Environs, the Main towns and the Strategic Employment Areas of the Carrigaline Electoral Area. The County Development Plan 2009 sets out targets for the delivery of new jobs to support the population growth proposed for the county. As part of this strategy, the number of jobs in the Carrigaline Electoral Area is envisaged to increase substantially by up to 9,000 and in the long term by a further 6,500 jobs intended for the Cork Science Innovation Park at Curraheen.

2.2.20. It is important that this jobs target is achieved in order to help sustain the level of growth in the electoral area and reduce longer distance commuting. While this is mainly achieved by locating new employment areas within and adjacent to the main settlements, it is also important to help sustain the rural hinterlands by encouraging smaller scale development in the key villages where appropriate.

2.2.21. In the Carrigaline Electoral Area, the employment base is very strong and centres on a mix of manufacturing and service industry. Outside of the main towns and strategic industrial areas there are employment and economic activities of varying scale occurring in the smaller settlements and rural areas of the Electoral Area, such as agriculture, quarries, service industries, tourism and other industrial and commercial uses.

2.2.22. The two major employment centres in the Carrigaline Electoral Area are Ringaskiddy and the Cork Airport Business Park. Ringaskiddy is categorised as a strategic employment centre which has modern port facilities and contains predominately large-scale manufacturing industrial uses that occupy large, stand alone sites. The Airport Business Park is a specialised employment centre that provides a prestigious office based industrial area for international traded services.

2.2.23. In the recent past, the Carrigaline Electoral Area has been a popular location for general manufacturing, large –scale pharmaceuticals, international traded services and commercial uses. It is envisaged that Ringaskiddy will continue to adequately meet the needs of the pharmaceutical industry and other large stand alone activities. The other main settlements of Carrigaline, Cork City -South Environs and Passage West may require strengthening of the supply of zoned land to meet the needs of general business uses.

2.2.24. The Carrigaline Electoral Area is part of the single employment and property market that is the CASP Metropolitan Cork Area. It is within this area that the largest concentration of pharmaceutical companies in the country are located. The harbour area accommodates nationally significant employment clusters at Ringaskiddy, Little Island and Whitegate in particular.

2.2.25. The following table sets out the proposed breakdown between industrial and business land supply in the main towns.

Table 2.6: Employment Land Supply in Main Towns		
	Carrigaline Local Area Plan 2010	
	Business	Industry
Carrigaline	15.9	0
Cork City - South Environs	-	-
Cork Science, Innovation Park*	100*	0
Cork Airport*	15.8*	0
Passage West	1.2**	0
Ringaskiddy	0	263
Total	132.9	263

* Forms part of the Cork City- South Environs

** Estimated Percentage of X-01 in Passage West

2.2.26. In the current economic climate it is difficult to estimate the future rate at which the remaining supply of land will be developed. In the Carrigaline Electoral Area, Ringaskiddy and the Airport Business Park in particular, were amongst the fastest growing employment areas in the County in recent years and both could be areas where early signs of economic recovery would be expected to manifest themselves in demand for new development.

2.2.27. As can be seen from table 2.6 above the plan has made provision in the main settlements for additional business and industrial lands to cater for the proposed increase in new jobs. The intention is to provide a range of options for the location of employment uses in each settlement.

2.2.28. Cork City - South Environs, as the largest town in the electoral area is likely to emerge as the principal centre for future employment growth. Although there are no definitive business or industrial zonings in Cork City - South Environs it is envisaged that there will be a considerable level of job growth in this area. The development of the Cork Science, Innovation Park and the continued development of Cork Airport and associated Business Park will

provide for increased job opportunities. Following on from the recommendation of the CASP Update it is envisaged that the medium to long term redevelopment of the Tramore Valley will provide for development proposals for higher density mixed use housing and employment development. The pace and timing of this proposed redevelopment will be very much dependent upon market conditions. Priority will be given to the delivery of a 'Landuse and Transportation Study' for Douglas which will ensure that Douglas evolves into a fully functional mixed use higher order centre in terms of housing, employment and retail offer.

2.2.29. Over the lifetime of this plan, it is envisaged that Ringaskiddy will reaffirm its focus on industrial and port related roles which reflects its status as a Strategic Employment Centre. Development will focus primarily upon the relocation of Port facilities and the development of further stand-alone industries. There is some potential for small scale infill business development in sectors which can support other existing industries.

2.2.30. A limited amount of business land has been zoned in Carrigaline. This land is located adjacent to existing business uses and therefore is a logical extension of the area. It is anticipated that the proposed future rebalancing of the town centre will also provide for increased employment opportunities.

2.2.31. The focus for Passage West will primarily concentrate on regeneration and the redevelopment of the 'old' Dockyard site. The redevelopment of this site presents an important opportunity to revitalise the town centre while at the same time providing for some much needed employment opportunities.

2.2.32. There are a number of existing industries in the Electoral Area that have exclusion zones under the Seveso Directive Regulations and these are listed in the Table below:-

Table 2.7: Carrigaline Electoral Area Seveso Sites		
Enterprise	Location	Consultation Distance (m)
Irish Oxygen Company Limited	Waterfall	1000
Novartis Ringaskiddy Limited	Ringaskiddy	1000
Pfizer Ireland Pharmaceuticals	Ringaskiddy	1000
Smithkline Beecham (Cork) Limited	Ringaskiddy/Curaghbinny	1000

Retail

2.2.33. The Cork Retail Centres Hierarchy defined in the Cork Retail Study 2008, lists the location of Town and District Centres. In the Carrigaline Electoral Area, Town and District Centres are located at

Carrigaline, Passage West and Douglas. Neighbourhood centres are located at Togher and Bishopstown Court.

2.2.34. In relation to retail provision for Carrigaline, South Environs and Passage West, the plan confirms the role of the town centre as the primary location for retail development. In Carrigaline and Passage West it is proposed to enlarge the Town Centre and in the South Environs it is proposed to re-enforce the district centre designation for Douglas while at the same time acknowledging the retail role of Bishopstown and Togher/Doughcloyne. Greater emphasis has been given to improvements to the public realm and examples of initiatives are included in the plan where relevant.

Tourism

2.2.35. Tourism is a significant industry in the Carrigaline Electoral Area as it includes a large amount of attractive coastline and estuary, which contain features of historical, cultural and natural significance popular with visitors. The key tourist attraction of the area is Cork Harbour which includes the coastal settlements of Passage West and Crosshaven.

2.2.36. Crosshaven attracts significant visitor numbers and contains some specific coastal, maritime and historic tourist attractions such as the Royal Cork Yacht Club and Fort Meagher at Camden. Similarly, on the coast the bays areas of Crosshaven provide attractions for day-trippers, long stay tourists, water-based activities and leisure breaks.

2.2.37. The attractive coastline and beaches in the area which have features of historical, cultural and natural significance also provide opportunities for shore angling, deep-sea fishing and walks. The Electoral Area contains within it the ferry port at Ringaskiddy and the Airport at Farmers Cross. Significant numbers of tourists embark at the airport and ferry port and together with business travel it is a major contributor to the local economy.

2.2.38. The tourism industry relies on the quality and attractiveness of the built and natural heritage and the objectives in the Cork County Development Plan 2009, that are directed towards the conservation of the built and natural environments must be respected not only for their own sake but because of their importance to this sector of the economy.

2.2.39. New development for the tourist industry should respect the existing settlement pattern of the county. Integrated tourism development facilities (including sports and recreation activities and food related tourism) will contribute to a more diverse range of visitor attractions, encourage longer visitor stays, help extend the visitor season and add to the quality of life for people who live in the area.

2.2.40. Carrigaline is one of the three electoral areas surrounding Cork Harbour. As the second largest natural harbour in the world,

Cork Harbour makes an important economic, environmental and recreational contribution to Cork City and the wider Metropolitan Cork area. As well as its role as a traditional port, the harbour has an extensive maritime and military history which is the basis for a strong tourism product e.g. Spike Island, enhanced by the cruise liner terminal facilities in Cobh.

2.2.41. The Harbour as a recreational resource cannot be underestimated. In recognition of this, the Council have developed the 'Marine Leisure Infrastructure Strategy for the Southern Division of Cork County Council 2010-2020', which includes Cork Harbour. This Strategy includes actions to promote high quality infrastructure, good water quality and improvement to key access points. Marine leisure activity audit maps and location audit factsheets and maps have also been prepared as part of the Strategy.

2.2.42. Gaining access to the water is seen as an increasingly difficult issue for recreational users of the harbour. A number of locations in the Carrigaline Electoral Area that would benefit from improved access facilities to the water have been identified including Passage West/Monkstown/Glenbrook, and Crosshaven & Bays. In addition, opportunities for a range of water and land based activities around the Harbour have also been identified and mapped as part of the Marine Leisure Infrastructure Strategy.

Community Facilities

2.2.43. In cases where a particular community facility is either forthcoming or is required every effort has been made to identify this requirement in each of the settlements. In terms of primary schools, where a new school or an extension to a school has been identified as a requirement, provision has also been made for this. In addition, where a site contiguous to a school is undeveloped, a longer term reservation site has been identified. This usually applies to the smaller settlements.

2.2.44. The following is a summary list of the school sites identified in the Electoral Area.

Settlements	School Requirements
Carrigaline	<ul style="list-style-type: none"> Site identified for school campus to include one post primary and two primary schools in the north western quadrant of the settlement. Site identified as part of a residential zoning for a primary school in the south of the settlement. <p>Site for a primary school to be set aside in the</p>

	Shannonpark master plan area.
Ballygarvan	Site zoned for new primary school.

Infrastructure

2.2.45. In order to deliver the population and housing targets identified in this plan, significant expenditure is required in water services infrastructure in practically all of the settlements. As stated at the outset, the strategy of this plan is to prioritise investment in the main towns, where future demand for housing is likely to be high. Investment should be prioritised in the key villages as they offer a rural housing choice to wider catchments and they have schools and other services. If resources allow the villages and village nuclei should receive investment to facilitate local choice.

2.2.46. The County Development Plan 2009, in objectives INF 5-6, INF 5-7 and INF 5-8, sets out a overall strategy for the provision of water and waste water infrastructure and these objectives are applicable to the development proposed in this plan.

Objective No.	Water & Waste Water Infrastructure Objective
LAS 2-1	<p>(a) In line with the principles set out in the County Development Plan 2009 and the provisions of objectives INF 5-6, INF 5-7 and INF 5-8 of the County Development Plan, development proposed in this plan will only take place where appropriate and sustainable water and waste water infrastructure is in place which will secure the objectives of the relevant River Basin Management Plan and the protection of Natura 2000 sites with water dependant habitats or species. This must be provided and be operational in advance of the commencement of any discharges from development.</p> <p>(b) Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) will be required for all developments discharging within or upstream from Natura 2000 sites with water dependent habitats or species.</p>

2.2.47. In the South Environs Cork Main Drainage Scheme put in place the necessary pipe-work and pumping stations to convey Cork City and its Environs wastewater and wastewater flows from other areas of the County to a newly constructed waste water treatment

plant at Carrigrenan, Little Island. This treatment plant can currently facilitate a population equivalent of 413,000.

2.2.48. The South Environs are served by drinking water from the treatment works at Inniscarra. There are no issues with water supply. There are proposals, however, for additional storage capacity with a new high level reservoir at Chetwynd and additional storage at Mount Emla.

2.2.49. At times of heavy rainfall surface water flooding can be an issue in the South environs. The Water Services Investment Programme at planning stage 2010 to 2012 gave priority to a study entitled "Cork City Sewerage Scheme (Tramore River Valley – Study)". This study is at pre planning and may examine the possible extension of Tramore River Valley Sewer and separation of storm water in its catchment.

2.2.50. Currently all wastewater from Carrigaline, Passage West, Crosshaven discharges untreated into Cork harbour. Therefore, in the Carrigaline Electoral Area, one of the most important considerations of the plan will be the completion of the Cork Lower Harbour Sewerage Scheme. This scheme intends to upgrade the existing wastewater infrastructure in the Lower Harbour and Environs including separation of foul and storm water, new pipelines, new pumping stations, a marine crossing and the construction of a new Wastewater Treatment Plant at Ringaskiddy, resulting in a significant improvement in water quality in the harbour. The EIS for this scheme was approved by An Bord Pleanala on the 26th June 2009. The preliminary Report has been submitted to the Department of the Environment, Heritage and Local Government for approval, however, given the current financial situation, an optimistic completion date is 2015. Until then, wastewater treatment will have to be regulated by EPA licenses.

2.2.51. All settlements outside of the main towns including the bays area of Crosshaven are not served by public wastewater infrastructure. They are either served by individual septic tanks or private package treatment plants. The provision of new public wastewater treatment plants and collection systems are not identified in the Wastewater Investment Programme 2010-2012 and this infrastructure deficiency is likely to impact on the development potential of these settlements in the future.

2.2.52. In Carrigaline drinking water is supplied from two separate schemes: the Inishannon Water Supply Scheme and the Cork Harbour and City Water Supply Scheme. Although an adequate source capacity is available, there is a lack of storage in the southern side of Carrigaline which needs to be remedied. Supplies here are being maintained through in-line boosting of the supply. There are issues pertaining to storm water. These will be resolved as part of the improvement / development of the Carrigaline Collection system.

2.2.53. There are no significant issues with water supply in Passage West or Ringaskiddy.

2.2.54. The N-28 National Primary route links Ringaskiddy to Cork City and onwards to the wider regional area. It is proposed to improve the existing N28 between the Bloomfield interchange with the N25 South Ring Road and Ringaskiddy.

2.2.55. The improved road will have a greater capacity particularly for freight vehicles making journeys to and from the port and this will substantially improve the standard of the existing N28. The development of this road scheme is being promoted by Cork County Council and is funded by the National Roads Authority. It is critical that the N28 project be finalised as quickly as possible in order to bring certainty and assurance of commitment to existing and future investment in the Ringaskiddy area. This planned upgrade represents an important catalyst for the economic development of Cork and the South-West region.

2.2.56. Another critical piece of infrastructure are the proposed flyovers at Bandon Road and Sarsfield Road roundabouts which are currently at design stage.

2.2.57. Public Transport opportunities in the Electoral Area are solely focussed on public bus operators, with an hourly service operating between Cork City and the main towns of Carrigaline, Passage West and Ringaskiddy and the key village of Crosshaven. The South Environs is served by a City bus service, with buses available at regular intervals. Traffic congestion in the Douglas area is a major factor to be considered. The travel to work patterns which have emerged from the 2006 census have shown that Carrigaline is the most car dependant in the country and efforts to improve the situation through various traffic management schemes will be made. It is important that provision is made for good walking and cycling facilities within all of the settlements.

2.2.58. It is proposed that Douglas evolves into a fully functional mixed use higher order urban centre in terms of both its development density and its retail offer with generally enhanced public transport, accessibility and parking demand management. In order to achieve this, a holistic view of Douglas is required. It is proposed that during the lifetime of this plan that priority will be given to the completion of a Land Use and Transportation Study (LUTS) for the Douglas Area.

2.2.59. A Special Local Area Plan (SLAP) for the operational area of the Cork International Airport has been adopted by Council (13th September 2010). The SLAP was prepared for the purpose of facilitating the development of Cork Airport by providing for, where necessary, the protection of land for the future operation and development needs of the airport, looking forward to the year 2040.9

Environment and Heritage

2.2.60. European and National legislation now protect the most valuable of our remaining wild places, through designation of sites as National Heritage Areas, proposed Natural Heritage Areas, candidate Special Areas of Conservation and Special Protection Areas.

2.2.61. The designation of these sites at a national level is the responsibility of the Department of the Environment, Heritage and Local Government, but it is the responsibility of all of us to protect 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.

2.2.62. National Heritage Areas and proposed Natural Heritage Areas (pNHA's) cover nationally important semi-natural and natural habitats, landforms or geomorphologic features, wild plant and animal species or a diversity of these natural attributes. The current list of pNHA's is contained in the County Development Plan 2009 and is shown on the Heritage and Scenic Amenity Maps in Volume 3 of that Plan.

2.2.63. Candidate Special Areas of Conservation (cSAC's) have been selected because they support habitats and plant and animal species that are rare or threatened in Europe and require particular measures, including the designation of protected sites, to conserve them. The sites are called 'candidate sites' because they are currently under consideration by the Commission of the European Union. The current list of cSAC's is contained in the County Development Plan 2009 and is shown on the Heritage and Scenic Amenity Maps in Volume 3 of that Plan.

2.2.64. Special Protection Areas (SPA's) 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 cSAC's they form part of the 'Natura 2000' network of sites throughout Europe. The list of SPA's is contained in the County Development Plan 2009 and is shown on the Heritage and Scenic Amenity Maps in Volume 3 of that Plan.

2.2.65. In the Carrigaline Electoral Area, important nature conservation areas include the following:-

Table 2.9: Designated Sites in the Carrigaline Electoral Area		
Code	Description	Natura 2000 Site
pNHA-0107	Templebreedy National School, Crosshaven	No
pNHA-0371	Fountainstown Swamp	No

pNHA-1046	Douglas River Estuary	No
pNHA-1066	Lough Beg (Cork)	No
pNHA-1966	Minane Bridge Marsh	No
pNHA-1979	Monkstown	No
pNHA-1990	Owenboy River	No
SPA-4030	Cork Harbour	Yes

2.2.66. In terms of water quality the South West River Basin Management Plan has identified that Cork Harbour is at risk from wastewater discharges from local treatment facilities. The Action Plan includes as an objective the need to restore these waters to good status by 2021. A section of Cork Harbour which is adjacent to Douglas and Passage West has also breached the winter dissolved inorganic nitrogen criterion with percentage deviations greater than 50% being observed in the estuary. This has implication for the overall quality of the area particularly as it has been identified as a nutrient protection area.

2.2.67. 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.

2.2.68. In the meantime, Cork County Council recognises the importance of geological heritage and to this end has listed in the County Development Plan 2009 the important geological features within the County with the intention of maintaining their possible conservation value. The list has been produced in consultation with the Geological Survey of Ireland and the Geology Department of the National University of Ireland, Cork.

2.2.69. 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.

2.2.70. Achieving the population targets and supporting development proposed in this plan will require the parallel development and implementation of sustainable measures to ensure the integrity of the biodiversity of the area is protected.

Objective No.	Environment Objective
LAS 2-2	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.
LAS 2-3	It is an objective to provide protection to all proposed and designated natural heritage sites and protected species within this planning area in accordance with ENV 1-5, 1-6, 1-7 and 1-8 of the County Development Plan, 2009. This includes Special Areas of Conservation, Special Protection Areas and Natural Heritage Areas.
LAS 2-4	It is an objective to maintain where possible important features of the landscape which function as ecological corridors and areas of local biodiversity value and features of geological value within this planning area in accordance with ENV 1-9, 1-10, 1-11 and 1-12 of the County Development Plan , 2009.

- The upgrading of the N28 is essential to the future development of the Carrigaline Electoral Area.
- Deliver jobs targets, in particular in the Strategic Employment Centres of Ringaskiddy and Cork Airport.
- In the medium to long term and dependent on market conditions consideration will be given to the delivery of an 'Integrated Area Plan' for the Tramore Valley.
- Delivery of the Masterplan area for Shannonpark, Carrigaline.
- Rebalancing Carrigaline town centre to include better traffic management, car park provision, pedestrian access and general improvements to the public realm.
- The redevelopment of the 'old dockyard site' in Passage West.
- Promote and develop the tourist potential of Cork Harbour.

2.3 Overall Challenges

2.3.1. The overall challenges facing Carrigaline Electoral Area can be summarised as:

- Priority will be give to the delivery of a 'Landuse and Transportation Study' for Douglas. This study will commence no later that September 2011 and will be completed during 2012.
- The development and expansion of Cork Airport in line with the Airport Slap is crucial to the development and future prosperity of Cork.
- Delivery of the Cork Science Innovation Park at Curraheen.
- The proposed future development of a new container terminal and other port related facilities at Ringaskiddy.

Section 3 Settlements and Other Locations

MAIN SETTLEMENTS

Carrigaline
Cork City – South Environs
Passage West

STRATEGIC EMPLOYMENT CENTRE

Ringaskiddy

KEY VILLAGE

Crosshaven & Bays

VILLAGES

Ballinhassig
Ballygarvan
Minane Bridge
Waterfall

VILLAGE NUCLEUS

Fivemilebridge

OTHER LOCATIONS

Curraghbinny
Curraheen
Farmer's Cross
Tracton

MAIN SETTLEMENTS

Carrigaline

Cork City – South Environs

Passage West

STRATEGIC EMPLOYMENT CENTRE

Ringaskiddy

1 Carrigaline

1.1 VISION & CONTEXT

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

1.1.1. 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 SET 2-7 of the County Development Plan 2009 where the stated aim is to consolidate the rapid growth of recent years broadly within the town's existing development boundary, protecting the important Green Belt areas.

1.1.2. The CASP Update 2008 envisages moderate population growth for Carrigaline. It states that the focus will be upon the consolidation of the town centre, with additional retail/services/commercial and residential uses, taking into account the flooding issues in the town, the high amenity and environmental value along the Owenabue (Owenboy) River corridor, as well as the provision of substantial soft infrastructure to support the town's population, including recreational and amenity areas and the provision of additional educational facilities on existing primary and secondary school sites.

1.1.3. The ability of the town to provide a strong supply of housing and business land in a location close to the City suggests that Carrigaline has potential to play a significant future role in the development of Metropolitan Cork. Because of this potential, the DoEHLG have designated Carrigaline as a 'Developing Area'. It is anticipated that the town will receive a degree of priority for future infrastructure investment as a result of this designation.

1.1.4. A key objective for the Carrigaline Local Area Plan will be to encourage the development of the Shannonpark Masterplan Area. This mixed use site is located on the northern periphery of the town and will include phased development for up to 1,200 residential units, a 'Park and Share' facility, recreation and amenity areas including integrated sporting facilities, a primary school and a neighbourhood centre development which will include an office and retail component.

1.1.5. In terms of hard infrastructure, the transportation plan prepared for Carrigaline focuses on the importance of the delivery of the relief road to the west of the town, required in order to alleviate some of the current traffic congestion within the town and also improvement to the public transport infrastructure in the town. The Carrigaline Transportation Plan has also identified a requirement for a western bypass to the town and consideration will be given to identifying a suitable route during the life time of this plan. In addition, the town will link into the proposed Lower Harbour Sewerage scheme, and future water supply will be provided from the Cork Harbour and City scheme. Consideration will also be given to achieving the town's potential as a district employment centre.

LOCAL CONTEXT

1.1.6. Carrigaline is situated 13 km south of Cork City and is separated from the city suburbs by open green belt. Carrigaline has a distinctive identity as a thriving Metropolitan Town with a strong village character, unique setting, history and community spirit. It is located at the mouth of the Owenboy River and at the Head of the Owenboy Estuary which forms part of Cork Harbour. The estuary itself is of considerable scenic beauty and is designated part of an extensive area of scenic 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.

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

1.1.8. 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 town's setting adjacent to Cork Harbour and a designated scenic landscape provide excellent opportunities to create a high quality living environment.

1.1.9. 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.

1.2 PLANNING CONSIDERATIONS

Population & Housing

1.2.1. The population of Carrigaline has grown moderately over the last decade. Table 1.1 below outlines the principle demographic figures for Carrigaline town for the last two census years 2002 and 2006. The population of Carrigaline rose by almost 15% in the period 2002-2006 while households grew by 21.5% reflecting the natural trend towards smaller average household sizes. The target growth for population in 2020 for Carrigaline is 14,066 which is an increase of 9.6% while the Household target for 2020 is 5,855 which is an increase of 37%.

Table 1.1: Population and Households Carrigaline 2002 -2020				
Carrigaline	2002 census	2006 census	2020 Target	Growth 2006 -2020
Population	11,191	12,835	14,066	1,231
Households*	3,508	4,264	5,855	1,591

*Estimate

Housing

1.2.2. This increase in households gives rise to the requirement for an additional 2,068 housing units to be accommodated in the town as set out in Table 1.2 below. The need for these additional units arises due to the revised population targets as set out in CASP Update, but also due to a changing perspective on vacancy and revised assumptions on household size.

1.2.3. The 2008 Housing Land Availability Study (HLAS) indicates that the existing residential land supply in the town can adequately accommodate 3,304 dwellings which includes the Masterplan Area at Shannonpark. It can be concluded that as the 2020 requirement is 2,068, there is a sufficient supply of zoned land in Carrigaline up to 2020.

Table 1.2: Household and Dwelling requirement for Carrigaline 2020			
Settlement	Population Growth 2006-2020	H/holds growth 2006-2020	Dwelling Units Growth 2006 -2020
Carrigaline	1,231	1,591	2,068

* Figure taken from the Housing Land Availability Study 2008

1.2.4. The majority of new development has been concentrated on both the northern and southern sides of the town at Dun Eoin, Herons

Wood, Ballea Road, Castle Heights and Forrest Hill. Development has generally taken the form of large estate development dominated by semi-detached, terraced town houses, duplexes and some large detached style housing. The last decade has seen the addition of over 2,500 units to the housing stock, an increase of 95%.

Settlement	Dwgs 2001	Dwgs 2005	Dwgs 2010	Growth 2001-2010.
Carrigaline	2,695	4,786	5,267	2,572

Source: Geodirectory

1.2.5. There is currently an estimated 5,267 units occupied within the town with a further 26 units under construction. Currently it is estimated that newly built vacancy's stand at 70 units (when considering Carrigaline's metropolitan location this vacancy level could be considered moderate). There are outstanding planning permissions for 653 units. It can be concluded that the potential housing stock based on current commitments for Carrigaline stands at 6,016.

1.2.6. Table 1.4 below outlines that when houses constructed between 2006 - 2010 and the number of existing planning permissions are taken into account the net requirement of new housing in Carrigaline is 934 units.

Settlement	New House Const. Target to 2020	Already Built 2006-2010*	Outstanding Planning Permissions	Additional Required to 2020
Carrigaline	2,068	481**	653	934

* Already built 2006-2010: this is the geodirectory count for 2010 minus the geodirectory count for 2005 and indicates what has been built and occupied between '05 and '10. A fifth of this figure gives a yearly average and four fifths gives an estimate of what was built and occupied between '06 and '10.

**This Figure includes vacant new units and units under construction.

1.2.7. Given the apparent excess of zoned land when compared to the likely demand for new housing, this Plan will primarily focus upon the development of existing zoned sites and the phased development of the Masterplan site at Shannonpark. Any medium term

development will have to take account of the existing infrastructure difficulties facing Carrigaline and temporary measures will have to be put in place to deal with waste water treatment prior to the commencement of any new development.

Employment & Economic Activity

1.2.8. In the past, agriculture, pottery and food processing were the main sources of employment in Carrigaline. 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 incorporate many large companies such as Pepsi and locally owned West Building Products. The establishment of large stand alone industrial plants such as Pzifers, Glaxosmithkline and Novartis at Ringaskiddy have also provided a significant amount of employment for Carrigaline.

1.2.9. The CASP Update combined Carrigaline and Ringaskiddy into a single employment area. Table 1.5 below outlines the 2020 job target for Ringaskiddy and Carrigaline which were set out in both the CASP Update and the Cork County Development Plan 2009. The future jobs requirement for 2020 is 10,316 which is an increase of 2,500 jobs or 32%.

1.2.10. In 2003 there were 35 hectares(ha) of land zoned for business use in Carrigaline and by 2008 22ha of this remained undeveloped. Carrigaline continues to have a healthy supply of business land located on the Crosshaven Road. As a result of its harbour location and its easy access (by private car) to Cork Airport, Carrigaline is an attractive destination for business.

Settlement	2020 Jobs	Growth needed by 2020	Land supply 2003 (Hectares)	Land supply 2008 (Hectares)
Ringaskiddy & Carrigaline (Strategic Employment Centre)	10,316*	2,500*	35	22

*Ringaskiddy & Carrigaline are combined into a single Employment Area by the CASP Update, July 2008.

1.2.11. The average rate of development between 2003 and 2008 was 2.4 ha per annum, and if this rate were to continue then the town has approximately a 9 year supply of business land. While it may be

unlikely in the current economic climate that the existing take-up rates of business land will continue, it is considered appropriate to provide for a modest strengthening of the business land supply to ensure there is no shortfall in the life of the plan. This could take the form of re-examining the existing zoned lands or the modest addition of new Greenfield sites and the plan will need to outline the most appropriate approach for the town.

1.2.12. The 2006 census indicates that Carrigaline experiences strong commuting to Ringaskiddy and Cork City. This is not surprising as Cork City is the main employment centre in the County and Ringaskiddy is identified as a Strategic Employment Centre. As one of the highest travel to work routes (Carrigaline to Cork and Ringaskiddy), more attention will have to be given to the provision of infrastructure, especially in peak hours.

Retail

1.2.13. Retail Strategy 2007 designates Carrigaline as a Metropolitan Town which in retail terms has the potential to expand in line with the planned population increase for the settlement. The Cork County Development Plan 2009 acknowledges the importance of Carrigaline in providing a wide range of both convenience and comparison shopping in locations close to significant centres of population. In 2007 the town contained 5,075sqm of comparison shopping floorspace and 4,350sqm of convenience shopping floorspace.

1.2.14. The town has already a wide range of retail facilities including one shopping centre, three large convenience stores (Super Value, Dunnes store and Lidl), a co-operative store, a hotel, a number of pharmacies and a relatively wide range of other comparison shops. The town also has a wide range of services including a Garda station, a fire station, two churches, doctor surgeries, dentist surgeries, four banks and a library.

Community Facilities and Infrastructure

Community Facilities

1.2.15. 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, the community complex and the upkeep of the community park.

1.2.16. 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 and the park itself.

1.2.17. The town boasts excellent 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 girls national school and Scoile Mhuire Lourdes boys 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 as there is very little room for the current facilities to expand.

1.2.18. Carrigaline has upwards of fifty clubs and societies which cater for all walks of life. 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 new 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.

1.2.19. One facility which is seriously 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. In this regard the Council will consider proposals for such a facility within the town centre or on the B-01 lands on the Crosshaven Road on equal merit if such proposals are accompanied by substantial supporting documentation.

Public Realm

1.2.20. In order for Carrigaline's Town Centre to expand and compete with other settlements it is critical that progress is made in the redevelopment of key opportunity sites. There is a need to promote Carrigaline as an urban settlement with a healthy and diverse range of retail activities. This is particularly important on Main Street and on lands both east and west of Main Street. The town centre requires a transformation which will involve the construction of a contemporary mixed use development which should include retail, business, residential and community facilities. All of which are fundamental elements of a thriving town.

1.2.21. Currently the town is focused on one main street which is overloaded with traffic and far from pedestrian friendly. The lands directly to the west of the existing Carrigaline shopping centre present the town with a unique opportunity to develop a town centre. The town centre should have an appropriate town layout and a clearly defined streetscape both pedestrian friendly and vibrant.

1.2.22. The redevelopment of the lands to the west of main street would allow for the provision of town centre services and amenities which are currently absent in Carrigaline. The provision of youth facilities such as a cinema, a town hall or a multi purpose use building, town square with appropriate planting and seating would all be considered appropriate in this location.

1.2.23. Within the town centre priority should be given to pedestrians and cyclists. Permeability throughout Carrigaline is essential and walking and cycle routes should be connected. A pedestrian friendly Main Street will be created by combining speed reducing features with an emphasis on street design.

1.2.24. A public realm programme for Carrigaline should include raised areas of high quality material that contrasts with both the road surface and the footway surface, road narrowing, landscaping and high quality street furniture, the development of a town square, improved highly conspicuous signage and road markings, pedestrian crossings, traffic calming and improved parking management.

Transportation & Road Network

1.2.25. Carrigaline is accessed via the N28 national route, the main route between Cork City and Ringaskiddy. There is a problem with traffic congestion and public transport connectivity and the Central Statistics Office states that Carrigaline is the most car dependent town in Ireland. It is envisaged that the proposed upgrading of the N-28 will improve connectivity and public transport options.

1.2.26. Currently Carrigaline has an inadequate road network, poor public transport links, inadequate town centre parking and a major peak hour traffic congestion problem in the town centre which detracts from the public realm. In order to help Carrigaline realise its full potential the Carrigaline Area Transportation Study was carried out which identified a number of key transport requirements. These include;

- *Inner Western Relief Road*
- *Outer Western Relief Road*
- *New Car Park*
- *Improved Parking Management*
- *"Park and Share"*
- *Carrigaline Green Route*
- *Upgrade of Rock Road*

1.2.27. Cork County Council recently secured funding from the Department of Transport to facilitate the development of a shared cycle/pedestrian route in Carrigaline with an emphasis on facilitating school users and local commuters. This will build on the existing pedestrian network, providing clearly defined routes for both pedestrian and cyclists. This project will deliver a number of recommendations from the Carrigaline Area Traffic and Transportation Plan 2007, such as the provision of a segregated cycle lane along sections of the Eastern Relief Road and the Southern Relief Road.

1.2.28. Bus Éireann runs a commuter service through Carrigaline, seven days a week. The first bus from Carrigaline to Cork on a Monday morning leaves Fountainstown at 6.30 am and is in Carrigaline at 7.05 am and arrives in the Parnell Place (Cork City) Bus station at 7.35am. Buses continue to run at 20 minute intervals throughout the day and the last bus from Cork City to Carrigaline is 11.00 pm. The bus service will improve with the future provision of a Carrigaline Green Route. In the future any proposals for an internal bus route to connect to the existing Carrigaline to Cork bus route will be given consideration. The viability of a bus connection to Cork Airport and Business Park will also be given consideration.

1.2.29. One notable community facility which serves a much wider population than that of Carrigaline is the pedestrian walk and cycle way which stretches from Carrigaline to Crosshaven. This riverside 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 riverside walkway amenity for the public in 2000. Along the walk are picnic areas, seating, railway memorabilia and wildlife viewing points. The 5 mile walk follows the saltwater course of the Owenabue Estuary as it heads towards Crosshaven and on to Cork Harbour. It has proven to be a valuable resource availed of daily by many people. The proposed new shared cycle/pedestrian route around Carrigaline will link to this walk.

1.2.30. Carrigaline benefits from fixed line broadband.

Wastewater Treatment and Water Supply

1.2.31. Carrigaline wastewater discharges untreated into the harbour and this is one of the contributing factors restricting the development of existing zoned land. Accordingly, remedying this situation must be a priority for the period of this Local Area Plan. Wastewater treatment will be provided through the development of the Lower Harbour Sewerage Scheme which incorporates Cobh, Monkstown, Passage, Carrigaline (to which Crosshaven wastewater is already pumped) and Ringaskiddy. The EIS for this scheme was approved by An Bord Pleanála on the 26th June 2009. The preliminary Report has been submitted to the Department of the Environment, Heritage and Local Government for approval, however, given the current financial situation, an optimistic completion date is 2015.

1.2.32. Drinking water is supplied from two separate schemes: the Inishannon Water Supply Scheme and the Cork Harbour and City Water Supply Scheme. Although an adequate source capacity is available, there is a lack of storage in the southern side of Carrigaline which needs to be remedied. Supplies here are being maintained through in-line boosting of the supply.

1.2.33. Surface water is disposed of to the combined sewerage system. There is a need to separate the foul and storm water drainage systems as problems occur at times of heavy rainfall and in

order to protect the capacity of the planned waste water treatment plant for the lower harbour towns. The issues pertaining to storm water will be resolved as part of the improvement / development of the Carrigaline Collection system. All new development should include attenuation measures in accordance with Sustainable Drainage Systems (SuDS).

1.2.34. There are four bring sites located in Carrigaline, two of which are in the town Centre and two on the periphery of the town. The nearest civic amenity site is located at Rafeen, Monkstown.

Flooding

1.2.35. There have been a number of flood events recorded with the development boundary Carrigaline. The town centre is prone to flooding especially at times of heavy rainfall and high tide. The last recorded floods occurred in November 2009.

1.2.36. Parts of Carrigaline have been identified as being at risk of flooding. The areas at risk follow the path of the Owenboy River through the town and are illustrated on the settlement map. The main river and its tributaries are at risk of flooding through the town centre, the town park and parts of open space on the banks of the river. Parts of the business park along the Crosshaven Road are also susceptible to flood risk. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section One of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

Environment and Heritage

Landscape & Visual Amenity

1.2.37. The County Development Plan 2009 addresses the landscape of the County with reference to 16 defined landscape types that were derived from a study of 76 smaller landscape character areas. 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'.

1.2.38. The indented estuarine coast landscape type stretches from Baltimore in the west to Crosshaven and Carrigaline on the mouth of Cork Harbour, in the east. This landscape comprises gently undulating topography incised by shallow river estuaries or 'drowned' valleys formed by glacial activity. The shoreline comprises low but steep cliffs of purple mudstone and siltstone to the south forming

promontories and sandstone immediately to the north and inland which rise and fall with the topography, and stony or sandy beaches.

1.2.39. 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.

Scenic Landscape & Scenic Routes

1.2.40. There are two scenic landscape designations in the County Development Plan 2009 which are located in and adjacent to Carrigaline. These are the Ballea Woods to the west of the settlement and the Owenabue Estuary to the east.

1.2.41. The County Development Plan 2009 designates two scenic routes in close proximity to Carrigaline, S57 and S58.

1.2.42. The scenic route S57 follows the R613 regional road alongside the Ballea Woods and Owenboy River to Carrigaline. This route is considered scenic due to its views of open countryside, sheltered wooded areas and the Owenboy River.

1.2.43. The scenic route S58 follows the R612 regional road from Carrigaline to Crosshaven. This route is considered scenic because of its views of the Owenboy River, 'Drakes pool', the harbour and coastal landscape. It is an objective of the County Development Plan 2009 (ENV 2-11) "to preserve the character of those views and prospects obtainable from scenic routes....".

Protected Structures

1.2.44. In all there are 6 structures in or in close proximity to Carrigaline which are entered on the current record of protected structures. These are named in the table 1.6 below.

Table 1.6: Record of Protected Structure Carrigaline		
RPS No.	Name of Structure	Townland
00567	Ballea Castle	Ballea
00576	St. Mary's Church of Ireland Church	Carrigaline
00577	Coolmore House (abandoned)	Coolmore
00579	Warehouse	Carrigaline East
00634	Kilmoney Abbey	Kilmoney

Table 1.6: Record of Protected Structure Carrigaline		
RPS No.	Name of Structure	Townland
00635	Kilmoney House	Kilmoney

Nature Conservation Areas

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

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

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

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

1.2.49. The Owenboy River (pNHA 001990) is a narrow estuary running east to west from Carrigaline to Crosshaven. The prime importance of this site is its birdlife. It consists of two expanded sections with extensive mudflats at low tide, separated by a much narrower channel. Only the upper part is included in the NHA because it is here that the great majority of birds congregate in winter.

Archaeological Heritage

1.2.50. 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 2009. All of these are Recorded Monuments which are subject to statutory protection in the Record of Monuments and Places, established under section 12 of the National Monuments (Amendments) Act 1994. Any potential archaeological sites and their setting within the development boundary shall be protected in line with the objectives for the protection of archaeological heritage listed in the Cork County Development Plan 2009.

Water Quality

1.2.51. The Owenboy River flows east to west through Carrigaline Environs and discharges into Cork Harbour. The following table

summarises the environmental quality of this section of the Owenboy River.

Table 1.7: Environmental Quality of the Owenboy River	
Water Management Unit	Lower Lee - Owenboy
Waterbody Code	IE_SW19_1584
Protected Area	Yes
River Status (July 09)	Poor
River Assessment (River Body)	At risk of not achieving good status
Objective	Restore to good status by 2021
Q value	Poor

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

1.3 PROBLEMS AND OPPORTUNITIES

Population and Housing

1.3.1. Carrigaline has grown rapidly in recent years reflecting its good access to employment centres at Cork City, Douglas, and Ringaskiddy strategic employment centre. It has good retail and other services but these are dispersed around the single main street that suffers from traffic congestion. There is a need to rebalance the development of Carrigaline Town Centre by encouraging the redevelopment of the lands to the west and east of Main Street, improving pedestrian and cycle facilities, improve the public realm and develop a clearly defined streetscape and town layout.

1.3.2. A key opportunity for Carrigaline is the proper sustainable development of the Shannonpark Masterplan Area. The Masterplan will create a new development of approximately 1200 residential units. The challenge is to create a development which will serve the needs of the new population of the area while also integrating successfully with existing development.

1.3.3. While the zoning provisions in Carrigaline is greater than the population target that the town requires, this additional land may have a role to play in addressing the uncertainty on the number of dwellings that can be delivered in the villages should certain circumstances prevail.

Employment and Economic Activity

1.3.4. Carrigaline will remain to have strong connections with Ringaskiddy. Future employment opportunities will continue to locate on the Crosshaven road and the proposed redevelopment of the town centre presents Carrigaline with a great opportunity to expand its retail function and compete with other retailing centres. The towns close proximity to Cork Harbour also presents an opportunity for tourism related development.

Community Facilities

1.3.5. Despite having so many community and social organisations, Carrigaline is still deficient in the necessary social and recreational infrastructure to meet the growing needs of the community. Over the life of this Local Area Plan consideration will be given to how best improve accessibility to existing facilities including the options of co-location and the clustering of community facilities while also considering the appropriate location for future facilities. The Local Area Plan recognises the potential that Carrigaline has for a cultural facility such as an art centre, theatre or cinema and will consider the most appropriate way of providing for such a facility.

1.3.6. There would appear to be a deficit of usable open space in the town. There are a number of sports clubs which require playing pitches with ancillary uses. Although there are large parcels of open space zoned for recreational use (such as O-02), they cannot be accessed in their current state. Any proposals to develop these lands for recreational uses will be looked favourably upon.

Infrastructure

1.3.7. With regards infrastructure the key objective for Carrigaline is to adopt the recommendations of the Carrigaline Area Transportation Plan.

1.3.8. 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.

1.3.9. 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.

1.3.10. 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.

1.3.11. 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. Due to current financial constraints it is not feasible to currently develop this road, however, the long term aim of this plan is to encourage the development and completion of an Outer Western Relief Road for Carrigaline.

1.3.12. This Plan recognises the future potential of linking existing cycle and walking routes which exist in Carrigaline to those that exist in Passage West and onto Douglas and Cork City.

1.4 PLANNING PROPOSALS

Overall Scale of Development

1.4.1. 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 first phase of the Masterplan area at Shannonpark.

1.4.2. With a 2020 target population of 14,066 persons in Carrigaline, it is estimated that an additional 1,587 dwelling units will need to be provided between 2010 and 2020. This requirement excludes houses which were completed between 2006 -2010 and those which are currently under construction. In this context it is considered that there is sufficient capacity on the existing residential land supply to provide for the housing needs of this target population.

1.4.3. 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 to accommodate the planned expansion of the town.

1.4.4. Outside the development boundary, the land forms part of the Metropolitan Green Belt. Here, the objectives of the Cork County Development Plan 2009 seek to preserve the character of the area

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

Objective No.	Development Boundary Objectives
DB-01	It is an objective of this plan to secure the development of 1,587 new dwellings in Carrigaline between 2010 and 2020 in order to facilitate the sustainable growth of the town's population from 12,835 to 14,066 people over the same period.
DB-02	It is an objective that all new development be located within the development boundary of the town established by this plan and which defines the extent to which Carrigaline may grow during the lifetime of the plan.
DB-03	All new development shall be connected to the public water supply, the public waste water treatment system and shall make adequate provision for storm water disposal. Notwithstanding the scale of growth outlined in objective DB-01 above, any medium term development will have to have cognisance of the existing infrastructure difficulties facing this settlement and temporary measures will have to be put in place to deal with waste water treatment prior to the commencement of any new development. New development will be contingent, in the longer term, on the provision of the Lower Harbour Sewerage Scheme.
DB-04	In order to secure the sustainable population growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure that will help secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development.
DB-05	All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. In particular, a site-specific flood risk assessment will be required as described in objectives FD1-4, 1-5 and 1-6.
DB-06	It is an objective to implement the appropriate recommendations of the Carrigaline Area Traffic and Transportation Plan 2007 in a sustainable manner.
DB-07	Where lands have not been explicitly zoned, the specific zoning shall be deemed to be that of the existing use of the lands (if such a use is not an unauthorised use under the Planning Acts) or, if such a use is unauthorised, that of the most

Objective No.	Development Boundary Objectives
	recent authorised use of the lands.
DB-08	It is an objective of this plan that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools and the town centre.
DB-09	Carrigaline is situated on the Owenabue Estuary which is within the Cork Harbour Special Protection Area. This plan will protect the favourable conservation status of these sites, and all new development shall be designed to ensure the protection and enhancement of biodiversity generally.

Special Policy Area

1.4.5. In order to provide for the lands necessary to accommodate the target population growth in Carrigaline, a significant greenfield site has been identified at Shannonpark. It is envisaged that the site will provide for a new residential neighbourhood including the provision of business/ employment lands, education and community facilities. It was agreed that a comprehensive proposal would be best delivered through the development of a Masterplan for the site.

Shannonpark Masterplan

1.4.6. 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 1200 new housing units.

1.4.7. One of the principal issues arising in relation to future housing development in Carrigaline is the question of appropriate densities, particularly the impacts of higher densities and meeting the demands of a returning market.

Site Location and Size

1.4.8. The Masterplan site 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 Masterplan area is 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.

Development Principles

1.4.9. The vision for delivering this ambitious urban expansion will be based on a set of accepted urban design principles outlined in the current Department of the Environment, Heritage and Local Government's "Urban Design Manual: A best practice guide" and this will help shape the urban structure. The challenge is to create a complete new development, which will serve the needs of the new population and integrate successfully with the existing area around the site. The built form, focal points and the diversity of spaces are just a few of the elements that need to be considered in the design and layout in order to establish a development with a distinctive sense of place. For a successful development of this scale and size it will be especially important to achieve consistent permeability and legibility for all the inhabitants. The following main principles provide a framework for the development concept of Shannonpark:

- To use the site topography to the greatest advantage in providing distinctive open space and natural drainage systems.
- To create distinctive green avenues/corridors that visually connects landmarks and green spaces.
- To clearly define a sense of place and arrival at the site through the provision of quality landscaping and signage at the proposed entrance.
- To have a permeable network of routes to cater for all forms of transport required.
- To create a series of streets and spaces with an intimate scale appropriate to the use and hierarchy of the area served that is pedestrian and cycling friendly.
- To develop an attractive and safe network of open spaces with proper recreation facilities connecting to the surrounding residential areas.
- To maintain building continuity along all streets and open spaces and ensure an active frontage with front doors and windows providing passive security to pleasant streets and spaces.
- To adopt a high standard of detail and to utilise quality materials in the finish of the buildings and external spaces.
- To create a local business area that is easy accessible and central to the development.
- To group the local amenities around this central core to create a distinctive and accessible neighbourhood community centre.

1.4.10. Since the last plan (2005) was amended in October 2007 a considerable amount of work has been achieved in progressing the development of a Masterplan for Shannonpark. Given that the housing market and economy has changed dramatically since the amendment was adopted the phasing and sequencing of this development will need careful consideration. Given the potential that exists for the relocation of the Park and Ride facility to the other side of the R611 it is deemed appropriate that the proposed park and ride facility for the Masterplan area be alternatively developed as usable open space and/or a multi use community building. It is envisaged that during the lifetime of this plan the Masterplan for Shannonpark will be finalised and approved by the County Council.

Special Policy Area Objectives

1.4.11. The specific special zoning objectives for Carrigaline are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
X-01	<p>Mixed use residential neighbourhood only in accordance with a Masterplan to be prepared for the whole site by an intending developer and approved by the County Council to include proposals for the timing and construction of the following;</p> <ul style="list-style-type: none"> Phased development of between 1,000 to 1,200 residential units to include a good mix of house types to cater for every household size. Phase 1 is to include a park and ride or similar facility (e.g. park and share) and proposals for its operation. If an alternative 'Park and Ride' site is provided to serve Carrigaline then the land designated for such facilities in this Masterplan Site should be alternatively developed as usable open space and/or community/recreation uses (including a multi use community building) above and beyond the normal requirements of new residential developments. Phase 1 is also to include recreation and amenity areas and integrated sporting facilities to be constructed in tandem with the housing element of Phase 1. The Masterplan will determine 	44.0

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	<p>the number of units to be developed in Phase 1.</p> <ul style="list-style-type: none"> Provision of land for a Primary School to meet the educational requirements of primary school age children living in the area. <p>The Masterplan must include a detailed access strategy for the site to include:</p> <ul style="list-style-type: none"> Appropriate provision for the realignment of the R611 on the western site frontage in accordance with emerging proposals for the reconstruction of the N28. Appropriate provision for a new link road (to distributor road standards) between the R611 and the rock Road. Proposals for the under grounding of existing electricity supply lines which currently transverse the site. An access and transportation study will also be required taking account of the Carrigaline Area Transport Study (CATS). A comprehensive stormwater management system should be designed for the whole development utilising the latest recommended SUDS Systems in accordance with the Council's requirements. <p>The timing and provision of appropriate drinking water and waste water disposal services for the development including where necessary the upgrading of off-site infrastructure.</p>	

Residential Areas

1.4.12. Some of the areas that were designated for housing in the 2005 Local Area Plan, and its amendments, have not yet come forward for development. It is envisaged that during the lifetime of this

plan that these sites will be developed and the sites currently under construction will be completed.

1.4.13. In addition, proposals have been made for the development of the Shannonpark Masterplan Area for a mixed-use development including a significant residential component. As well as this provision is also made in Objective T-02 for the redevelopment of Carrigaline Town centre which is likely to include a residential component.

1.4.14. The joint Cork City and County housing strategy states that on zoned lands, 20% of new residential development be reserved for social and affordable housing. In Carrigaline, the strategy requires that one quarter of that reserved land will be used for the provision of social housing.

1.4.15. Any medium term development will have to have cognisance of the existing infrastructure difficulties facing this settlement and temporary measures will have to be put in place to deal with waste water treatment prior to the commencement of any new development.

1.4.16. The specific residential zoning objectives for Carrigaline are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
R-01	Medium A density residential development to include a mix of house types accompanied with appropriate landscaping.	3.0
R-02	Medium B 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
R-03	Medium B 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
R-04	Medium B density residential development. Development proposals in this zone will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impacts either alone or in combination	1.1

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	with other projects on the adjacent SPA. A sea wall will be required along the eastern / southern boundary of the site. The timing and provision of appropriate drinking water and waste water disposal services for the development must be agreed with the Council before the layout and design of the development is commenced. This may include the provision of off-site and on-site infrastructure. Specific arrangements shall be made for the provision and construction an amenity walk (U-07).	
R-05	Medium A density residential development to include a mix of house types accompanied with appropriate landscaping.	2.7
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 (U-08).	14.6
R-07	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 (U-10), amenity walk (U-08).	11.9
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 (U-10), amenity walk (U-08).	16.0
R-09	Medium B density residential development individual serviced sites.	5.9
R-10	Residential development to provide for the accommodation needs of the elderly in Carrigaline.	0.4

Business, Industry and Enterprise

1.4.17. The principal area for business, industry and enterprise development in Carrigaline is to the south-east of the town. The land zoned for this class of development provides for the logical consolidation and extension of the area. The completion of the eastern relief road has avoided the necessity for commercial vehicles to pass through the town centre.

1.4.18. The Owenabue Estuary is designated as a National Heritage Area and the land north and south of the estuary is designated as Scenic Landscape. This designation is not intended to undermine the principle of industrial development in the area, but in determining applications for planning permission, special attention will be paid to the design and siting of large structures or buildings and to the provision of appropriate structural landscaping.

1.4.19. It is proposed that the existing sites which currently contain Pepsi Ireland, Quest International, Kilnageary Business Park and Carrigaline Industrial Park will be protected as key employment zones for Carrigaline.

1.4.20. The specific objectives for business for Carrigaline are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
B-01	Business development suitable for small to medium sized industrial units and office based industry including a Primary Healthcare Centre. Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.	9.7
B-02	Business development suitable for small to medium sized industrial units and office based industry.	6.2

Town Centre

1.4.21. The reinforcement and improvement of the town centre of Carrigaline is one of the most important elements of this plan. Despite its rapid development over recent years, the town has retained a strong separate identity. The expansion of the town centre will add to the range of shops, services and employment opportunities whilst

reducing any tendency to depend on the large established shopping areas in Cork City or Douglas, improving the overall quality of life in the town and discourage unnecessary journeys by car.

1.4.22. 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 T-02 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.

1.4.23. The specific town centre zoning objectives for Carrigaline are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
T-01	This area denotes the existing built footprint of the town centre and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas. Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.	16.7
T-02	The area shall be subject to an Action Area Plan or Development Brief which shall include comprehensive proposals for a variety of town centre type uses including retail & business services, community uses and some limited residential proposals. 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	12.0

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	<p>access proposal. Any such development proposals in the T-02 area may be provided with pedestrian access to Main Street. Vehicular access to such developments will not be provided directly onto Main Street.</p> <p>Community uses which will be considered appropriate for this site include youth facilities, theatre, cinema, town hall/ multi-purpose building and town square.</p> <p>The brief for the site shall be accompanied with proposals for appropriate high quality street furniture and landscaping.</p> <p>The scheme will give priority to pedestrians and cyclists and shall provided permeability to the rest of the town including to the open space area directly adjacent to the site (O-02).</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p>	

Community and Utilities

1.4.24. The plan includes provision for the development of a new school campus on the north western side of the town. This campus will include two primary schools and one post primary school. In addition other community facilities will be provided as part of the development of T-02

1.4.25. The plan includes proposals for both an outer western relief road and an inner western relief road. Pedestrian walkways are also proposed throughout the town. Many of these walkways have been completed and should be maintained and protected. Permeability throughout the town will be encouraged and promoted.

1.4.26. The specific utilities and infrastructure objectives for Carrigaline are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
C-01	Educational Campus to include two primary schools and one post primary school and associated ancillary use. Any proposed development will have to be accompanied by a detailed traffic and mobility plan. The southern side of this zoned area is within the Zone of Archaeological Potential of the three Recorded Monument CO086-054 Ringfort (possible); CO086-05501 & 2 Fulachta fiadha and any development in this area will need to be cognisance of the potential presence of subsurface archaeology and may require an archaeological impact assessment. If archaeology is demonstrated to be present appropriate mitigation (preservation in situ/buffer zones) will be required.	8.5
U-01	Surface car park to facilitate improved parking management scheme ('Park & Walk')	1.4
	Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.	
U-02	Construction of an inner western relief road.	-
U-03	Parallel pedestrian street to Main Street provided as part of the development of T-02.	-
U-04	Proposed outer western Relief road	-
U-05	Provide pedestrian walkway along old railway line from the river north towards Ballyhemiken.	-
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.	-

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	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.	
U-07	Pedestrian walkway along shoreline towards Coolmore. 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.	-
U-08	Provide pedestrian amenity walk from Mountain road east to join existing amenity walk on the Crosshaven road.	-
U-09	Public Transport Facility. Access should be on to the R611 to the West and on to the local road L2473 to the North. In order to protect the visual amenity of existing residential development, appropriate landscaping will be included on site.	8.4
U-10	Completion of southern inner relief road	-

Open Space

1.4.27. The former railway line from Carrigaline to Crosshaven has been converted to a walking and cycling route. Many sections are segregated from road traffic providing a safe environment for both pedestrians and cyclists. This facility serves a much wider population than just that of Carrigaline and Crosshaven.

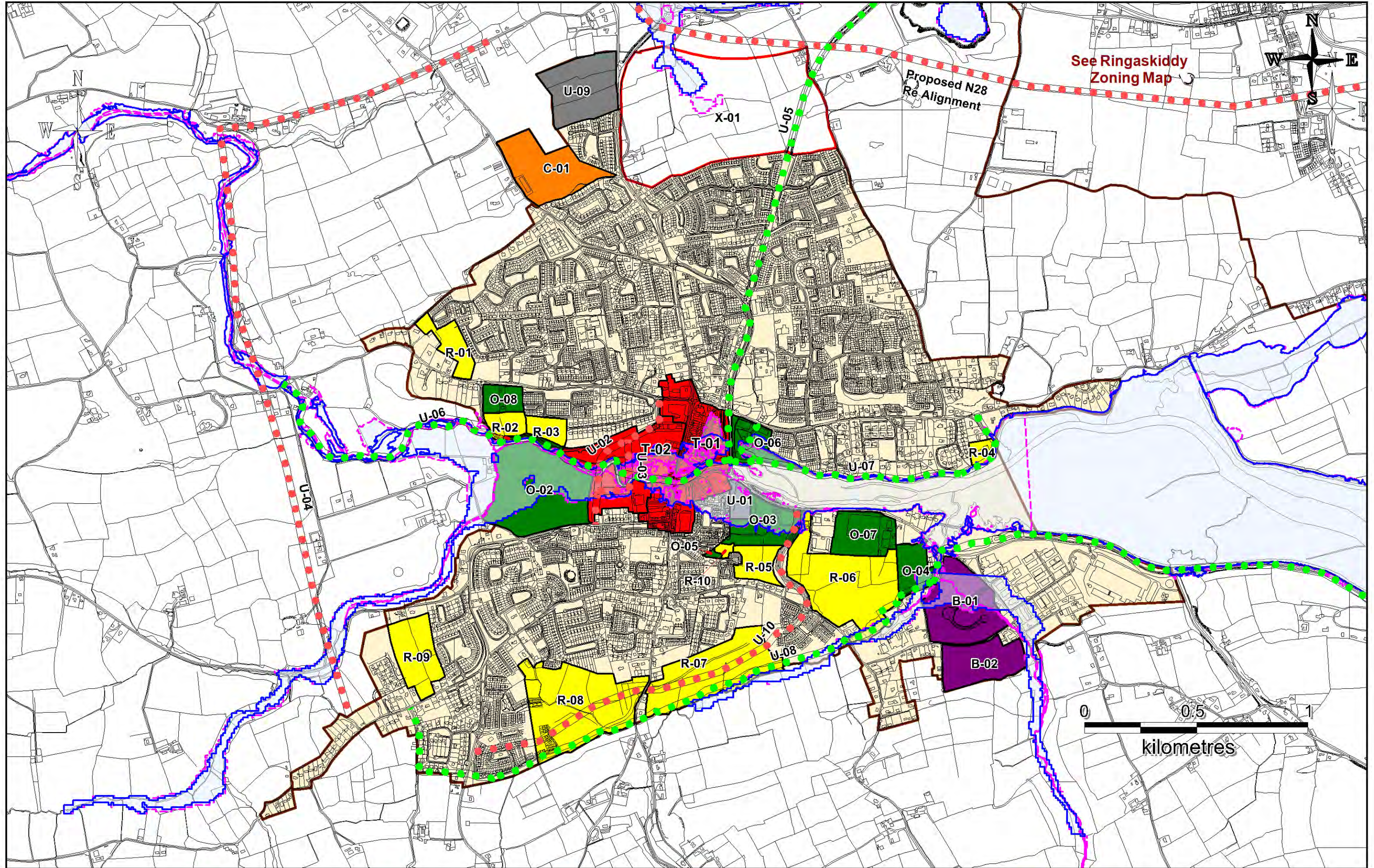
1.4.28. There are four parcels of land, O-01, O-02, O-03 and O-04 located to the east and west of the town centre. These zonings have carried over from the 2005 Local Area Plan and provide an excellent opportunity to develop further recreation and sports facilities including a town park, pedestrian walks and playing pitches for existing or new sporting clubs. These locations have good accessibility to residential areas to the north and south of Carrigaline and benefit from the proximity of the Owenboy River.

1.4.29. The objectives O-06 to O-08 in this plan aim to protect existing sporting and recreational facilities which is critical to the enhancement of the quality of life in Carrigaline.

1.4.30. The specific objectives for open space, sports recreation and amenity for Carrigaline are set out in the following table:

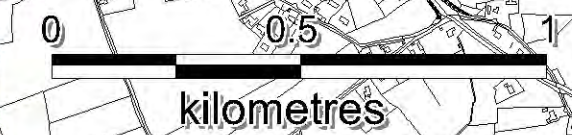
Objective No.	Specific Zoning Objective	Approx Area (Ha)
O-01	Open space for informal public recreation including the provision of an amenity walk along the river bank and protection of the flood plain. Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.	0.8
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. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.	14.5
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. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.	5.3

Objective No.	Specific Zoning Objective	Approx Area (Ha)
O-04	Open space with provision for playing field and pedestrian walk. Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.	3.2
O-05	Active open space for informal public recreation.	0.6
O-06	Existing Town Park. Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.	3.4
O-07	Existing Carrigaline GAA Grounds and associated playing pitches and tennis court facilities.	3.2
O-08	Existing Carrigaline Football club and associated playing pitches.	2.1



See Ringaskiddy
Zoning Map

Proposed N28
Re Alignment



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

2 Cork City – South Environs

2.1 VISION & CONTEXT

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

STRATEGIC CONTEXT

2.1.1. This chapter concerns the southern suburbs of the City of Cork that lie outside the area administered by the City Council. The City Council is a separate planning authority and prepares its own development plan whose latest plan was adopted in 2010.

2.1.2. Cork City –South Environs is a city suburb located in the County Area and forms part of the County Metropolitan Strategic Planning Area. This area has experienced a significant amount of development in recent years. The objective for the South Environs is set out in SET 2-2 of the County Development Plan 2009 where the stated aim is to consolidate the rapid growth of recent years with the provision of services, social infrastructure and recreational facilities in the future, protecting the important Green Belt areas to the south and directing pressure for new growth towards the City’s North Environs where it can assist in rebalancing the city as a whole. In addition, this Plan will pay particular attention to the future development potential of the Tramore Valley and Douglas village in particular.

2.1.3. The CASP Update 2008 gives guidance on the potential for new public transport infrastructure to assist in reducing road congestion and it also gives clear guidance on the potential of the South Environs to accommodate additional population. This plan will establish clear limits on the development of the area, address problems of congestion and improve the quality of life for residents by encouraging the provision of improved social infrastructure, recreation facilities and consolidating its role as a district employment centre.

2.1.4. The ability of the settlement to provide a strong supply of housing and business land in a location close to the City suggests that the South Environs has the potential to play a pivotal role in the development of Metropolitan Cork. This potential warrants close cooperation with the City Council so as to ensure a high quality environment is achieved through an appropriate balance of land uses.

2.1.5. There is potential for significant employment development on brownfield land close to Douglas centre and elsewhere in the Tramore Valley. As well as this the Airport and proposed Science Park at Curraheen will provide for significant employment opportunities.

2.1.6. The Douglas Land Use and Transportation Strategy (DLUTS) was completed in August 2013 and comprises as set of development proposals for a 20 year period covering land use, transportation and urban design. The Final Report accompanied by an Executive Summary and Appendices are stand alone documents and need to be read in conjunction with the Local Area Plan. In terms of zoning provisions, this plan is amended by the changes to the zoning of the area known as X-03(a) and (b), Douglas Town Centre and Douglas Golf Course, respectively.

LOCAL CONTEXT

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

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

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

2.2 PLANNING CONSIDERATIONS

Population and Housing

2.2.1. The population of the South Environs has grown rapidly over the last decade. Table 2.1 below outlines the principle demographic figures for Cork City–South Environs for the last two census years 2002 and 2006. The population of Cork City–South Environs rose by almost 14% in the period 2002-2006 while households grew by 20.5%. Although the target population for 2020 only increases by 100 persons the household growth increases by 2,467 or almost 25%.

Cork City – South Environs	2002 census	2006 census	2020 Target	Growth 2006 -2020
Population	26,381	30,002	30,102	100
Households*	8,270	9,967	12,434	2,467

*Estimate

Housing

2.2.2. This increase in households gives rise to the requirement for an additional 3,207 housing units to be accommodated in the area as set out in table 2.2 below. The need for these additional units arises due to the revised population targets as set out in CASP Update, but also due to a changing perspective on vacancy and revised assumptions on household size.

2.2.3. The 2008 Housing Land Availability Study (HLAS) indicates that the existing residential land supply in the Cork City-South Environs can adequately accommodate 1,740 dwellings.

2.2.4. It can be concluded that as the 2020 requirement is 3,207, there is an insufficient supply of zoned land in Cork City-South Environs up to 2020, however, the CASP update recognises that the majority of these new housing units will be accommodated within the existing development boundary of the South Environs and therefore avoiding any unnecessary incursions into the green belt. In order to achieve this there will need to be major urban regeneration initiatives in Douglas and elsewhere in the Tramore Valley.

Settlement	Population Growth 2006-2020	H/holds growth 2006-2020	Dwelling Units Growth 2006 -2020
Cork City – South Environs	100	2,467	3,207

* Figure taken from the Housing Land Availability Study 2008

2.2.5. The majority of new development in the South Environs has generally taken the form of large estate development dominated by semi-detached, terraced town houses, duplexes and some large detached style housing. Table 2.3 below outlines the current housing stock figures for Cork City- South Environs. Over 4,000 new dwellings were completed in the settlement between 2001 -2010, increasing the housing stock by 54%.

Settlement	Dwgs 2001	Dwgs 2005	Dwgs 2010	Growth 2001-2010.
Cork City – South Environs	7,488	11,309	11,544	4,056

Source: Geodirectory

2.2.6. There is currently an estimated 11,544 units occupied within the settlement with a further 114 units under construction. Currently it is estimated that newly built vacancy's stand at 275 units (This figure is relatively high but not too concerning given Cork City – South Environs metropolitan location). There are outstanding planning permission for 579 units. It can be concluded that the potential housing stock based on current commitments for Cork City – South Environs stands at 12,512.

2.2.7. Table 2.4 below outlines that when houses constructed between 2006 -2010 and the number of existing planning permissions are taken into account the net requirement of new housing in Cork City – South Environs is 2,051 units.

Settlement	New House Const. Target to 2020	Already Built 2006-2010*	Outstanding planning perms	Additional New Development Required to 2020
Cork City – South Environs	3,207	577**	579	2,051

* Already built 2006-2010: this is the geodirectory count for 2010 minus the geodirectory count for 2005 and indicates what has been built and occupied between '05 and '10. A fifth of this figure gives a yearly average and four fifths gives an estimate of what was built and occupied between '06 and '10.

**This Figure includes vacant new units and units under construction

2.2.8. It is envisaged that these new housing units will be accommodated within the existing development boundary of the South Environs and therefore avoiding any unnecessary incursions into the green belt. In order to achieve this, the Local Area Plan will support major urban regeneration initiatives in Douglas and elsewhere in the Tramore Valley.

Employment and Economic Activity

2.2.9. Cork City is the main employment centre in the County and adjacent to City is the South Environs which employs 13,234 people, more than any other main settlement or urban area in the County. This employment, however, is not concentrated in any one area or in any one particular sector or activity and is in fact dispersed throughout the urban area stretching from Douglas to Bishopstown. The South Environs has a wide range of industrial/business parks which are concentrated mainly in the Airport and the Togher /Pouladuff area but there are also pockets located in Douglas, Frankfield, Sarsfield Road and Bishopstown.

2.2.10. The Airport Business Park has emerged as one of the major employment centres in Cork. It is a specialised employment centre that provides a prestigious office based industrial area for international traded services. The 2006 census indicates that the business park employs 2,312 most of whom work in the production of specialised goods and services.

2.2.11. Table 2.5 below outlines the 2020 job target for the South Environs which were set out in both the CASP Update and the Cork County Development Plan 2009. The future jobs requirement for 2020 is 14,734 which is an increase of 1,500 jobs or 11.33%.

2.2.12. In 2003 there were 53ha of land zoned for business use in the South Environs and by 2008 36ha of this remained undeveloped. The average rate of development between 2003 and 2008 was 3.4ha per annum, and if this rate were to continue then the settlement has approximately a 10.5 year supply of business land. The target job growth for the South Environs is 1,500, however, it is expected that these jobs will be accommodated within the existing development boundary of the settlement.

2.2.13. The CASP update envisages that the majority of these jobs will be higher quality office based employment developed in a high density mixed use environment. This will involve the relocation of existing lower density industrial developments currently located in both Douglas and the Tramore Valley to other more appropriate locations within Metropolitan Cork, therefore, allowing for the regeneration and redevelopment of existing brownfield sites. Future jobs will also be accommodated in the proposed new Science, Innovation Park at Curraheen and it is estimated that when the Science, Innovation Park is fully operational it will provide for 6,500 jobs.

Settlement	2020 Jobs	Growth needed by 2020	Land supply 2003 (Hectares)	Land supply 2008 BLAS (Hectares)	New Zoning Target (Hectares)
Cork City– South Environs	14,734	1,500*	53	36	17

* This figure does not include the employment potential of the proposed new science park.

Retail

2.2.14. The highest proportion of retail facilities and services in the Southern Environs is located in Douglas. Douglas is a very important employment and retail district, which has two large shopping centres; Douglas Court and Douglas Shopping Centre. The draft Cork Metropolitan Joint Retail Strategy 2013 identifies Douglas as a District Centre which is characterised by large convenience store anchors together with a range of comparisons shopping. In 2012, the DLUTS retail survey identified 12,253sqm of comparison shopping floorspace and 8,975 sqm of convenience floor space. This convenience figure is different from the draft Metropolitan Retail Strategy figures of 12,431sqm, which included other retail facilities in Rochestown, Grange/Frankfield, Donnybrook and Douglas Road, all outside the DLUTS study area.

2.2.15. DLUTS suggests that Douglas should develop as a mixed use urban centre, progressively extending its range of comparison shopping so that it can rival new suburban centres such as Mahon Point rather than relying on stand alone shopping centres focussed on car-dependent convenience shopping.

2.2.16. The South Environs has two neighbourhood centres namely Bishopstown Court and Togher. These centres serve smaller, more localised communities. They allow local people easy access, preferably by walking, to their daily needs. There is greater emphasis placed on convenience and food shopping. The challenge for the Local Area Plan for these smaller centres is to promote them as higher mixed density urban centres with improved public transport facilities.

Community Facilities and Infrastructure

Community Facilities

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

Category	Number (Inside Study Area)	*Number (Outside Study Area)*	Total
Sports & Recreation	22	18	40
Open Space	406	1	407
Education & Training	17	9	26
Health	57	1	58
Community and Social Services	19	2	21
Religious	15	4	19
Other	47	2	49
Total	583	37	620

*Facilities identified are outside of the Cork City – South Environs but in close enough proximity to provide a service to its population.

2.2.18. One facility which is currently lacking in the South Environs and particularly in Douglas is a primary care centre. There are,

however, proposals to develop such a facility in the area and Cork County Council will do all that it can to facilitate this development. It is considered that the first choice location for any future primary healthcare facilities should be in or adjoining the town centre.

Transportation & Road Network

2.2.19. The South Environs is located south of the N-25 National Route. It is traversed by the N-71 (Cork City to Bandon main route) in the West, the N-27 (Cork City to the Airport main route) centrally and the N-28 (Cork City to Ringaskiddy main route) to the East.

2.2.20. The South Environs is heavily dependent on a road network which suffers from heavy peak hour congestion. This problem is most acutely felt in Douglas where it is difficult to make improvements to the local road network given the compact nature of the existing urban environment. In order to relieve this congestion the local road network serving the area has to be adapted to accommodate public transport by enhancing the local road infrastructure serving the area, by facilitating greater public transport use and by creating a more pedestrian friendly urban setting.

2.2.21. The CASP Update has stated that ways of improving the services for public transport users, pedestrians, cyclists and other road uses on routes such as the R610 between Passage West and Douglas should be examined. The CASP Update has also referenced the commissioning of a Douglas Transportation Study which will examine the issue of a proposed Green Route from Passage West to Douglas and wider transportation issues for the Douglas area.

2.2.22. The CASP Update gives guidance on the potential for new public transport infrastructure to assist in reducing road congestion. This guidance includes the identification of a corridor for high quality rapid transit linking Cork Airport to the City Centre and on to the proposed new development node at Ballyvolane.

2.2.23. Bus Éireann runs a regular Cork City bus service throughout the South Environs. In the future the viability of a direct bus connection to other parts of the South Environs such as the Airport and Bishopstown Court and Wilton should be given serious consideration.

2.2.24. Cork County Council recently secured funding from the department of Transport to facilitate the development of a shared cycle/pedestrian route connecting the South Environs (Harty’s Quay) with Passage West. The project commences at the railway Quay in Passage West and extends westwards for a distance of 4.5km to finish at the Cork City Boundary at Harty’s Quay. The project includes the provision of traffic calming measures on the Rochestown road adjacent to monastery road.

2.2.25. South Environs benefits from fixed line broadband.

Waste Water Treatment and Water Supply

2.2.26. The Cork Main Drainage Scheme put in place the necessary pipework and pumping stations to convey Cork City and its Environs sewerage and also flows from other areas of the County to a newly constructed waste water treatment plant at Carrigrenan, Little Island. This treatment plant can currently facilitate a population equivalent of 413,000. Therefore, there are no issues with wastewater treatment.

2.2.27. The South Environs are served by drinking water from the treatment works at Inniscarra. There are no issues with water supply. There are proposals, however, for additional storage capacity with a new high level reservoir at Chetwynd and additional storage at Mount Emla.

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

2.2.29. The Water Services Investment Programme at planning stage 2010 to 2012 gave priority to a study entitled “Cork City Sewerage Scheme (Tramore River Valley – Study)”. This study is at pre-planning and may examine the possible extension of Tramore River Valley Sewer and separation of storm water in its catchment.

2.2.30. There are seven bring sites located throughout the South Environs. The nearest civic amenity sites are located at Kinsale Road and Rafeen, Monkstown.

Flooding

2.2.31. There have been a number of flood events recorded with the development boundary of Cork City-South Environs. The last of which were recorded in November 2009.

2.2.32. Parts of South City Environs have been identified as being at risk of flooding. The areas at risk follow the path of the Tramore River and its tributaries through the built up areas as illustrated on the settlement map. In particular, the area south-east of the Bandon Road roundabout is shown at risk of flooding and parts of Rochestown near the Bloomfield intersection. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section One of this Plan and within the Guidelines for Planning Authorities ‘The Planning System and Flood Risk Management,’ issued by the Minister of the Environment, Heritage and Local Government in 2009.

Environment and Heritage*Landscape & Visual Amenities*

2.2.33. The County Development Plan 2009 addresses the landscape of the County with reference to 16 defined landscape types that were derived from a study of 76 smaller landscape character areas. The entire Cork City - South Environs lies within the landscape type 'City Harbour and Estuary', an area of very high landscape value, very high sensitivity and an area of national importance. Its character area is designated as 'Cork City and Harbour'.

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

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

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

Scenic Landscape & Scenic Routes

2.2.37. There are no scenic landscape designations in the County Development Plan 2009 which specifically relate to the South Environs. However, the steeply rising slopes on the southern periphery of this settlement add to the visual setting and character of Cork City and therefore should remain relatively free from large scale development

2.2.38. The County Development Plan 2009 designates the parallel roads the N27 (part of) and the R600 (part of) running between Frankfield and Ballygarvan townland as scenic route S56. This route is considered scenic because of its views towards the City skyline and its northern ridge. It is an objective of the County development Plan 2009 (ENV 2-11) "to preserve the character of those views and prospects obtainable from scenic routes....".

Protected Structures

2.2.39. In all there are 26 structures in the south environs which are entered on the current record of protected structures. These are named in the table 2.7 below.

Table 2.7: Record of Protected Structure Cork City south Environs		
RPS No.	Name of Structure	Townland
00476	Bloomfield House	Maryborough
00478	Windsor House	Maryborough
00479	Maryborough House Hotel	Maryborough
00480	Vernon Mount	Curraghconway
00481	St. Luke's Church Of Ireland Church	Douglas
00482	Douglas Woollen Mills	Douglas
00508	Old Lodge (of Woodville House)	Rochestown
00509	Woodville House	Rochestown
00564	Frankfield Church of Ireland Church	Curraghconway
00565	Mount Conway	Curraghconway
00566	Millhouses	Grange
00684	Former Garda Station	Douglas
00752	Maryborough Lodge	Maryborough
01231 -01241	Number's 1 to 11 Grange Terrace	Grange

Nature Conservation Areas

2.2.40. There are two conservation designations which directly impact on the Cork City- South Environs, namely, Cork Harbour Special Protection Area (SPA-004030) and Douglas River Estuary proposed Natural Heritage Area (pNHA 001046).

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

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

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

2.2.44. The Douglas River Estuary (pNHA 001046) is a large site situated in the north-west corner of Cork Harbour, stretching from Blackrock to Passage West. It is an integral part of Cork Harbour, which contains several other N.H.A.'s. The prime importance of this site is its birdlife and it ranks as the second most important area in Cork Harbour. It is a valuable area and high tide roost for waterfowl.

Architectural Heritage

2.2.45. The residential architecture of Douglas is of importance. The 'village' stems from a strong milling history, as is evident through its mills and associated cottages. It is dissected by a large green area, which includes the area's two churches, and is particularly picturesque. The areas of Church Street and West Douglas Street have been granted an Architectural Conservation Area designation to preserve and enhance the architectural and historical importance of these areas against the pressures for change arising from their suburban location.

2.2.46. It is an objective of the County Development Plan 2009 (ENV 4-6) "to conserve and enhance the special character of the Architectural Conservation Areas".

Archaeological Heritage

2.2.47. 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 2009. All of these are Recorded Monuments which are subject to statutory protection in the Record of Monuments and Places, established under section 12 of the National Monuments (Amendments) Act 1994. Any potential archaeological sites and their setting within the development boundary shall be protected in line with the objectives for the protection of archaeological heritage listed in the Cork County Development Plan 2009.

Water Quality

2.2.48. There are two significant rivers which flow through the Cork City-South Environs. These are the Tramore and Curraheen rivers.

2.2.49. The Tramore River flows east to west of Cork City – South Environs and discharges into Cork Harbour. The following table summarises the environmental quality of this section of the Tramore River.

Table 2.8: Environmental Quality of the Tramore River	
Water Management Unit	Lower Lee /Owenboy
Waterbody Code	IE_SW19_1717
Protected Area	Yes
River Status (July 09)	Moderate
River Assessment (River Body)	At risk of not achieving good status
Objective	Restore to good status by 2015
Q value	N/A

2.2.50. The water quality of the Tramore River is designated as moderate quality and it is an objective of the South West River Basin District Management Plan to restore this water body to good status by 2015.

2.2.51. The Curraheen River flows to the west of the settlement and is a tributary of the river Lee. The following table summarises information in relation to water quality in the Curraheen River which flows west of the village.

Table 2.9: Environmental Quality of the Curraheen River	
Water Management Unit	Lower Lee /Owenboy
Waterbody Code	IE_SW_19_1536
Protected Area	Yes
River Status	Poor
River Assessment (River Body)	Probably at risk of not achieving good status.
Objective	Restore to good status by 2015.

Q value	N/A
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2.2.52. The water quality of the Curraheen River is designated as poor quality and it is an objective of the South West River Basin District Management Plan to restore this water body to good status by 2015.

2.3 PROBLEMS AND OPPORTUNITIES*Population & Housing*

2.3.1. Taking into account the recommendations of the CASP Update 2008 and the survey work carried out in the preparation of this plan it can be concluded that the population and housing target for the South Environs up to 2020 can be accommodated within the existing development boundary thereby avoiding unnecessary incursions into the Metropolitan Green Belt.

2.3.2. The future population growth and residential development will continue to focus on Douglas and the Tramore Valley. This development will mainly entail the development of existing available residential land coupled with the redevelopment of existing brownfield sites which are dispersed throughout the South Environs. It is envisaged that higher densities will be achieved in the future and the housing mix will meet the needs of a constantly growing urban area.

2.3.3. Douglas 'village' is at the heart of the South Environs and is an important suburban centre for shopping, employment and leisure activities. It has grown very rapidly in recent years reflecting its close proximity to Cork City. Its good social infrastructure will continue to make it an attractive location for new development.

2.3.4. The Tramore Valley in recent times has been associated with Low scale industrial/business development. Although some new housing development has occurred here over the last ten years it is envisaged that higher density mixed use development including residential uses will be more appropriate for the area in the future.

2.3.5. It is envisaged that the proper and sustainable redevelopment of existing brownfield sites in the South Environs for higher density mixed use developments may provide for a greater number of dwellings than the population target requires. These additional dwellings will have a role to play in addressing the uncertainty on the number of future housing units which can be provided for in the villages and smaller settlements.

2.3.6. Consideration will be given to the potential development of some limited housing (retirement village) on the area commonly known as Hop Island. Any development at Hop Island should be low density and will be subject to proper planning and sustainable development considerations and have regard to the adjacent Special

Protection Area and to the high tide roost on Hop Island. Proposals in this area may require the production of a Natura Impact Statement.

Employment and Economic Activity

2.3.7. The future focus of the Douglas/South City Environs area could be centred around the redevelopment of the Tramore Valley and Douglas village for higher mixed use density development. The potential of these areas warrants further investigation as its development may entail the relocation of some of the existing business uses.

2.3.8. There are a number significant brownfield sites which currently operate as low density industrial developments located in the Tramore Valley area. The CASP update envisages that the majority of new jobs proposed for the South Environs will be higher quality office based employment developed in a high density mixed use environment. For that reason, there is an opportunity to redevelop these existing brownfield sites as high density mixed use areas which will enhance the environmental amenity of existing residential population areas and rejuvenate lands which are currently considered an eyesore. One of the key reasons for redeveloping these lands is that they are already served by a relatively good public transport network.

2.3.9. The Airport Business park will continue to be a significant employer in the Metropolitan area. It currently employs approximately 2,232 people the majority who travel by car. In order for Airport Business uses to expand the delivery of a high quality public transport connecting the Airport and the Airport Business Park to the City Centre is required.

2.3.10. In December 2003, a study on behalf of Cork County Council examined the feasibility of developing a Science Innovation Park on lands at the western edge of the City at Curraheen and in the vicinity of the Cork Greyhound Stadium. That study was entitled the "Curraheen Action Area Plan" (CAAP). The study recommended the development of a science park, the provision of a new access road to serve the Cork Institute of Technology (CIT), and the development of purpose built accommodation for the students of the CIT and associated sports and recreational facilities. None of the development envisaged in the CAAP has been realised to date.

2.3.11. A new study was commissioned in 2008 by Cork County Council, which re-examined the potential for a Science Innovation Park. The conclusion of this study proposed the development of a world class science, innovation campus on a significantly larger land bank at lands at Curraheen which had pre-existing ties to both CIT and University College Cork (UCC). This proposal is reflected in both the CASP Update and the Cork County Development Plan 2009. The 2008 study concluded that the Science Innovation Park, when developed and fully operational has the potential to contribute in excess of €450M per year to the local and regional economy.

Community Uses

2.3.12. There would appear to be a deficit of usable open space in the settlement. A number of submissions received identify the need for a large town park on the southern side of the city. It is proposed to consider the quality of open space in the South Environs and how to achieve the best value from these sites, while there were significant areas zoned for this use in previous plans, recent survey work has identified issues with the usability and accessibility of some of these lands. The opportunity to create connectivity between existing larger open spaces and any proposed adjacent open space development in the City will be considered, this will maximise the use of some of the more marginal areas. The development of allotments will also need to be considered

2.3.13. As the South Environs is such an extensive area with a large population located on the edge of Cork City, it is not surprising that there is a need for a considerable amount of community, social and recreational infrastructure. Recent work carried out on behalf of the County Council identified a total of 583 community, social and recreational facilities within the South Environs. The spatial distribution of some these facilities does not always best match the established population centres. It is recognised that improved accessibility to such facilities is necessary.

2.3.14. As well as this, appropriate consideration will be given to the location for future facilities to achieve optimum usage by the communities being served, including the options of co-location and the clustering of community facilities. This Local Area Plan will protect the existing cultural and sporting facilities and will give consideration to other suitable locations for new facilities where capacity, in existing facilities, has been identified as an issue.

2.3.15. The Council recognises a particular need to address the current and future community and recreational needs for the area in the context of future developments

Infrastructure

2.3.16. The lack of permeability throughout the South Environs presents a major problem for the area. In order to achieve the sustainable development of Douglas and the Tramore Valley priority must be given to pedestrians, cyclists and public transport.

2.3.17. This Plan recognises the future potential of linking existing cycle and walking routes which exist in Cork City-South Environs to those that exist in Cork City, Passage West and onto Carrigaline.

2.3.18. Traffic levels in Douglas and its environs have grown steadily over time, which coupled together with increases in population and employment, has resulted in increased levels of traffic congestion particularly during peak periods. The main traffic movements in and around Douglas are generally associated with

retail, commercial, health and leisure facilities within Douglas; school runs in the morning and afternoon peaks; and trips to surrounding areas for work, leisure and retail purposes. There are also a large number of trips with origins and destinations outside of the DLUTS Area which pass through Douglas. All of these contribute to traffic congestion levels on the network in and around the DLUTS Area.

2.3.19. One of the key objectives of DLUTS is to improve the transport network within the DLUTS area, thereby providing for all road users and supporting the sustainable development of the area.

2.3.20. The DLUTS transport strategy focuses on:

- Improving pedestrian and cycle movement within the DLUTS area;
- Improving public transport movement, facilities and accessibility;
- Improving urban permeability within the DLUTS area;
- Delivering Smarter Travel objectives for the DLUTS area;
- Developing a schools travel strategy to increase use of sustainable modes;
- Protecting the investment in strategic infrastructure;
- Complying with the transport objectives of CASP and integration with Cork City Council;
- Reducing local traffic congestion levels in sensitive areas;
- Improving the management of vehicular movements and access within the DLUTS area; and
- Achieving accessibility and social inclusion in the DLUTS area.

2.3.21. In Douglas, there is a large quantity of free customer car parking. Free surface customer car parking is provided at Douglas Court Shopping Centre and circa 1,000 free multi-storey customer car parking spaces are provided at Douglas Village Shopping Centre. In addition, there is a large surface car park providing paid parking located at the cinema, between the two shopping centres. There is a recently introduced County Council operate pay and display car parking system on street and in a car park to the rear of St. Patrick's Woollen Mills.

2.4 PLANNING PROPOSALS**Key Proposals for the South Environs***The Cork Science Innovation Park*

2.4.1. Cork County Council, in conjunction with the landowners, UCC, CIT and expert advisors, is undertaking a detailed Masterplan for a Science, Innovation Park at Curraheen. The Science Innovation Park shall, when completed, be a critical piece of economic infrastructure for the Smart Economy. The site has been chosen for the advantages it offers in terms of transport connections, quality of landscape, proximity and accessibility to UCC and CIT and sufficient scale of available lands.

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

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

Development Concept

2.4.4. Science Innovation Parks are a critical piece of modern economic infrastructure and must be designed to be fit for purpose, as well as future proofed as much as is possible. It is envisaged that the CSIP may take approx. 25 years to reach completion and, hence, provision must be allowed for both evolving needs and changing facilities specification.

2.4.5. Science Innovation Parks strive to create an attractive and dynamic environment that facilitates the interaction of academics, researchers, entrepreneurs and support personnel within the scientific research and technology development field. Successful parks are an important delivery mechanism for the evolving economy towards an innovation led economic base.

2.4.6. Science Innovation Parks must be used efficiently and intelligently as part of a co-ordinated strategy. Linkage to and co-ordination with national, regional and local policies and to their relevant representative bodies is critical. The proposed CSIP, if developed and managed to a high standard, has the potential to be an important element of the regional and national economic infrastructure.

2.4.7. It is the CSIP's strategy to develop a science, innovation park that accords with global best practice and is recognised as such, by

harnessing and developing the existing national and regional competitive advantages in co-operation with higher education authorities, government agencies and private enterprise, to create business led innovation.

2.4.8. Science Innovation Parks compete internationally. Hence, this park's layout and facilities need to be commensurate with the park's strategy, with a view to international competition between regions. The facilities provided should be defined according to the needs of local companies and of foreign companies that the park wishes to attract. The success of a science park on a local level is essential to its international appeal.

2.4.9. Based on international best practice models, attributes valued in part or wholly by prospective tenant include;

- High quality & sustainable environment and infrastructure,
- Clear vision underpinning park development visibility,
- Clear and appropriate admissions policy,
- Prestigious occupier profile,
- High quality linkages within and outside the park,
- High quality public transport service to/from park,
- Interaction with higher education authorities,
- Linkages to hierarchy of state services,
- Linkages to related businesses,
- Range of buildings that allow for evolving and differing users needs,
- Sufficient scale of development land,
- Flexible letting arrangements,
- Access to quality-of-life services,
- On-site business support services,
- On-site formal and informal meeting places,
- Conference and accommodation facilities to serve park users.

2.4.10. For every Science Innovation Park there should be a definite strategy for development and growth of business, and one which includes a real estate strategy to match this growth. It is not economically practicable to frontload the provision of all user services, having regard to the long term nature of the project and the absence of supporting critical mass in the initial stages. Hence, the provision of services to support on-site activities may be phased in accordance with the evolving needs of the park.

2.4.11. It is critical that an effective delivery mechanism is employed to facilitate the needs of prospective tenants while simultaneously ensuring that the principles that underpin the park's strategy are supported. To this end, a specific land use category for the CSIP is proposed.

Douglas

2.4.12. The Douglas Land Use and Transport Strategy (DLUTS) is an integrated land use, urban design and transport strategy that aims to: *“to secure a successful vibrant urban centre with a more efficient transport network for Douglas, that provides an improved public realm, reduces congestion, encourages greater levels of walking & cycling, and improves the quality of life for the community, thereby enabling sustainable future growth.”* The DLUTS was first identified in the Carrigaline Electoral Area Local Area Plan in 2011, where it was recognised that in order to ensure balanced land use growth in the future, it was necessary to retrofit a modern transportation network, in particular focusing on a major shift towards other transport modes in line with Smarter Travel and the Design Manual for Urban Roads and Streets (DMURS).

2.4.13. The DLUTS Strategy has been produced through a collaborative effort between the different departments of Cork County Council (namely Planning Policy Unit, Traffic and Transport Division, Architect's Department) and MVA Consultants, who were responsible for the traffic and transportation aspects of the strategy. It also engaged with existing landowners and key stakeholders in the area to build consensus on the type of future development and transport options needed for the metropolitan town on the southern edge of Cork City.

2.4.14. The DLUTS achieved an early implementation programme through funding of projects by National Transport Authority (NTA), commencing in 2013. This was achieved through involvement of the key stakeholders in the project preparation process at regular intervals (every month). Not only does the project provide a robust implementation schedule, it is successful in achieving changing the attitudes of local population towards the use of the motor car in travel options and promotes the desired goals of providing sustainable transport options such as walking, cycling and public transport.

2.4.15. Through the introduction of a land use framework for future development decisions in the longer term, new development will be

focussed on employment creation in town centre precincts with less emphasis on additional retail provision. This will have the effect of bringing more jobs to the area and reducing the need for people to travel long distances for work. This will, in turn, permit some work trips to be done by walking or cycling or public transport and reduce car trips and traffic congestion.

2.4.16. The DLUTS strategy will, for a modest investment in infrastructure, facilitate the transformation of the Douglas into a more vibrant and economically sound business centre, providing jobs and improved public realm. Douglas will be a more pleasant place to visit and do business in and a healthier place to live in. Life in Douglas will be much more sustainable and much less influenced by traffic concerns than it is today.

Tramore Valley

2.4.17. Although priority must be given to Douglas it is envisaged that during the lifetime of this plan and taking into account market conditions it is intended to prepare an Integrated Area Plan (IAP) for the Tramore Valley. This IAP will consider proposals for the redevelopment of low density brownfield sites for high density mixed use development which will include business and residential uses and high levels of residential amenity. Consideration will also be given to transportation and parking management. It is envisaged that the area will become more pedestrian and cyclist friendly with connectivity throughout.

Cork Airport and Business Park

2.4.18. Cork International Airport is an important strategic asset to the Carrigaline Electoral Area and an important economic driver for the South West Region and its importance is recognised in Chapter 6 of the Cork County Development Plan 2009. The need for a Special Local Area Plan for Cork Airport was highlighted in the 2005 Local Area Plan and re-iterated in the County Development Plan 2009.

2.4.19. The Council adopted the Cork Airport Special Local Area Plan on the 13th September 2010. The SLAP has been prepared with the purpose of facilitating the development of Cork Airport by providing for, and where necessary, protecting land for the future operation and development needs of the Airport, looking forward to the year 2040. The SLAP identifies the future aviation needs and associated infrastructural requirements of Cork Airport in the long term and specifies policy and objectives to safeguard the continuing growth of the Airport as a key economic driver for the region.

2.4.20. CASP Update 2008 identifies the Airport/ Airport Business Park as a key employment location where additional employment growth will be focused. The Cork Airport SLAP provides a framework for the optimal long-term development of the Airport that will bring with it growth in jobs but in order to ensure the availability of additional employment opportunities, consideration has been given to the

potential of lands in the wider airport vicinity. There are a number of constraints to development, namely;

- The visual impacts of extending over the ridge to the north of the existing Airport Business Park.
- The need to maintain efficient access on the national road network to the Airport from Cork City
- The limited availability of public transport facilities.

2.4.21. In this context, the options identified for providing enhanced employment are; an intensification of uses in the existing Airport Business Park, and the development of a less employment intensive site on lands in the south-east quadrant of the Airport which are not required for core airport operations but will have a role in providing for airport related logistics and support services. The Business Park has an existing regular public bus service as part of the Cork Airport bus service, and in line with growth in passengers numbers in the Airport over the longer term, the public transport offer will improve in both quality and frequency.

2.4.22. Other lands in the vicinity are not so easily served by public transport, making the intensification of the Business Park the most sustainable option as it benefits from the enhanced Airport public transport services. However, it is recognised that Airport growth will give rise to demands for airport related uses such as cargo handling/ logistics, warehousing, catering and other support services. In order to augment this supply, additional lands in the south-east quadrant of the Airport have been identified. They lack the visual sensitivities of the lands to the north of the airport, adjoin the airport campus and access can be provided from the Regional road.

2.4.23. An additional site to the south of the airport boundary has been identified for an industrial area comprising logistic, warehousing and distribution uses which require an airport location. Any proposals for this site will include a traffic impact assessment and mobility management plan. Development proposals will include comprehensive provision for a safe and satisfactory access to the site.

Special Policy Area Objectives

The Cork Science Innovation Park

2.4.24. The lands identified as X-01 is the location of the proposed Cork Science Innovation Park. The site identified is bounded to the north by agricultural lands and ultimately by the Model Farm Road, to the south by the N25 National Primary Road, to the east by Cork Institute of Technology and residential development, and to the west by agricultural lands and the existing Curraheen Park Greyhound Stadium.

2.4.25. The predominant current use of the lands is as agricultural, with an existing football facility, playing pitches (UCC) and approx. 7 no. dwellings also on the site.

2.4.26. The site is characterised by agricultural land, with hedgerows and scrub. The ridgeline is located approximately midway between the northern and southern boundaries of the site and exceeds 30m Ordnance Datum in height.

2.4.27. The lands identified cover a total site area of approximately 100ha and it is envisaged that a number of development areas will be provided, set within a high quality natural environment.

2.4.28. Having regard to the scale of the project, each development area identified within the Cork Science Innovation Park will have distinct infrastructural circumstances and the masterplan called for under zoning X-01 will address the specific infrastructure issues within each development area.

2.4.29. Under the Cork County Development Plan 2003, the northern portion of the subject site was zoned as part of Metropolitan Cork Green Belt.

2.4.30. Under the Carrigaline Electoral Area Local Area Plan 2005, the southern portion of the subject lands were zoned as follows:

X-01, which identified;

- area adjoining Curraheen River to the south for Nature Park / Amenity Area and Flood Storage Area use,
- southern area for Proposed Industry / Enterprise (Science Park) use,
- southwestern area for Proposed residential (Student Village) use,
- existing Open Space (Dog Track).

2.4.31. The masterplan called for under zoning X-01 will reflect the potential for early phasing of the previously zoned X-01 lands under the 2005 Carrigaline Electoral Area Local Area Plan.

2.4.32. The above zoning also identified within the X-01 site a proposed C.I.T Access Road, proposed Amenity Walk / Cycle Route, proposed Park Access Road and proposed Access Point.

2.4.33. As per the 2003 CDP, under the Cork County Development Plan 2009, the northern portion of the CSIP subject site is identified as Metropolitan Cork Green Belt land.

2.4.34. The CSIP as proposed will update and expand into the Metropolitan Cork Green Belt the existing zonings as set out in the Carrigaline Electoral Area Local Area Plan 2005. The proposed rezoning of this strategically important green belt area is considered appropriate only on the basis of the critical role the CSIP shall fulfil in the provision of an innovation led future economic base for the region and nationally. Hence, the unique nature and function of the CSIP must be enshrined in specific objectives of the expanded zoning.

2.4.35. Existing vehicular access to the site is via the N25 from the south. It is intended to develop a road access linking the existing access location with the CIT to the east. This roadway, in conjunction with a transportation management plan, shall allow for access to the CSIP as well as an easing of traffic congestion and parking in Bishopstown - particularly in the vicinity of the CIT.

2.4.36. The existing no. 5 & no. 8 public bus routes, in consultation with Bus Eireann, can be extended into the CSIP to allow for a high level of public transport provision to serve the park. Furthermore, in the longer term, it is envisaged that the Bus Rapid Transit (BRT) service shall traverse the site and thus create a high quality rapid transportation link to serve the CSIP.

2.4.37. The Lee CFRAM study indicates flooding potential within the site from the Curraheen and Twopot Rivers and a detailed flood risk assessment study is needed.

2.4.38. Issues also arise regarding the future funding of common infrastructure and facilities on this strategic site that is in multiple ownerships. At the appropriate stage, consideration will be given to the use of the County Council's powers under sections 48 and 49 of the Planning and Development Acts to use the system for 'Development Contributions' to secure appropriate contributions from developers to offset this expenditure.

2.4.39. The masterplan called for under zoning X-01 for the Cork Science, Innovation Park will be brought before Council for approval in September 2011.

2.4.40. In the interim, while the masterplan for the Science, Innovation Park is being prepared, proposals for development within the X-01 boundary should be processed using the 2005 Carrigaline Electoral Area Local Area Plan land use zonings as read with the guidance from section 1 of this Local Area Plan and other objectives of this plan.

Douglas

2.4.41. The Douglas Landuse and Transportation Study (DLUTS) has concentrated on two clearly defined areas, X-03(a) and X-03(b). As indicated on the accompanied zoning map for the area, X-03(a) refers to lands at Douglas village while X-03(b) refers to lands at the existing

Douglas Golf course development. Both areas are governed by a single specific zoning objective.

2.4.42. DLUTS has recommended that the X-03b zone be retained as an open space and recreation zone for use by the Douglas Golf Course (see O-12). It resolved that if mixed use urban development was permitted on this land, there would be unacceptable traffic congestion generated in Douglstown centre and there would be a serious loss of amenity to the local community.

2.4.43. The DLUTS identifies Special Policy Area X-03a as a District Centre in line with the requirements of the Retail Planning Guidelines (2012) and the draft Cork Metropolitan Joint Retail Strategy (2013). Within this District Centre area, there is a mixture of retail, employment, residential, recreation and community uses. Douglas LUTS has identified a number of town centre zonings that are distinct precincts which have established retail uses, where mixed use development can and should take place. By 2022, it is recommended that at least 50% of current retail vacancy would be filled and that support be given to the fulfilment of current retail commitments. It is forecast that by 2032, if the required transport measures have been implemented, these precincts could accommodate an additional 175 residential units and up to 25,000m² of mixed use (60% offices and 40% retail) development. The proportion of comparison and convenience retail will be guided by the Metropolitan Joint Retail Strategy. These precincts are shown on Zoning Map 3 as TC-01 to TC-05.

2.4.44. The Primary Retail Area in Douglas is located to the south of the N40 and comprises of four established retail areas; the Woollen Mills (TC-01), Douglas Village Shopping Centre (TC-02), the East Village/ the Cinema site (TC-04) and Douglas Court Shopping Centre (TC-05). In addition, DLUTS has identified Barry's Field (TC-03) as an expansion area to the town centre. These areas are shown on the aerial photograph below.



Douglas Town Centre Areas

2.4.45. In terms of priority for the development of retail, the Douglas LUTS identified the need to, in the short term, fill existing vacancy in the Douglas Village Shopping Centre (TC-02), East Village/ Cinema Site (TC-04) and the Woollen Mills (TC-01) as shown in Table 2.10.

Table 2.10: Retail Priority Areas	
Retail Areas	Priority Areas
Primary Retail Area	1. In-filling existing vacancy TC-02, TC-01 and TC-04 2. Redevelopment of TC-04: Cinema Site 3. Redevelopment of TC-01: Woollen Mills 4. Redevelopment of TC-05: Douglas Court
Edge of Centre	Development of TC-03: Barry's Field

2.4.46. This table outlines the sequential approach to retail provision in Douglas. New development of these town centre precincts shall be guided by the specific objectives (TC-01 –TC-05) contained in the Town Centre section.

2.4.47. One of the key recommendations of the DLUTS is the establishment of a town centre management team, that will be responsible for the management, co-ordination and promotion of the town centre on a regular basis with a widespread stakeholder involvement.

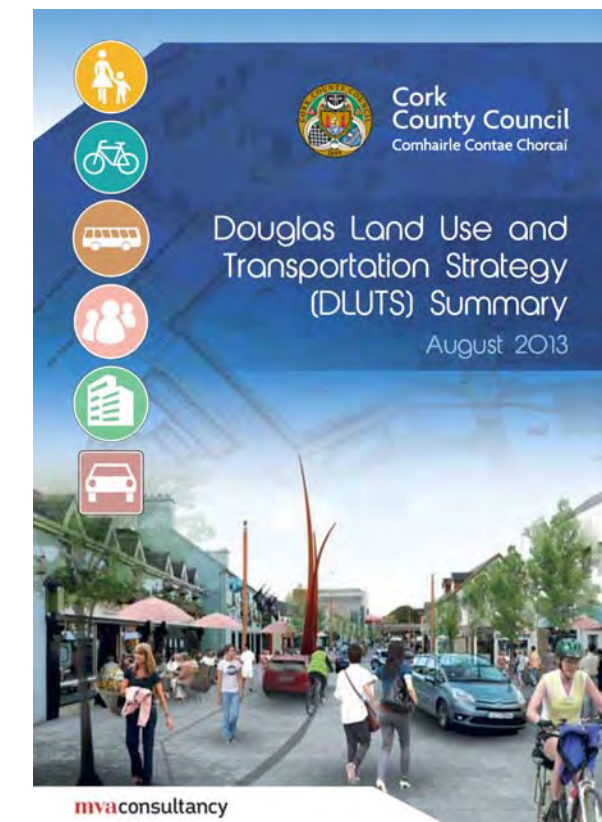
2.4.48. In terms of backland development, DLUTS recommended that consideration should be given to the sustainable use of land behind buildings on appropriate sites within the District Centre. The backland could be used for mixed land uses that conform with what is normally permitted in the area.

2.4.49. DLUTS acknowledges that there is a growing demand for playing pitches and other community facilities in Douglas. It has been recommended that there is a requirement for a multi purpose leisure facility to cater for sport clubs, community organisations and leisure. The preferred location for this facility is adjacent to the GAA playing fields in an open space and recreation zone linking Douglas to the Tramore Valley Park (O-13). It may not be practical to locate sports pitches here as well so other locations within the wider Douglas area or locations within the Metropolitan Green Belt have the potential to accommodate this demand.

2.4.50. DLUTS recommended that car parking standards for new development within the town centre precincts should be guided by the revised parking standards in the County Development Plan that supports current national policy.

2.4.51. In terms of urban design, DLUTS recommended that there is a need to increase permeability in Douglas Village by improving the pedestrian environment with the long term intention of allowing easy access from the peripheral outlying areas of Donnybrook, Grange, Frankfield, Maryborough and the Rochestown Road through Douglas into the city centre.

2.4.52. Within the town centre, it is proposed to improve pedestrian linkage along the east-west primary retail corridor and improve the general public realm through widening footpaths, introducing raised paved areas at junctions that can facilitate better movement of pedestrians and cyclists, thereby improving connectivity and safety between other land uses. Other public realm features that could be introduced are more green trees and flower beds (landscaping), water features, benches, lighting and removal of overhead wires.



2.4.53. The DLUTS recommendations are a set of integrated land use, urban design and transportation policies that aim to achieve co-ordinated and sustainable development in the village over the lifetime of the strategy. Each land use objective, urban design and

transportation policies needs to be read in conjunction with the DLUTS Report (above).

2.4.54. Specifically, the urban design policies to compliment land use and transportation policies are listed below. The implementation of these policies shall include proposals for Sustainable Urban Drainage Systems (SUD's) in conjunction with Objective LAS 2-1 in Section 2 of this plan.

Table 2.11: Urban Design Policies
UD1. Generally, improve appearance and functionality of the four gateways to the village; namely Douglas Road and South Douglas Road entrance under the N40 bridges; Finger Post Roundabout and Daly's Corner. There should be a noise barrier erected on the N40 overpass.(see WC4, ST1, TM3 and TM4)
UD2. On all roads and streets in the village, there should be improvements to the public realm of existing street furniture, reducing clutter, bollards, seating and lighting.(see TM1, TM3 and TM4)
UD3. On East Douglas Street, with traffic restrictions being imposed in this street, there is potential to create a safer and more pleasant environment by increasing pedestrianisation and improving the public realm of the area through new bus shelters, kiosks, urban sculptures, street lighting and introduce a cafe/restaurant area with chairs and table on the extended footpath. (see TC-02 and TC-04)
UD4. On the Cinema Site, there is an opportunity to prepare an Overall Planning or Development Scheme which would involve all landowners. The scheme for the site needs to consider; the building of a landmark structure at the northern corner, a new building line to extend along the frontage with the existing relief road, this building would be punctuated by pedestrian linkages through it with active street frontage. Any new build shall be set back from the relief road to allow more pedestrian circulation and soft landscaping to be incorporated. Improved pedestrian connectivity between Douglas Village Shopping Centre and Douglas Court Shopping Centre and between the site and the East Village. Creation of public spaces within the site that could be focal points for social interaction. (see TC-04 and PT3)
UD5. At St Patrick's Woollen Mills, there is an immense opportunity for increased public realm interventions that promote and enhance connectivity with the Douglas Village Shopping Centre. The redevelopment of this site will include the retention of all buildings of historic and architectural merit and any new build to enhance this precinct shall compliment the established building fabric. The entrance to West Douglas Street needs to have a raised paved area that encourages increased walking and cycling. (See TC -01)

UD6. A Daly's Corner, near the schools in Douglas, it is critical that it is made pedestrian and cycling friendly through public realm improvements. Measures shall include a raised platform at the road junction, improved footpaths and pedestrian/cycling crossing points. These interventions will enhance safety which will encourage parents and children to walk and cycle to the nearby schools.(see ST1 and TM4)
UD7. The Community Park should be at the centre of life in the village and should be an integral part of the population's lifestyle choice. Cork County Council in conjunction with the Tidy Towns should support a competition which will provide a fully integrated leisure and passive space in the village to the benefit of residents and visitors alike. Measures shall be implemented to improve north south and east west connectivity, enhance public safety and install suitable lighting.(see O-14 and WC3)

2.4.55. The DLUTS transport strategy is consistent with recent local, regional and national policies such as the National Transport Authority's National Cycle Manual (2011), the Cork County Development Plan, CASP, Regional Planning Guidelines, DOECLG Spatial and Transport Planning Guidelines and the Department of Transport Tourism and Sport's Smarter Travel Policy. Central to these policies is to promote a mode shift from the private car to more sustainable modes, such as walking, cycling and public transport. In this way, the transport strategy is consistent with the most up to date thinking that reflects the needs of the population of the DLUTS area to produce a transport environment that promotes the sustainable, safe and healthy movement of people.

2.4.56. DLUTS outlines the future transport strategy for Douglas village centre and surrounding road network. The proposals include strategies for Walking and Cycling; Public Transport; Schools Transport and Traffic Management. The policies are shown in Table 2.12.

Table 2.12: Transportation Policies - Walking and Cycling
WC1. Provide on-street cycle lanes along Douglas and South Douglas Roads linking either side of the N40 through widened underpasses.(see UD1 and TM 4)
WC2. Provide a high quality off-road pedestrian/cycleway linking Grange and Frankfield with the village centre of Douglas. This walkway should also provide a connection to the Tramore Valley Park in the city via an overpass bridge on N40.(see U-02 and ST2)
WC3. Provide a high quality off-road walk and cycleway along the Ballybrack River from the Community Park to the Donnybrook Hill area.(see U-04, ST1, UD7 and O-14)
WC4. Pedestrian and cycle access should be improved at all important road junctions, which will include the shared space along

Public Transport Policies
PT1. Provide a public transport priority corridor, shared space environment on the northern end of East Douglas Street, between Church Road and the Douglas Relief Road, which will reduce through traffic, prioritise public transport movements, reduce vehicle traffic turning movements.(see UD3, TC-02 and TC-04)
PT2. Provision of fully sheltered and demarcated bus stops, realtime passenger information (RTPI) at bus stops, bus and public transport priority on the roads where possible and extension to bus only corridors where possible.(see TC-02 and TC-03)
PT3. Provision of additional taxi ranks in East Village and Churchyard Lane.(see UD4,TC-03 and TC-04)
Schools Transport Policies
ST1. Provision of improvements to the St Columba's School junction at Church Street/Donnybrook Hill and the roundabout at Gaelsoil na Duglaise. (see UD1,UD6 and WC3)
ST2. Encourage all schools to participate in the Green Schools Programme and develop School Travel Plans, that promote alternative sustainable modes of travel to schools, such as walking, cycling, school bus and car pooling using the improved walking and cycleways in Douglas. (see U-02, WC2)
Traffic Management Policies
TM1. Provision of a new road and bridge between Grange Road and Carrigaline Road over the Ballybrack River valley to facilitate the east west movement of traffic through Douglas.(see UD2)
TM2. Introduce a one way road network along a portion of Church Street eastbound from Churchyard Lane to facilitate easier traffic flows under the Dry Bridge.(see TC-03)
TM3. Introduce traffic management measures on the N40 off ramp at East Douglas Road and improvement to the the traffic signal operations throughout the village centre and link it to the City Council traffic management system.(UD1 , UD2, TC-02 and TC-04)
TM4. Introduce junction upgrades to major junctions in the village centre that will enhance pedestrian and cycle facilities, improve public transport movements, provide more efficient traffic movement and reduce levels of traffic congestion at peak times.(see UD1, UD2 and WC4)

Tramore Valley

2.4.57. There are a number of low density low-end use brownfield sites located in the Tramore Valley. These sites are identified within

the broad boundary X-02. It is envisaged that during the lifetime of this plan and taking into account market conditions it is intended to prepare an Integrated Area Plan (IAP) for this area. The key goal of this IAP will be redevelopment of these low density low-end sites for high density mixed use development which will include residential and high-end business uses.

Cork Airport

2.4.58. The lands identified at X-04 specifically relate to the Airport and the Airport Business Park.

2.4.59. The specific special zoning objectives for Cork City – South Environs are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
X-01	<p><i>Science, Innovation Park</i></p> <p>A. To develop a science, innovation and park that accord with the highest European standards.</p> <p>B. The development of this site will accord with a Masterplan to be approved by Cork County Council. The Masterplan shall include provision for:</p> <ul style="list-style-type: none"> High quality park environment, focussed on retention of the natural environment and priority for pedestrians and cyclists. Provision for incubator units, grow-on units and stand-alone units that meet the users evolving needs. Appropriately phased development that reflects the potential for early phasing of the previously zoned X-01 lands under the 2005 Carrigaline Electoral Area Local Area Plan. Admissions policy to the park to ensure its future occupiers are appropriately engaged in science, technology and innovation activities. Proposals to facilitate vehicular, public transport, cyclist and pedestrian access 	100

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	<p>to the site.</p> <ul style="list-style-type: none"> Proposals for enhanced accessibility to Cork Institute of Technology via Science Park. Access by public bus and future Bus Rapid Transit. Mobility plan for movements to/from the Science Park and within the Science Park. Appropriate provision for public access to Science Park amenities. Appropriate road access. Sustainable infrastructure provision that reflects the distinct infrastructural circumstances of each development area within the park. Detailed flood risk assessment. Develop linear park / water feature adjoining Curraheen River. Provision of high quality telecommunications. On-site energy generation appropriate to the Science Park's needs. On-site enterprise, business and leisure support services in accordance with the Science Park's needs. <p>C. Buildings constructed on the site will be primarily used for the following purposes:</p> <ol style="list-style-type: none"> Manufacturing, production and service delivery activities that use high-added value technologies or are related to research or higher education institutions. Research activities that are technologically innovative or involve experimentation. Postgraduate or other specialised training activities linked to third level institutions. Where it can be demonstrated that the proposed activity directly supports existing on-site or planned uses under 1.a to 1.d as set out, within the following use categories: 	

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	<ul style="list-style-type: none"> Business Support Conference facilities Leisure Restaurants and appropriate shops Accommodation for park users <p>D. The CSIP will provide for appropriate governance structures for tenant selection in accordance with C as set out above.</p> <p>E. Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan</p>	
X-02	<p><i>Tramore Valley</i></p> <p>Following on from the proposals for this area (indicative boundary only) set out in the CASP Update, it is envisaged that in the medium to long term and dependent on market conditions the lands within this broad indicative boundary will be subject to an Integrated Area Plan which will be prepared by the Planning Authority in close conjunction with the relevant stakeholders in the area. This plan will consider the following:</p> <ul style="list-style-type: none"> The definition of a specific area plan boundary. Detailed land use survey. Integrated redevelopment proposals for higher density mixed use housing and employment development. Detailed traffic and transportation study 	-

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	<ul style="list-style-type: none"> A co-ordinated and phased approach to the delivery of development. <p>In the interim, while the Integrated Action Plan (IAP) is being prepared, proposals for development will be guided by the zoning given to 'existing built-up area' in the plan as read with Section 1.5.26 and other objectives in this plan.</p>	
X-04	<p><i>Cork Airport</i></p> <p>Office based industry requiring an airport location, internationally traded services, corporate office, and uses that are complementary to those in the existing business park. Proposals for this site will include a traffic impact assessment and mobility management plan for the site and a comprehensive layout and a structural landscaping scheme. Vehicular access to the site will be from the adjoining regional road by means of a single access point.</p>	15.8

Overall Scale of Development

2.4.60. Over the lifetime of this plan, it is envisaged that the Cork City –South Environs will experience some steady growth. This future growth will occur within the existing development boundary and will primarily focus upon the development of existing zoned land, the completion of existing planning permissions and the phased development of any proposals which are proposed by either the Land Use & Transportation Study for Douglas or the Integrated Area Plan for the Tramore Valley.

2.4.61. With a 2020 target population of 30,102 persons in the South Environs, it is estimated that an additional 2,630 dwelling units will need to be provided between 2010 and 2020. This requirement excludes houses which were completed between 2006 -2010 and those which are currently under construction. In this context it is considered that, coupled with the existing residential land supply and the proposed potential yield from the redevelopment of brownfield sites, there is sufficient capacity to provide for the housing needs of this target population.

2.4.62. This plan proposes to carry forward the undeveloped existing zonings from previous plans and to identify a number of existing brownfield sites which are deemed appropriate for high density mixed use development. Having examined the likely yield from these lands, it is considered that there is no requirement for the zoning of new lands outside the established development boundary for residential use. The main alterations to the development boundary comprise of minor modifications to the boundary that have been made to correspond with established field or property boundaries or to reflect a grant of planning permission.

2.4.63. The development boundary of the South Environs of the city is, generally, tightly drawn, ensuring a clear separation from neighbouring settlements, particularly Passage West to the east, Carrigaline to the south and Ballincollig to the west. To the north it is formed by the boundary with the City Council.

2.4.64. Outside the development boundary, the land forms part of the Metropolitan Green Belt. Here, the objectives of the Cork County Development Plan 2009 seek to preserve the character of the area and (subject to certain exceptions) reserve the land generally for agriculture, open-space or recreation uses.

Objective No.	Development Boundary Objectives
DB-01	It is an objective of this plan to secure the development of 2,630 new dwellings in the South-Environs between 2010 and 2020.
DB-02	It is an objective that all new development be located within the development boundary of the settlement established by this plan and which defines the extent to which the South Environs may grow during the lifetime of the plan.
DB-03	All new development shall be connected to the public water supply, the public waste water treatment system and shall make adequate provision for storm water disposal.
DB -04	All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD1-4, 1-5 and 1-6
DB-05	In order to secure the sustainable population growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development.

Objective No.	Development Boundary Objectives
DB-06	Priority shall be given to the delivery of a high quality public transport connecting the Airport and the Airport Business Park to the City Centre and other locations which are deemed appropriate.
DB-07	Where lands have not been explicitly zoned, the specific zoning shall be deemed to be that of the existing use of the lands (if such a use is not an unauthorised use under the Planning Acts) or, if such a use is unauthorised, that of the most recent authorised use of the lands.
DB-08	It is an objective of this plan that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town’s main residential areas, schools and the town centre.

Residential Areas

2.4.65. Some of the areas that were designated for housing in the 2005 Local Area Plan, and its amendments, have not yet come forward for development. It is envisaged that during the lifetime of this plan that these sites will be developed and the sites currently under construction will be completed.

2.4.66. In addition, proposals have been made for the redevelopment of low density brownfield sites for new mixed-use high density development which will include a significant residential component. It is envisaged that the first phase of redevelopment will begin during the lifetime of this plan.

2.4.67. The joint Cork City and County housing strategy states that on zoned lands, 20% of new residential development be reserved for social and affordable housing. In the South Environs, the strategy requires that one quarter of that reserved land will be used for the provision of social housing.

2.4.68. The specific residential zoning objectives for the Cork City - South Environs are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
R-01	Medium A density residential development to include a mix of house types and sizes. An appropriate tree planted buffer, shall be provided along the boundaries of the site. Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines ‘The Planning System and Flood Risk	7.0

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.	
R-02	Medium A density residential development, estate type layout.	2.1
R-03	Medium A density residential with provision for an appropriate tree planted buffer along the southern boundary of the site to establish a definite limit to further development in this area.	4.5
R-04	Medium A density residential development.	11.9
R-05	Medium A density residential development with provision for a local convenience shop. Any development should not exceed two storeys in height and proposals for this site will be accompanied by a road safety audit.	0.5
R-06	Development of this site is to include the following; <ul style="list-style-type: none"> • Medium A density residential development to cater for a variety of house types and sizes. • 3 Ha of additional open space over and above what is normally required in housing areas. This Open space should include a fully landscaped and useable public park. • Retain the existing trees and hedgerows within the overall development of the site. • The timing and provision of appropriate drinking water and waste water disposal services for the development including where necessary the upgrading of off-site infrastructure. • Consideration will need to be given to the provision of a primary school within this site 	21.1

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	at the detailed planning application stage.	
R-07	High density residential development (apartments or duplexes). Development proposals in this zone will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impacts either alone or in combination with other projects on the SPA.	1.04
R-08	Medium A density residential development	8.8
R-09	Medium B density residential development including provision for public transport. Any proposals for this site will include a detailed traffic impact assessment and will address the need for local road and junction improvements.	1.6
R-10	Medium B density residential development which will be restricted to the low-lying northern portion of the site and will include appropriate improvements to the local road network. Development will be serviced by a single estate road access and there will be no access from individual properties on to the local road. The southern portion of the site should be landscaped and developed as a usable public or private open space.	9.1

Business, Industry and Enterprise

2.4.69. This plan has identified special policy area X-02 which is currently occupied by a mixture of residential and low density business/industrial development. It is envisaged that these low density business/industrial sites will be redeveloped as a high density mixed use site which will include office based employment. The current existing uses will relocate to a more appropriate location within metropolitan Cork. The special policy area X-03 will allow for Douglas to develop as a fully functional mixed use higher order urban

centre in terms of both its development density and its retail offer, providing opportunities for the provision of increased employment.

Industrial Zoning

2.4.70. The specific industrial zoning at lands adjacent to the airport, Cork City - South Environs is set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
I-01	Logistic, warehousing and distribution uses which require an airport location. Any proposals for this site will include a traffic impact assessment and mobility management plan. Development proposals will include comprehensive provision for a safe and satisfactory access to the site.	16.86

Town Centre

2.4.71. Douglas Land Use and Transportation Strategy (DLUTS) identified 5 town centre precincts that are individual areas which can be developed or redeveloped in a co-ordinated manner and will form part of a fully functional and fully integrated mixed use urban/town centre. The town centre objectives should be read in conjunction with the urban design and transportation policies in Tables 2.11 and 2.12. In addition, any development of these town centre precincts shall incorporate Sustainable Urban Drainage Systems (SUD's) in their design as outlined in Objective LAS 2-1 in Section 2 of this plan.

2.4.72. A Detailed Flood Risk Assessment of the Ballybrack River/Tramore River catchment has been commissioned by Cork County Council and this may, when completed, produce revised results from the current CFRAMs flood risk mapping. In the meantime, any development of the town centre sites should use the guidance attached to the current mapping (see FD 1-1 to FD 1-6 and the Environmental Report).

2.4.73. The specific objectives for the development of these precincts are as follows:

Objective No.	Specific Zoning Objective for St Patrick's Woollen Mills	Approx Area (Ha)
TC-01	It is recommended that an Overall Planning or Development Scheme be prepared for the entire site and which can be implemented on a phased	4.91ha

	<p>basis. This shall include comprehensive proposals for a mixed use development which caters for a variety of town centre type uses including offices, retail (including urban format retail warehousing in a mixed use building), retail services and some residential.</p> <p>The redevelopment of the site should only result in an increase of 25% to the floorspace to the footprint of the existing buildings. If the developer wishes to increase this density of development they will have to prove that there will be no negative net impact to the proposed improvements to the existing transport network.</p> <p>The site can cater for an additional 70 dwellings. If the developer wishes to increase this density of development they will have to prove that there will be no negative net impact to the proposed improvements to the existing transport network.</p> <p>The redevelopment of the site shall create linked pedestrian routes which will provide safe permeability and connectivity and which shall follow the preferred desire lines to the existing village.</p> <p>Traffic calming management to reduce the severance effect from the Woollen Mills to the Douglas Village Shopping Centre including additional crossing points.</p> <p>Car parking for new development should follow the revised car parking standards of the County Development Plan.</p> <p>The existing historic buildings will be protected and where possible enhanced.</p>	
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Objective No.	Specific Zoning Objective for Douglas Village Shopping Centre	Approx Area (Ha)
TC-02	It is recommended that the vacancy in the shopping centre be filled as a	3.39ha

	<p>matter of urgency and that improved connectivity be provided as part of the urban design public realm programme.</p>	
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Objective No.	Specific Zoning Objective for Barry's Field	Approx Area (Ha)
TC-03	<p>It is recommended that the entire site be developed in an integrated manner that will result in the provision of a mixed use development of 4,000sqm which will include office accommodation and commercial development with full frontage development along the Church Street and Carrigaline Road to form a continuous commercial strip with the existing Barry's Pub and Restaurant. If the developer wishes to increase this density of development they will have to prove that there will be no negative net impact to the proposed improvements to the existing transport network.</p> <p>It will be more functional use of land if there was acquisition of the Eircom storage building and yard as part of the Barry' Field site and the removal/or incorporation of the existing dwelling house and outbuildings into an overall site development.</p> <p>Consideration of the construction of a new municipal car park of at least 200 bays with the provision of improved pedestrian linkages from west to east.</p> <p>Vehicular access to the site shall be from Church Street and the old Carrigaline road.</p> <p>Car parking for new development should follow the revised car parking standards of the County Development Plan.</p>	1.23ha

Objective No.	Specific Zoning Objective for Cinema Site	Approx Area (Ha)
TC-04	It is recommended that an Overall Planning or Development Scheme is prepared for the entire site, taking account of the planning permission	3.95ha

	<p>granted to the existing cinema. Development on the site can be implemented on a phased basis. This shall include the provision of a comprehensive mixed use development with an additional 5,500sqm of non-residential floor space and 70 residential units. If the developer wishes to increase this density of development they will have to prove that there will be no negative net impact on the proposed improvements to the existing transport network.</p> <p>The new development will have active ground floor uses, an anchor store, office space and residential units on the whole site incorporating the cinema, the car park, vacant land and the old TSB site and the filling station site. It is desirable to enable the relocation of the filling station and rehabilitation of the site for the construction of a landmark building that will represent the entrance to Douglas Village from the gateway underneath the N40 flyover on Douglas Road. The future buildings should form an edge along the relief road on the north of the site, which will provide a noise barrier to the N40.</p> <p>There should be the provision of a number of pedestrian linkages from East Douglas Street through the site to the pedestrian crossing to Douglas Court on the relief road and from the site to the East Village complex to the south. The development of the site could include a central town square which will host public events, retail and community services. Road access to the site would be provided from the new signalised junction at the Douglas Court pedestrian crossing. Car parking for new development should follow the revised car parking standards of the County Development Plan.</p> <p>This development is dependent on promoting smarter travel measures and achieving safer and more user friendly access for pedestrians and cyclists. The above suggested quantum of development assumes that all existing vacancy will be filled before new building takes place.</p>	
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	the wetland site to the rear. At the moment it is informal open/green space. There is an opportunity here for a park or other amenities for the benefit of the wider community.	
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Objective No.	Specific Zoning Objective for Douglas Court	Approx Area (Ha)
TC-05	<p>It is recommended that an Overall Planning or Development Scheme is prepared for the entire site which can be implemented on a phased basis. This shall include the provision of a comprehensive mixed use development with an additional 7,500sqm non residential floor space. If the developer wishes to increase this density of development they will have to prove that there will be no negative net impact to the proposed improvements to the existing transport network.</p> <p>The new development shall cater for a variety of town centre type uses which will add life and vibrancy to the area outside the opening hours of the existing shopping centre.</p> <p>Appropriate uses could include offices, retail, retail service (restaurants, public houses etc.) leisure/recreational facility, community buildings and cultural uses. An improvement in the urban environment of the area with the removal of some surface car parking and the provision of a civic space would encourage such uses to locate in this area.</p> <p>The redevelopment of the site shall create linked pedestrian routes which will provide safe permeability and connectivity that shall follow the preferred desire lines to the existing village. Traffic calming/management to reduce the severance effect from the existing site to the rest of Douglas Village which may include additional crossing points.</p> <p>Car parking for new development should follow the revised car parking standards of the County Development Plan.</p> <p>Any new scheme will have to include</p>	9.25ha

Community and Utilities

2.4.74. The specific community and utility objectives for Cork City - South Environs is set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
C-01	Cemetery	7.6
U-01	Maintain pedestrian walk on route of old railway line.	-
U-02	Develop and maintain pedestrian walk from Grange road north to South Link Road and east to Douglas Village. Provide pedestrian and cycleway over-bridge to connect to pedestrian walk /cycleway and proposed public park on old landfill site.	-
U-03	Provide pedestrian walk through stream valley connecting open spaces to Donnybrook.	-
U-04	Provide pedestrian walk through stream valley to Douglas Village.	-
U-05	Maintain existing amenity walk. 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.	-
U-06	Provide pedestrian walk through stream valley to connect open spaces and residential areas.	-
U-07	Provision of a new road and bridge between Grange Road and Carrigaline Road over the Ballybrack River valley.	-

Open Space

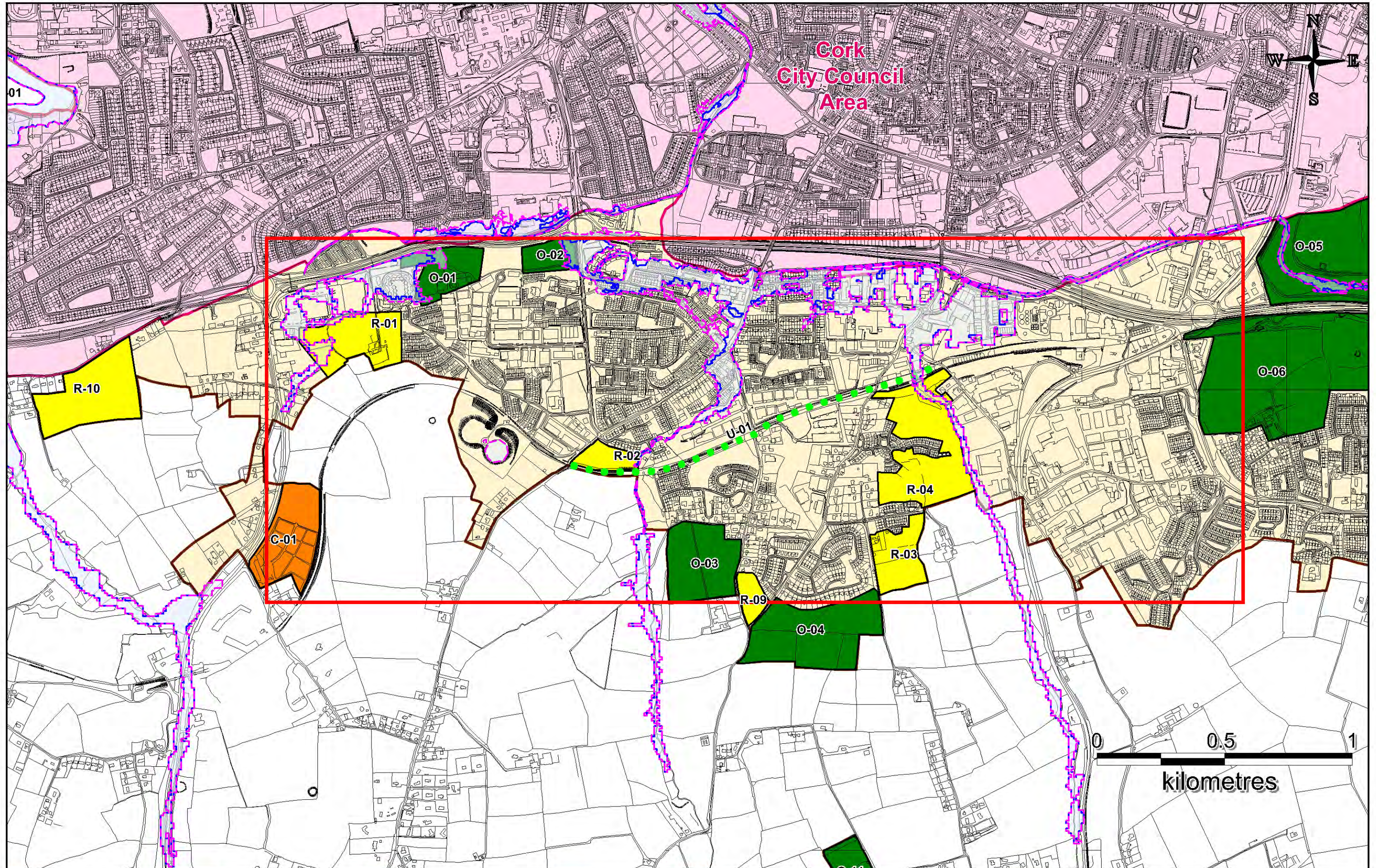
2.4.75. The specific open space, sports, recreation and amenity objectives for Cork City South Environs are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
O-01	Open space, recreation and amenity including playing pitches	5.2
O-02	Open space for public recreation including the provision of playing pitches.	2.5
O-03	Open space. This prominent slope makes a significant contribution to the setting of the city and the south environs in particular. The lands have certain potential to accommodate a school (primary/post primary) on the northern portion of the site with comprehensive landscaping and strategic planting on the southernmost parts of the site. Development of the site for a school will be dependant on a satisfactory, agreed solution to the surface water drainage problems in the area and a detailed landscaping proposal to reduce the visual impact of the development and to provide a strategic tree planted buffer to the southern boundary of the site which will act as a definite barrier to further encroachment into the green belt in the future.	7.7
O-04	Open space for public recreation including the provision of playing pitches.	11.3
O-05	Open space for informal public recreation including the provision of an amenity walk connecting with similar proposals in the City Council's Area.	33.7
O-06	Open space. This area includes prominent wooded slopes that make a significant contribution to the visual setting of Cork City and Douglas Village and there is a general presumption against development here. The area also includes a building of national architectural and historic importance, Vernon Mount, and its grounds. Consideration may be given to development proposals comprising a comprehensive scheme for the future	39.7

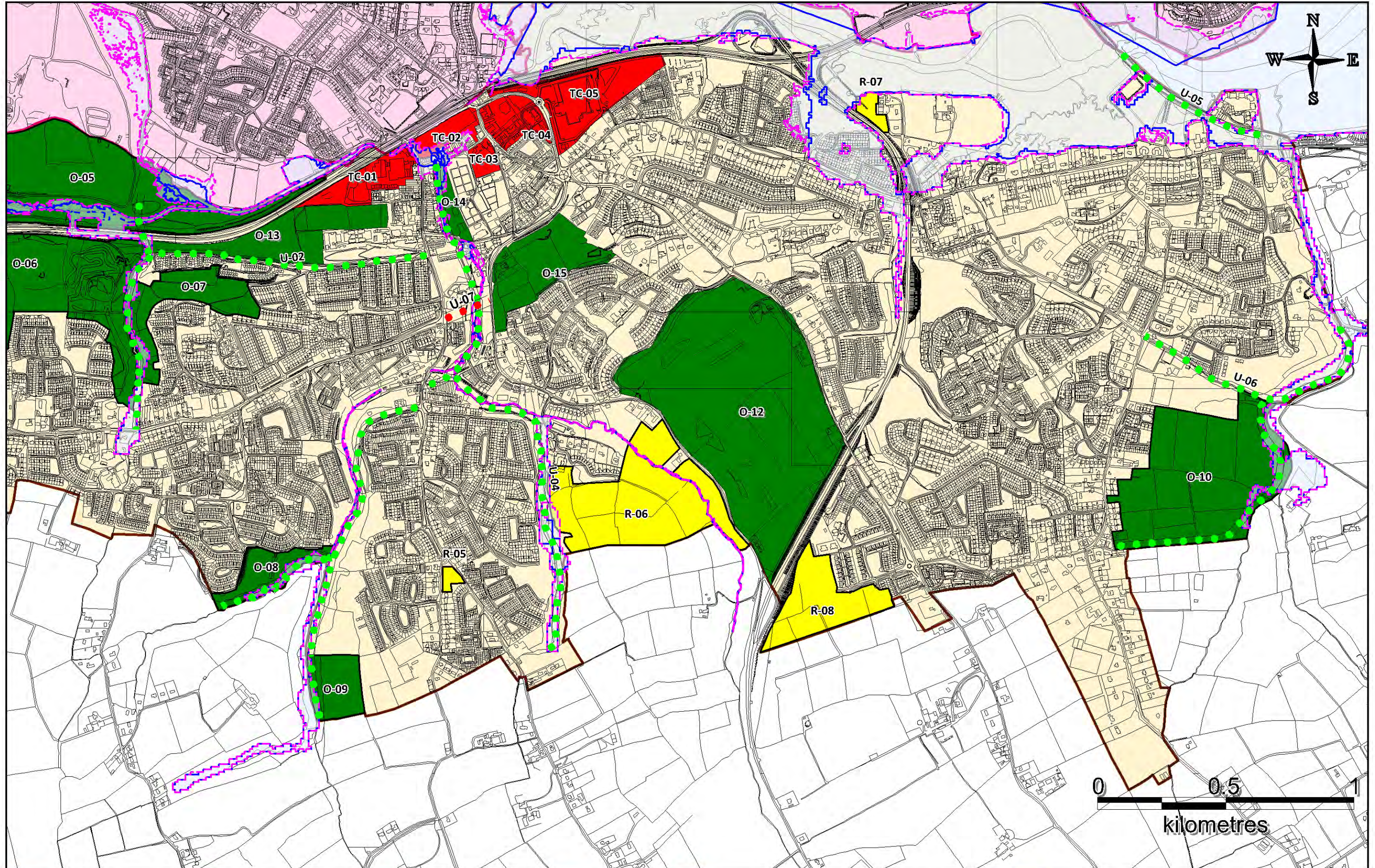
Objective No.	Specific Zoning Objective	Approx Area (Ha)
	conservation and management of the house and grounds. Such a scheme may involve the sensitive conversion (with a minimum of associated new building) of Vernon Mount to other appropriate uses including possibly a hotel, corporate headquarters or a conference or leisure centre.	
O-07	Open space to provide for informal public recreation including amenity walks and urban forestry.	8.1
O-08	Open space for public recreation including the provision of a pedestrian walk, tree planting and protection of the stream.	4.7
O-09	Open space including the provision of playing pitches and a pedestrian walk.	4.8
O-10	Open space for public recreation including the provision of a playing pitch, pedestrian walk, tree planting and protection of the stream.	28.5
O-11	Retention of existing sporting facilities	3.1
O-12	Douglas Golf Course.	54.07
O-13	Open Space and Recreation Area. Provision of a multi-purpose leisure facility in Douglas to cater for sports clubs, community organizations and leisure activities. In addition, playing fields, parks and walkways/cycleways that provide a link to the Tramore Valley Park over the N40 and access to Vernon Mount walkway through to Grange, should be provided.	9.63
O-14	Douglas Community Park - Improved access to the community park from the north and south should be provided. Within the park, improved lighting, landscaping and security measures should also be provided.	1.97
O-15	Active open space for informal public recreation to be landscaped and planted.	9.23

2.4.76. General Implementation of DLUTS Policies shall take place in accordance with the following objective:-

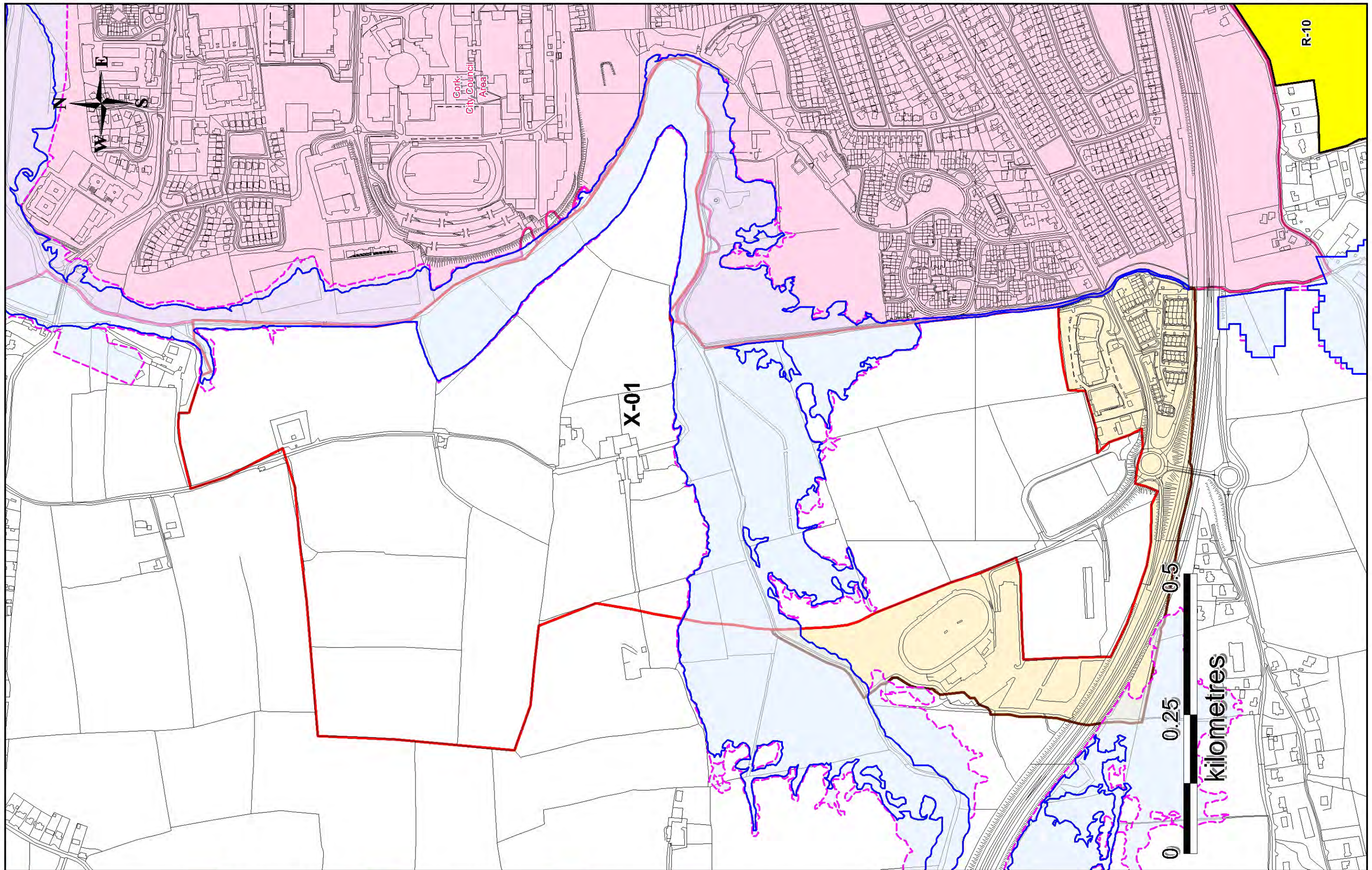
Objective No.	Specific Zoning Objective	Approx Area (Ha)
GEN	It is an objective to implement the list of urban design and transportation policies outlined in Table 2.11 and Table 2.12	-



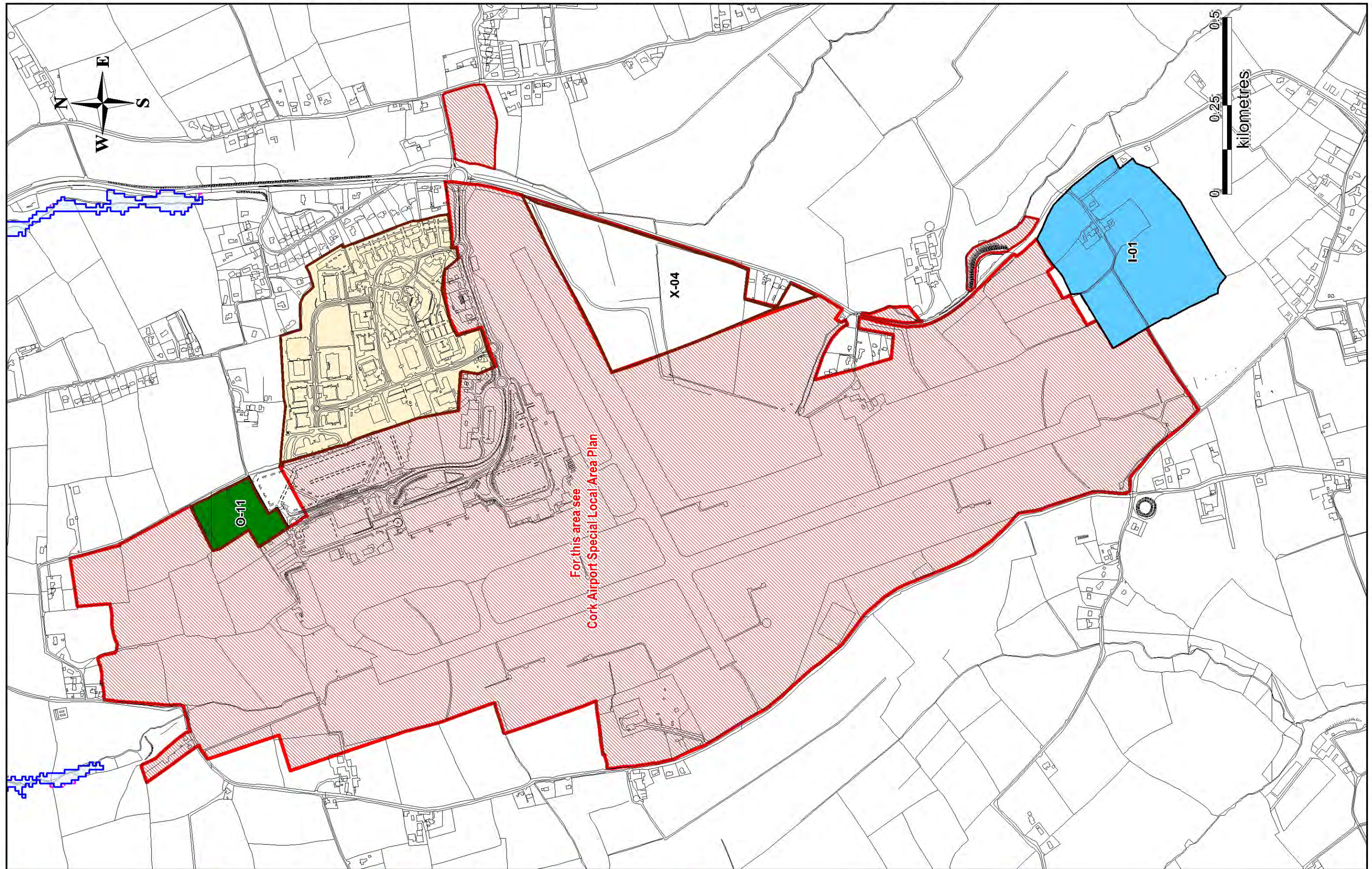
Settlement Boundary	Open Space / Sports Recreation / Amenity	Town Centre / Neighbourhood Centre	Industry	Special Policy Area	Utilities	Area Susceptible to Flooding: Zone A
Existing Built-up Area	Residential	Community / Utility	Business	Enterprise	Roads	Area Susceptible to Flooding: Zone B
					Walkways	



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



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



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

3 Passage West / Glenbrook / Monkstown

3.1 VISION & CONTEXT

The strategic aim for Passage West/Glenbrook/Monkstown is to consolidate the rapid growth of recent years broadly within the town's existing development boundary, protecting its important green belt setting while supporting its function primarily as an important residential settlement within the Metropolitan Cork Area.

STRATEGIC CONTEXT

3.1.1. For the Purpose of this plan the settlement Passage West/Glenbrook/Monkstown will be collectively known as Passage West.

3.1.2. Passage West 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 SET 2-12 of the County Development Plan 2009 where the stated aim is to support the function of Passage West primarily as a residential settlement due mainly to its close proximity to both Cork City and the employment centres of Ringaskiddy and Carrigaline.

3.1.3. The CASP Update 2008 states that there is potential for on-going population growth within the settlement however, this potential is currently curtailed by infrastructure deficiencies. This Plan will give consideration to the need for town centre improvements and its role as a local employment centre. In addition, the town will link into the proposed Lower Harbour Sewerage scheme, and future water supply will be provided from the Cork Harbour and City scheme.

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

LOCAL CONTEXT

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

3.1.6. The settlement is located on the western shores of Cork Harbour. Passage West and Glenbrook overlook the West Channel, through which Lough Mahon funnels into the lower harbour. Monkstown, further downstream at the mouth of the West Channel, overlooks the huge expanse of water that is Lower Cork Harbour. Passage West has a very active Town Council but the planning function for the settlement is under the jurisdiction of Cork County Council.

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

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

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

3.2 PLANNING CONSIDERATIONS

Population & Housing

3.2.1. The population of Passage West has grown moderately over the last decade. Table 3.1 below outlines the principle demographic figures for Passage West for the last two census years 2002 and 2006. The population of the settlement rose by 13% in the period 2002-2006 while households grew by 20% reflecting the natural trend towards smaller average household sizes. The target growth for population in 2020 for Passage West is 5,286 which is an increase of 1.6% while the Household target for 2020 is 2,252 which is an increase of 30%.

Passage West	2002 census	2006 census	2020 Target	Growth 2006 - 2020
Population	4,595	5,203	5,286	83
Households*	1,440	1,729	2,252	524

*Estimate

3.2.2. This increase in households gives rise to the requirement for an additional 681 housing units to be accommodated in the town as set out in table 3.2 below. The need for these additional units arises due to the revised population targets as set out in CASP Update, but also due to a changing perspective on vacancy and revised assumptions on household size.

3.2.3. The 2008 Housing Land Availability Study (HLAS) indicates that the existing residential land supply in the town can adequately accommodate 1,007. It can be concluded that as the 2020 requirement is 681, there is a sufficient supply of zoned land in Passage West up to 2020.

Settlement	Population Growth 2006-2020	H/holds growth 2006-2020	Dwelling Units Growth 2006 -2020
Passage West	83	524	681

* Figure taken from the Housing Land Availability Study 2008

3.2.4. The majority of new development has been concentrated on Passage West area of the settlement. Development has generally taken the form of large estate development dominated by semi-detached, terraced town houses, duplexes and some large detached style housing. There have also been a number of higher density apartment developments on the southern end of Passage West, which overlooks the harbour. The last decade has seen the addition of over 799 units to the housing stock an increase of almost 63%.

Table 3.3 Passage West Housing Stock				
Settlement	Dwgs 2001	Dwgs 2005	Dwgs 2010	Growth 2001-2010.
Passage West	1,274	2,070	2,073	799

Source: Geodirectory

3.2.5. There is currently an estimated 2,073 units occupied within the settlement with a further 126 units under construction. Currently it is estimated that newly built vacancy's stand at 36 units (when considering Passage West's metropolitan location this vacancy level could be considered moderate). There are 284 units which have an outstanding planning permission. It can be concluded that the potential housing stock for this settlement stands at 2,519.

3.2.6. Table 3.4 below outlines that when houses constructed between 2006 -2010 and the number of existing planning permissions are taken into account the net requirement of new housing in Carrigaline is 233 units.

Table 3.4 Passage West Housing requirement to 2020				
Settlement	New House Const. Target to 2020	Already Built 2006-2010*	Outstanding Planning Permissions	Addition al Required to 2020
Passage West	681	164**	284	233

* Already built 2006-2010: this is the geodirectory count for 2010 minus the geodirectory count for 2005 and indicates what has been built and occupied between '05 and '10. A fifth of this figure gives a yearly average and four fifths gives an estimate of what was built and occupied between '06 and '10.

**This Figure includes vacant new units and units under construction.

3.2.7. Given the apparent excess of zoned land when compared to the likely demand for new housing, the Local Area Plan will primarily focus upon the sustainable development of the dock yard site and the phased development of existing zoned sites. Any medium term development will have to have cognisance of the existing infrastructure difficulties facing this settlement and temporary measures will have to be put in place to deal with waste water treatment prior to the commencement of any new development.

Employment and Economic Activity

3.2.8. Of the three components of the settlement, Passage West has been affected most by large scale industry. The dockyard, dating originally from the nineteenth century, occupies an elongated and restricted site through the town centre along a good proportion of the town's water front. It attracts significant volumes of general cargo vessels and the commercial traffic taking goods to and from the docks causes' congestion and unsatisfactory environmental conditions.

3.2.9. Table 3.5 below outlines the 2020 job target for Passage West which was set out in both the CASP Update and the Cork County Development Plan 2009. The future jobs requirement for 2020 is 906 which is an increase of 371 jobs or 69%.

Table 3.5: Passage West Employment 2006- 2020				
Settlement	2020 Jobs	Growth needed by 2020	Land supply 2003 (Hectares)	Land supply 2008 BLAS (Hectares)
Passage West	906	371	1	1

3.2.10. In 2003 there was 1ha of land zoned for business use in Passage West and by 2008 this site has remained undeveloped.

3.2.11. Passage West is significantly reliant on "travel to work" commuting. The 2006 census indicates that Passage West experiences strong commuting to both Ringaskiddy and Cork City. This is not surprising as Cork City is the main employment centre in the County and Ringaskiddy is identified as a Strategic Employment Centre.

3.2.12. The challenge for this Plan is to promote the redevelopment of the Dock Yard site as a high density mixed use development which will help overcome many of the environmental difficulties in the town centre, allow for better traffic management, a mix of residential and office based employment, allow for town centre expansion, and will maximise the waterfront potential of the town. Cork County Council will engage with the relevant stakeholders, to seek a resolution to the issues raised by An Bord Pleanála in relation to the Dock Yard site.

Retail

3.2.13. The Retail Strategy 2007 designates Passage West as a Metropolitan Town which in retail terms has the potential for incremental growth in line with planned population increase. The Cork County Development Plan 2009 acknowledges that Passage West is a long established small centre that has had no significant retail development in recent years and identifies the old dockyard site as a

potential redevelopment area which could include retail uses. In 2007 the town contained 70sqm of comparison shopping floorspace and 170sqm of convenience floorspace.

3.2.14. A neighbourhood centre has been developed on the Northern part of the settlement, directly opposite Harbour Heights. This centre includes a medium sized shopping store which can meet the daily convenience needs of the settlement. Despite this, Passage West is still very much dependent upon Douglas and Cork City for both competitive convenience and comparison shopping. Any future town centre expansion will need to provide opportunities for more convenience shopping with improved consumer choice.

Community Facilities and Infrastructure

Community Facilities

3.2.15. Passage West, Glenbrook and Monkstown offer one of the most pleasant walking environments in South Cork. The coastal route along the former railway line from Hop Island in Rochestown to Passage West is to be restored and enhanced and is a very popular walk/cycleway along the shores of Lough Mahon. Two car parks serve the route: the first is opposite Ardmore House and the second is at Toureen. Roadside parking is available at Hop Island. This walk is some 3km long, can be tackled by all age groups, is wheelchair and pushchair accessible and is a useful route for cyclists at the less busy times.

3.2.16. The town has two playgrounds with associated green areas, one located at Passage West and one located at Monkstown. The town has a number of clubs and societies which include Passage West GAA Club, Passage West Soccer Club, Passage West Yawl Rowing Club, Monkstown Rowing Club, Monkstown Bay Sailing Club and Monkstown Tennis Club. Monkstown is home to a very impressive 18-hole golf course which was founded in 1908.

3.2.17. The town has good educational facilities with two co-educational primary schools and one co-educational secondary school. It has four churches, a Garda station, a number of restaurants and a number of convenience shops. One community facility which the town is noticeably missing is a community centre

Public Realm

3.2.18. In order for Passage West Town Centre to expand and develop it is critical that progress is made in the redevelopment of key opportunity sites. There is a need to promote Passage West as a settlement with a vibrant and attractive town centre.

3.2.19. It is clear that Passage West is a unique place with distinctive characteristics. The aim is to build on these characteristics by enhancing its attractions and amenities as a shopping, recreational and business centre while promoting a clean, attractive and secure

environment which is conveniently accessible to all potential users. The vision is to see Passage West regain its status as a vibrant town and once again become a pleasant place in which to visit, live and do business.

3.2.20. Currently the town is focused on one main street which suffers from accessibility & visibility problems and traffic congestion. The town in its current form is not pedestrian friendly and therefore there is a need to develop a traffic management scheme which gives priority to pedestrians and cyclists. The redevelopment of the old dockyard site would allow for the town centre to open up and expand while at the same time developing an appropriate town layout with a clearly defined streetscape. This will provide an opportunity for the development of town centre services and amenities which are currently absent in Passage West.

3.2.21. A public realm programme for Passage West should include raised areas of high quality material that contrasts with both the road surface and the footway surface, road widening, kerb dropping, landscaping and high quality street furniture, the development of a new town square, improved signage and road markings, increased pedestrian crossings, traffic calming and improved parking management.

Transportation & Road Network

3.2.22. Passage West is located on the R610 route running from South Cork City along the western shores of Cork Harbour to Ringaskiddy. It is in close proximity to the both the N25 and N28 South City Ring Road linking the southern and western suburbs of Cork City.

3.2.23. The town is served by one main route which runs through the middle of the town with numerous accesses off this roadway serving both the residential areas of Passage West along with the commercial premises within the centre of the town.

3.2.24. This main route within Passage West is primarily two-way with the exception of the area close to the centre where due to the existing building layout traffic is carried by two one-way streets. Main Street which is a one-way street carries traffic wishing to enter the town from Cork City while Back Street carries traffic exiting the town. The centre block traffic junction is inadequate and its improvement is a priority.

3.2.25. Currently Passage West suffers some traffic congestion in the middle of town and particularly in the vicinity of Main Street and Back Street. The majority of the delays experienced by motorists in the town are primarily down to the extent of unauthorised parking in the centre of the town. Due to the lack of convenient parking within the town many of the drivers visiting the facilities within the town park illegally on the roadside which delays through traffic.

3.2.26. Pedestrian facilities within the town are average. Footpaths are provided on at least one side of each of the main streets within the town. There is one pedestrian crossing facility in the centre of the town between Tom Fahy Park and Cashmans Bookmakers. There is a large reliance on vehicular transport in Passage West, this is particularly true for residents in the residential areas to the west of Church Hill, who due to the steep nature of Church Hill favour vehicular transport to access the town.

3.2.27. Provision will have to be made for infrastructure improvements especially to the R610 route running from Passage West to Douglas.

3.2.28. Access issues to zoned land on the western side of the town need to be addressed in order to assist in the development of existing residential zoned lands.

3.2.29. Bus Éireann runs a commuter service through Passage West, Glenbrook and Monkstown, seven days a week. The first bus from Monkstown to Cork on a weekday morning leaves Ringaskiddy at 6.50 am, arrives in Monkstown at 7.00 am and stops in Passage West at 7.10 am. Buses continue to run at 20 – 25 minute intervals throughout the day. The main obstacle to an efficient bus services is the peak hour congestion along the R610 to Douglas and the traffic congestion in Douglas itself. There is no bus service from Passage West to Carrigaline or between Ringaskiddy and Carrigaline.

3.2.30. Approval was recently given by the Department of Transport for the development of an off-road walking and cycle route including full public lighting, connecting Passage West and Rochestown. The route will connect the town centre in Passage West with Harty's Quay in Rochestown (and onwards to Cork City) and will generally run along the old railway line, incorporating a total route of 4.8 kilometres. The scheme will involve widening the existing path to 3 metres, to include provision for a dedicated cycle lane and improved surface for pedestrians.

3.2.31. Fixed line broadband is available in Passage West.

Waste Water Treatment and Water Supply

3.2.32. Passage West wastewater discharges untreated to the harbour and this is one of the contributing factors restricting the development of existing zoned land. Accordingly, remedying this situation must be a priority for the period of this Local Area Plan. In the future, treatment will be provided through the development of the Lower Harbour Sewerage Scheme which incorporates Cobh, Monkstown, Passage, Carrigaline (to which Crosshaven wastewater is already pumped) and Ringaskiddy. The EIS for this scheme was approved by An Bord Pleanála on the 26th June 2009. The Preliminary Report has been submitted to the Department of the Environment, Heritage and Local Government for approval, however,

given the current financial situation, an optimistic completion date is 2015.

3.2.33. Drinking water is supplied from two separate schemes: the Inishannon Water Supply Scheme and the Cork Harbour and City Water Supply Scheme.

3.2.34. At present, there are no issues with surface storm water drainage. All surface water in the town will continue to flow to the foreshore.

3.2.35. There are two bring site facilities located in the settlement, one located at Passage West and one in Monkstown. A large Civic Amenity Centre is located at Raffeen, Monkstown. This centre also accepts domestic waste.

Flooding

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

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

Environment and Heritage

Landscape & Visual Amenity

3.2.38. The County Development Plan 2009 addresses the landscape of the County with reference to 16 defined landscape types that were derived from a study of 76 smaller landscape character areas. Passage West lies within the landscape type 'City Harbour and Estuary', an area of very high landscape value, very high sensitivity and an area of national importance. Its character area is designated as 'Cork City and Harbour'.

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

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

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

Scenic Landscape & Scenic Routes

3.2.42. There are three scenic landscape designations in the County Development Plan 2009 which are located within or close to the development boundary of Passage West. These areas are all located to the south of the settlement in Monkstown and have wonderful views of Cork Harbour. The land south of the regional road R610 which runs between Rochestown and Passage West is also designated as scenic landscape and will remain protected from inappropriate development.

3.2.43. The County Development Plan 2009 designates the R610 regional road, local road and N28 national primary route between Passage West and Ringaskiddy as a scenic route; S54. This route is considered scenic due its wonderful views of Cork Harbour. It is an objective of the County development Plan 2009 (ENV 2-11) “ to preserve the character of those views and prospects obtainable from scenic routes....”.

Protected Structures

3.2.44. In all there are 10 structures in or in close proximity to Passage West which are entered on the current record of protected structures. These are named in the Table 3.6 below.

Table 3.6 Record of Protected Structure for Passage West		
RPS No.	Name of Structure	Townland
00510	Rockenham House	Pembroke
00511	Horsehead – Country House	Pembroke
00568	Old Parochial House	Monkstown
00569	Monkstown Castle	Monkstown

Table 3.6 Record of Protected Structure for Passage West		
RPS No.	Name of Structure	Townland
00570	Monkstown Castle House	Monkstown
00571	Monkstown Catholic Church	Monkstown
00572	St. John’s Church	Monkstown
00573	Thornccliffe House	Monkstown
00989	Methodist Church	Pembroke
01011	Passage West Catholic Church	Pembroke

Nature Conservation Areas

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

3.2.46. Special Protection Area’s are designation of European significance. They form part of the “Natura 2000” network of sites spread throughout Europe. Their purpose is to give protection and support to populations of birds that are rare or threatened in Europe.

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

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

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

3.2.50. The area is of value because its mudflats provide an important feeding area for waterfowl and it is a natural part of Cork

Harbour which, as a complete unit, is of international importance for waterfowl.

Architectural Heritage

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

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

3.2.53. It is an objective of the County development Plan 2009 (ENV 4-6) “to conserve and enhance the special character of the Architectural Conservation Areas”.

Archaeological Heritage

3.2.54. 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 2009. All of these are Recorded Monuments which are subject to statutory protection in the Record of Monuments and Places, established under section 12 of the National Monuments (Amendments) Act 1994. Any potential archaeological sites and their setting within the development boundary shall be protected in line with the objectives for the protection of archaeological heritage listed in the Cork County Development Plan 2009.

Water Quality

3.2.55. Passage West is located in the upper harbour. The table below summaries the water quality issues in the surrounding In Cork Harbour.

Table 3.7: Environmental Quality of Cork Harbour	
Water Management Unit	Lower Lee/Owenboy WMU. Transitional Coastal Waters Action Programme.
Water Body Code	-
Protected Area (Coastline)	Yes
Waterbody Status (July 09)	Moderate
Risk Assessment (River body)	At risk

Table 3.7: Environmental Quality of Cork Harbour	
Risks	Wastewater treatment discharges.
Objective	Restore by 2021.
Q Value	N/A

3.2.56. The South West River Basin Management Plan has identified that Cork Harbour is at risk from wastewater discharges from local treatment facilities. The Action Plan includes as an objective the need to restore these waters to good status by 2021.

3.2.57. A section of Cork Harbour which is adjacent to Passage West has also breached the winter dissolved inorganic nitrogen criterion with percentage deviations greater than 50% being observed in the estuary. This has implication for the overall quality of the area particularly as it has been identified as nutrient protection area.

3.3 PROBLEMS AND OPPORTUNITIES

Population and Housing

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

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

3.3.3. The fertiliser factory at Marino Point (on Great Island) has an adverse visual impact on the town and, in the past, has been a hazardous industrial installation that has restricted the potential for development. However, manufacturing activity at the factory has recently come to an end and its future is uncertain. Although an adjoining plant is also a hazardous industrial installation, this is smaller in scale and is unlikely to impede development in Passage West to the extent that has occurred during the operational life of the fertiliser factory.

Proposed redevelopment of the Dockyard Site

3.3.4. Redevelopment of Passage West Dockyard has been envisaged from 1998 onwards, when the Integrated Area Plan (IAP) prepared for the Council by Benson Associates discussed

redevelopment of the site. The IAP led to designation under the Urban Renewal Scheme, but the site has not so far been redeveloped.

3.3.5. Planning applications were lodged in 2000 and 2008. Both proposed to add c.1 hectare to the existing site through reclamation, and to provide several hundred apartments, retailing, offices and a hotel. The 2008 application also proposed a 293 berth marina. The 2000 application was not decided, partly because of safety concerns arising from the proximity of the IFI plant. The 2008 planning application was refused on appeal, on grounds of excess height, scale and retail content, effect on the character of Passage, inadequately justified office content, possible interference with the shipping channel and prematurely pending a traffic management plan for the town.

3.3.6. Both the 1998 IAP and the Harbour Study currently being finalised emphasise the importance of permeability and orientation in any redevelopment. The Dockyard is a barrier between the town centre and the sea, and its redevelopment would offer opportunities to reconnect them. To realise these opportunities would involve including new streets and other public spaces running down to the sea in any new development. Most of the town's main street runs NW-SE, and orienting new spaces at right angles to the main street would create periodic views akin to looking through occasional 'windows'. Orienting them eastwards or slightly south of east (i.e. at an oblique angle to the main street) could allow spaces to flow into each other more, and increase visual contact with the sea. This orientation would also allow early morning sun to penetrate for more of the year.

3.3.7. Redevelopment of the Dockyard also offers other opportunities to reduce the adverse effects of the predominantly NE orientation of the town, and of limited sunlight in winter due to steep slopes and cliffs to the SW of its centre. Buildings which do not have direct sunlight for most of the day for these reasons may nevertheless get some benefit from sunlight reflected off suitably oriented new buildings. In particular, new buildings on the Dockyard site with a high proportion of glazing and light coloured wall facing S to SW, would be well placed to reflect light back into existing NE facing buildings and open areas, subject to appropriate positioning and building height.

3.3.8. Any redevelopment of the site will be prominent from the scenic route on the other side of the Harbour. It will appear better from that distance if there are considerable variations in building height, rather than a more or less common building height likely to create horizontal emphasis at that distance. Strongly repetitive features which will be viewed across the Harbour are also better avoided.

3.3.9. The Dockyard is currently in employment use, and is the most substantial, central and level development site, in a town not well endowed with such sites, or with employment. Inclusion of some office-type use in a waterfront location would be a practical way of ensuring worthwhile employment content, which would be compatible

with other likely components of an overall development on the site. It would not need to be on a scale likely to affect the overall strategic distribution of such employment in the CASP area significantly.

3.3.10. Passage West is unusual in having a single site which dominates the town centre, and the way it is developed will greatly influence the way the town is perceived, for perhaps a century. Awareness of this means that proposals which are out of scale or of mediocre quality are not in practice going to be realisable. Any revision in the value of the site which occurs as a result of the change in property market conditions, should take account of this, to avoid a succession of unimplemented proposals.

Community Facilities

3.3.11. Dereliction and obsolescence can be seen throughout the town centre. This is particularly evident along Main Street and Strand Street. There are a number of properties throughout the town which are in a poor state of repair but, because of their wide dispersion, only the overall rejuvenation of the town will result in their re-development. The poor condition of buildings together with their under usage and combined with bad traffic congestion gives a poor impression of the town. Despite this the redevelopment of the waterfront provides great potential for the settlement. Improved access to the water from both Passage West and Glenbrook will present great opportunities for the town and proper landscaping and appropriate seating will create an ideal town centre focal point.

3.3.12. There is an urgent need for a community centre in Passage West. The Star of the Sea School will become vacant when the primary school moves to Maulbaun and this together with the former tennis club will provide an opportunity for further community uses.

3.3.13. The Monkstown area of the settlement would benefit from the development and maintenance of a proper town park. The current park although useable is not fulfilling its potential. The development of a suitable playground and an open space area with appropriate landscaping and seating would provide Monkstown with a focal point for the local community.

Infrastructure

3.3.14. Traffic management is an important issue in the town with particular problem being peak hour traffic congestion. A traffic strategy which is based on adopting a more efficient approach to traffic and parking management is required. In order for the town to achieve its true potential the recommendations of the 'Passage West Traffic and Parking Study 2005' need to be implemented.

3.3.15. The provision of a safer environment for pedestrian and cyclist use of the town in line with the recommendations of the 'Passage West Traffic and Parking Study 2005' needs to be achieved. In order for the town centre to flourish commercially safe pedestrian

and cyclist permeability is required. This will require improved and increased pedestrian crossing points, dropped curves, tactile paving and traffic calming measures. Road widening in Glenbrook can also contribute to improved circulation in the town.

3.3.16. This Plan recognises the future potential of linking existing cycle and walking routes which exist in Passage West to those that exist in Carrigaline, Douglas and Cork City through the connection to Monkstown via Glenbrook.

3.4 PLANNING PROPOSALS

Overall Scale of Development

3.4.1. Over the lifetime of this plan, it is envisaged that the main town of Passage West will experience some moderate growth. This future growth will occur within the existing development boundary and will primarily focus upon the redevelopment of the old Dockyard site and the phased development of existing zoned land.

3.4.2. With a 2020 target population of 5,286 persons in Passage West, it is estimated that an additional 517 dwelling units will need to be provided between 2010 and 2020. This requirement excludes houses which were completed between 2006 -2010 and those which are currently under construction. In this context it is considered that there is sufficient capacity on the existing residential land supply to provide for the housing needs of this target population.

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

3.4.4. Outside the development boundary, the land forms part of the Metropolitan Green Belt. Here, the objectives of the Cork County Development Plan 2009 seek to preserve the character of the area and (subject to certain exceptions) reserve the land generally for agriculture, open-space or recreation uses.

Objective No.	Development Boundary Objectives
DB-01	It is an objective of this plan to secure the development of 517 new dwellings in Passage West between 2010 and 2020.
DB-02	It is an objective that all new development be located within the development boundary of the town established by this plan and which defines the extent to which Passage West may grow during the

Objective No.	Development Boundary Objectives
	lifetime of the plan.
DB-03	All new development shall be connected to the public water supply, the public waste water treatment system and shall make adequate provision for storm water disposal. Notwithstanding the scale of growth outlined in objective DB-01 above, any medium term development will have to have cognisance of the existing infrastructure difficulties facing this settlement and temporary measures will have to be put in place to deal with waste water treatment prior to the commencement of any new development. New development will be contingent, in the longer term, on the provision of the Lower Harbour Sewerage Scheme.
DB-04	In order to secure the sustainable population growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development.
DB-05	It is an objective to implement the appropriate recommendations of the 'Passage West Traffic and Parking Study 2005' in a sustainable manner.
DB-06	Where lands have not been explicitly zoned, the specific zoning shall be deemed to be that of the existing use of the lands (if such a use is not an unauthorised use under the Planning Acts) or, if such a use is unauthorised, that of the most recent authorised use of the lands.
DB -07	All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. In particular, a site-specific flood risk assessment will be required as described in objectives FD1-4, 1-5 and 1-6.
DB-08	It is an objective of this plan that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools and the town centre.
DB-09	Consider alternative locations for increased and improved access to the water for sustainable harbour related tourism including water related sports and recreation.

Residential development

3.4.5. Some of the areas that were designated for housing in the 2005 Local Area Plan, and its amendments, have not yet come forward for development. It is envisaged that during the lifetime of this plan that these sites will be developed and the sites currently under construction will be completed. In the main, these are located to the north-west and south-west of Passage West town centre. These areas consolidate the existing development pattern of the settlement and maintain the integrity of the Green Belt.

3.4.6. In addition, proposals have been made for the redevelopment of the old dockyard site (T-01) for a mixed-use town centre development including a significant residential component. Provision is also made in Objective X-01 for the redevelopment of the former Convent in Passage West for a mixed-use scheme likely to also include a significant residential component.

3.4.7. The housing strategy 2009 states that on zoned lands, 20% of new residential development are reserved for social and affordable housing. In Passage West, the strategy requires that one quarter of that reserved land will be used for the provision of social housing.

3.4.8. Safe access to the R-04, R-05, R-06 and R-07 sites is restricted and there is no direct access to a public road from R-04. Any future development proposals on these sites will need to ensure that safe access is provided.

3.4.9. Any medium term development will have to have cognisance of the existing infrastructure difficulties facing this settlement and temporary measures will have to be put in place to deal with waste water treatment prior to the commencement of any new development.

3.4.10. The specific residential zoning objectives for Passage West are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
R-01	Medium B density residential development (individual sites in woodland setting).	2.5
R-02	Medium A density residential development to include serviced sites and a mix of house types. Medical centre, nursing home and crèche to also be provided.	10.9
R-03	Medium A density residential development.	2.7
R-04	Medium A density residential development, with provision for relief road linking Maulbaun to Lackaroe.	8.2

Objective No.	Specific Zoning Objective	Approx Area (Ha)
R-05	Medium B density residential development, with provision for relief road linking Maulbaun to Lackaroe.	4.0
R-06	Medium B density residential development with appropriate access.	4.0
R-07	Medium B density residential development with appropriate access.	2.5
R-08	Medium B density residential development.	1.6

Special Policy Area Objectives

3.4.11. Provision has been made in this plan to facilitate the redevelopment of the dockyard area at Passage West (X-01). The existing dockyard, although an important source of employment, causes both serious traffic congestion and unsatisfactory environmental conditions in the central area of Passage West. The redevelopment of this site presents an important opportunity to revitalise the central area of this important settlement.

3.4.12. Provision has also been made for the redevelopment of the former Convent in Passage West for a mixed-use development. The site is of particular importance to the regeneration of the town because of its location close to the town centre.

3.4.13. The specific special zoning objectives for Passage West are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
X-01	Proposed redevelopment of Old Dock Yard site for mixed convenience and comparison retail, office, leisure / marina, service, civic and residential uses to facilitate town centre expansion. Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.	2.4
X-02	The former convent site is recognised as an opportunity site for Passage	1.6

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	West which could accommodate various uses that would incorporate the retention of the buildings and their setting with provision for associated car parking.	

Town Centre

3.4.14. The reinforcement and improvement of the town centre of Passage West is one of the most important elements of this plan. The existing town centres located at Passage West and Monkstown are identified as T-01 and T-02.

3.4.15. The specific town centre zoning objective for Passage West is set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
T-01	Passage West: This area denotes the existing built footprint of the town centre and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas.	5.9
T-02	Monkstown: This area denotes the existing built footprint of the town centre and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas.	3.0

Community and Utilities

3.4.16. The plan includes proposals for a number of pedestrian walkways throughout the town. Some of these walkways have been completed and should be maintained and protected. Permeability throughout the town will be encouraged and promoted.

3.4.17. The specific utilities and infrastructure objectives for Passage West are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
U-01	Local access road.	-
U-02	Develop and maintain pedestrian walk along old railway line.	-

Objective No.	Specific Zoning Objective	Approx Area (Ha)
U-03	Pedestrian walk along stream glen to connect with proposed access road.	-
U-04	Pedestrian walk.	-
U-05	Develop and maintain pedestrian walk along Monkstown Creek. 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.	-

Open Space

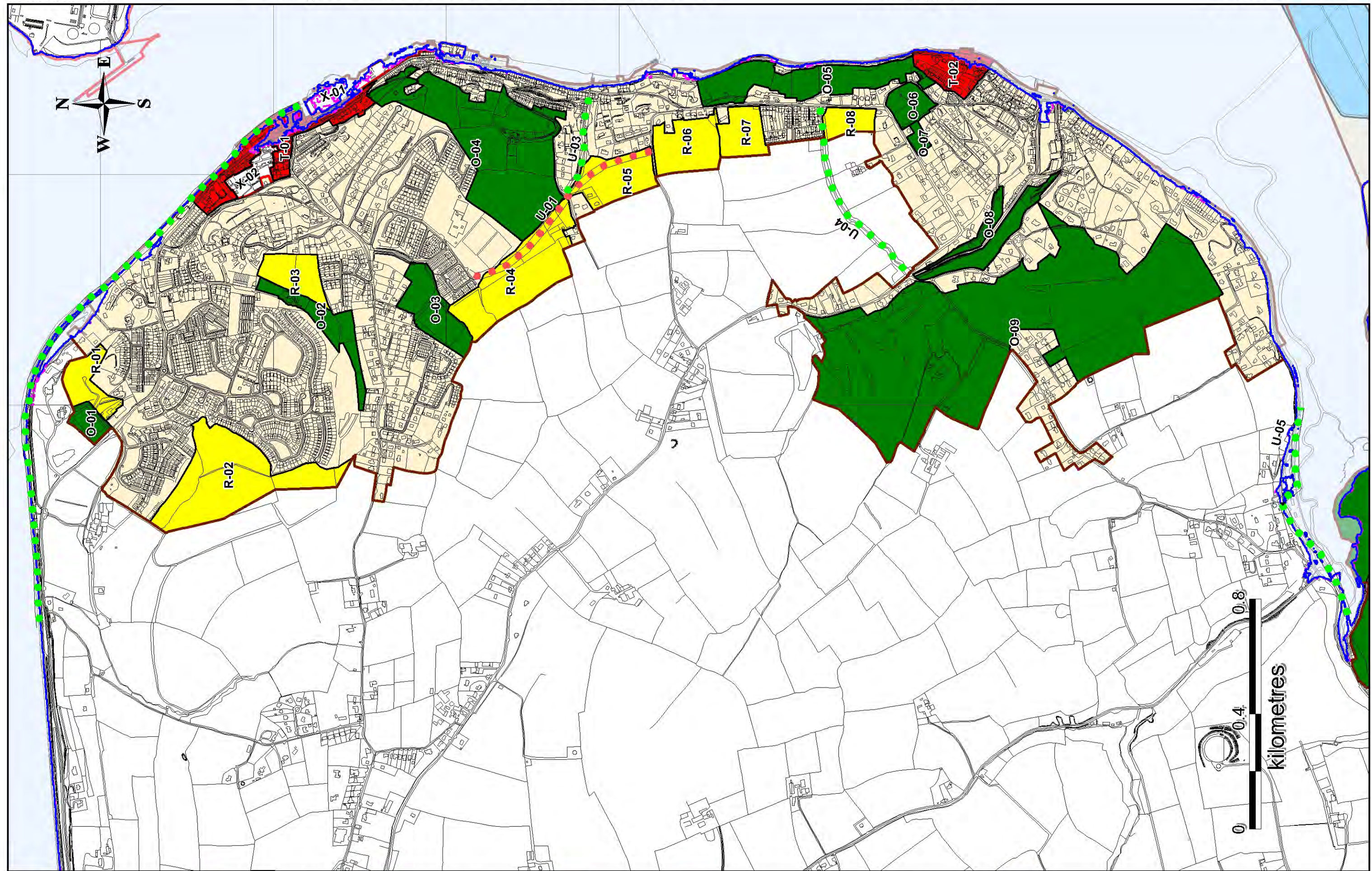
3.4.18. Sections of the former railway line from Cork to Passage West and on to Crosshaven have been converted to a walking and cycling route. Many sections are segregated from road traffic and the amenity is well used.

3.4.19. The objectives O-04 to O-08 in this plan for areas of open space seek to apply an appropriate degree of protection on those visually important open areas that contribute to the setting of this town and amenity afforded by the upper harbour generally. The remaining objectives O-01, O-02 and O-09 aim to protect existing sporting and recreational facilities which are deemed important to the settlement.

3.4.20. The specific open space, sports, recreation and amenity zoning objectives for Passage West are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
O-01	Existing Passage West Football Club and associated playing pitches	1.2
O-02	Open Space with views overlooking Cork Harbour. Provision for landscape protection.	3.0
O-03	Existing Passage West GAA Grounds and associated playing pitches.	3.8

Objective No.	<u>Specific Zoning Objective</u>	<i>Approx Area (Ha)</i>
O-04	Open Space which functions as an essential backdrop to the setting of the town. These lands will remain predominantly open and rural in character.	16.9
O-05	Open Space that will remain predominantly open in character, especially retaining the existing trees and natural features on site. This area is visually important and makes a significant contribution to the setting of Monkstown. Consideration will be given to the development of two dwellings on the northern side of these lands, close to the public road and in the vicinity of the existing dwelling.	7.0
O-06	Open space, a prominent slope which is important to the setting of Monkstown and should therefore remain open and rural in character.	1.7
O-07	Open space and amenity area.	0.5
O-08	Open Space, recreational woodland walk with panoramic views over Monkstown, Cobh and Cork Harbour. Provision for tree protection.	3.8
O-09	Monkstown Golf Course.	52.0



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

4 Ringaskiddy

4.1 VISION & CONTEXT

The strategic aims for Ringaskiddy are to reaffirm its strategic industrial and port related roles and seek to promote its potential for large-scale stand-alone industry.

STRATEGIC CONTEXT

4.1.1. Ringaskiddy is designated as a Strategic Employment Centre, within the County Metropolitan Strategic Planning Area and has developed into one of the most significant employment areas in the Country. The objective for Ringaskiddy is set out in SET 4-2 of the County Development Plan 2009 where the stated aim is to encourage the development of Ringaskiddy as a major location for port development and large-scale stand-alone industry, taking account of the need to enhance public transport including the provision of a high quality green route and protect the environment of the existing residential community, to continue the sustainable development of Ringaskiddy.

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

4.1.3. The proposed spatial strategy in the CASP Update 2008 involves support for the development of Ringaskiddy as a strategic employment location, focused on industry. Major transport infrastructure proposals include potential for enhanced development of port related facilities at Ringaskiddy. Ringaskiddy will continue to act as a Strategic Employment location and indeed should see significant industrial employment growth.

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

4.1.5. This Plan will consider the following issues: securing enhanced public transport infrastructure possibly by the provision of a high quality green route, improved traffic management and

environmental protection for the existing residential community in the area.

LOCAL CONTEXT

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

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

4.1.8. It should be noted that Ringaskiddy is physically linked to Haulbowline by road. Haulbowline is home to the Irish navy, the old Irish Steel site, the Coastal Marine Research Centre (UCC) and a crematorium. Haulbowline is dealt with in the Midleton Electoral Area Local Area Plan.

4.2 PLANNING CONSIDERATIONS

Population and Housing

4.2.1. In the 2006 census, the population of Ringaskiddy village was 514 persons, an increase of 26.3% of 2002 population levels. Unfortunately, there are no individual census population figures available for Shanbally and therefore in the absence of these figures it is not possible to establish population trends for the entire development boundary area of Ringaskiddy. However, trends in the housing stock observed from Geo-directory figures would suggest that despite its strong employment designation the population in the settlement has seen some strong growth in the last ten years with the addition of 160 units to the housing stock in that time, which is an increase of 55% on 2001 figures.

Table 4.1: Growth in Dwelling Units in Ringaskiddy 2001-2010

Dwelling Units 2001	Dwelling Units 2005	Dwelling Units 2010	Dwelling units Growth 2001 - 2010
287	426	447	160

Source: Geodirectory

4.2.2. In relation to future population growth, neither the Cork County Development Plan 2009 nor the CASP Update 2008 envisaged any significant population increase in Ringaskiddy. While the Local Area Plan, will not provide for additional growth, there is a need to ensure that the amenity and quality of life experienced by the residents will not be compromised by development of Ringaskiddy as a strategic employment centre.

EMPLOYMENT AND ECONOMIC ACTIVITY

4.2.3. Outside of the Greater Dublin Area, Ringaskiddy has the largest direct investment employment centre in Ireland. Many of the top world leading pharmaceutical companies are located there. In 2009 over 7,800 people were employed in the area. There are 400 acres of IDA industrial zoned land available.

4.2.4. The Port of Cork's deepwater berth at Ringaskiddy is of huge importance to the region both from a commercial and a tourism perspective. Facilities at the deepwater berth can handle a range of cargo types, including roll-on roll-off, lift-on lift-off and dry bulk. Swansea-Cork Ferries operate a sailing to the UK out of Ringaskiddy, while Brittany Ferries sail out of Ringaskiddy to Roscoff, France.

4.2.5. Ringaskiddy is a significant centre of pharmaceutical manufacture which within the global community has earned an international reputation as a location of choice for mobile pharmaceutical investment. Firms such as Pfizer, Novartis GlaxoSmithKline, Centocor Biologics, Johnson & Johnson and Recordati all have major production facilities at Ringaskiddy. These create high-quality employment opportunities while contributing to both the local and national economy.

4.2.6. Ringaskiddy is a textbook example of clustering, a theory that contends where one industry is established supplier industries soon follow, as does investment in education, training, research and development, and infrastructure.

4.2.7. A €52 million state of the art National Maritime College of Ireland (NMCI) opened its doors to students in October 2004. Located near the bridge to Haulbowline Island on a Naval Service site, the college is one of the most sophisticated centres of its kind in the world. Some 750 full-time students can be offered training at the National Maritime College through the Public Private Partnership of the Irish Naval Service, Cork Institute of Technology and the private partner FOCUS Education. This model allows the college management and teaching staff to concentrate on education while the private partner is responsible for services to the college and the maintenance of facilities.

4.2.8. This is the first third level College to be delivered under the Public Private Partnership model, the National Maritime College

offers Naval training/education using Navy staff and Merchant Navy training using staff from the Cork Institute of Technology. Equipment complementing all courses is state-of-the-art and includes simulation in the areas of navigation, bridge training, communications, engineering/machinery operations, liquid cargo handling, liquid cargo damage control and vessel traffic systems. The college offers a comprehensive workshop for seamanship and mechanical engineering, jetty and lifeboat facilities and facilities for survival training.

4.2.9. There are plans to expand the existing facility eastwards to provide a maritime campus adjacent to the college, accommodating the Maritime and Energy Cluster Ireland (MERC). It is intended this will include facilities for UCC's Coastal and Marine Resources Centre (CMRC) and Hydraulics and Maritime Research Centre (HMRC), as well as maritime IT, incubator and marine business accommodation. Renewable ocean energy is seen as one of the niche areas the campus will focus on initially.

4.2.10. The overall effort in the marine research area can be seen as an attempt to build up a critical mass of sectorally related businesses and skills in the Cork area, somewhat analogous to the Cork Harbour Development Plan in the 1970s and UCC's National Microelectronics Research Centre in the 1980s. Such initiatives are necessary if the region is to develop and retain worthwhile sources of competitive advantage. They involve a willingness to commit substantial resources, ahead of potential competitors, and often also to adopt a relatively long term view in relation to results.

Seveso

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

Land Supply

4.2.12. In previous plans there were 344ha of land zoned for business use in Ringaskiddy and by 2008 236ha of this remained undeveloped, part of which is set aside for large stand-alone development. Table 4.2 below sets out the current business land supply for Ringaskiddy.

Ringaskiddy	Land Supply 2003	Land Supply 2008	Future Business Land Supply
Stand Alone	186	95	203
General Business	158	141	33
Total	344	236	236

4.2.13. In 2003 there was 186ha zoned for stand alone industry and 158ha for general business uses. By 2008, 91ha of the stand alone provision had been taken up by Centocor and Primelime compared to 17ha for general business. Going forward it is envisaged that Ringaskiddy will function primarily as a centre for stand alone activities and therefore the challenge for this Plan will be to maximise this potential. As a result the future business land supply split (as seen in the table 4.2 above) is 203 ha for stand alone and 33ha for general business uses. In order to meet this requirement for stand-alone industry it is proposed to re-designate a number of existing lands previously zoned for general industry for stand-alone uses.

Future Employment Growth

4.2.14. The CASP Update combined Ringaskiddy and Carrigaline into a single employment area. Table 4.3 below outlines the 2020 job target for Ringaskiddy and Carrigaline which were set out in both the CASP Update and the Cork County Development Plan 2009. The future jobs requirement for 2020 is 10,316 which is an increase of 2,500 jobs or 32%.

Settlement	2020 Jobs Target	Growth needed by 2020 (Jobs)
Ringaskiddy / Carrigaline*	10,316	2,500

*Ringaskiddy & Carrigaline are combined in to a single Employment Area by the CASP Update, July 2008

4.2.15. It is recognised that there are a number of small pockets of undeveloped land within the development boundary of Ringaskiddy which could be suitable for small scale infill business development in sectors which could support other existing industries.

Relocation of the Port of Cork

4.2.16. The Port of Cork have reviewed their Strategic Development Plan in light of national, regional, and local transportation policy and the An Bord Pleanala decision on its planning application in 2008. The Port have concluded that Ringaskiddy remains the primary location for the relocation of port activities from the upper harbour for the following reasons:

- Ringaskiddy is already associated with significant port activity.
- Consolidation of port activities at Ringaskiddy will have considerable benefits to port operations.

- The relocation of container and bulk goods to Ringaskiddy will minimise the need to rely on more than one major road upgrade.
- A new dedicated container terminal is best located on lands adjacent to the existing ferry terminal.
- Bulk operations should be primarily located at the deep water berth and the ADM jetty locations.
- Some supplementary facilities maybe required (at some stage in the future) at Marino Point and at Whitegate.
- Regarding the need for rail access the Port of Cork have completed an assessment of the case for rail access to/from the Port. The assessment shows that there is no socio-economic case for a rail operation to the Port of Cork under expected circumstances. Even at the Marino Point site, which is close to the railway, there is no robust case for a rail operation for transporting containers. The circumstances under which the railway opportunity might be taken up are unlikely.

4.2.17. Conclusions reached by the Port of Cork with regard to the future role of Ringaskiddy support the County Development Plan 2009, where Ringaskiddy was named as the preferred location although other options would also be considered. The Port's revised Strategic Development Plan clarifies their future intentions towards Marino Point as a supplementary site for bulk/general cargo, with Whitegate also an option for bulk liquid cargo.

Infrastructure and Community Facilities

Transportation and Road Network

4.2.18. The N-28 National Primary route links Ringaskiddy to Cork City and onwards to the wider regional area. It is proposed to improve the existing N28 between the Bloomfield interchange with the N25 South Ring Road and Ringaskiddy village.

4.2.19. The improved road will have a greater capacity particularly for freight vehicles making journeys to and from the port and this will substantially improve the standard of the existing N28. The development of this road scheme is being promoted by Cork County Council and is funded by the National Roads Authority. It is critical that the N28 project be finalised as quickly as possible in order to bring certainty and assurance of commitment to existing and future investment in the Ringaskiddy area. This planned upgrade represents an important catalyst for the economic development of Cork and the South-West region.

4.2.20. Fixed line broadband is available in Ringaskiddy and will be crucial to the future technological development of the settlement.

Waste Water Treatment and Water Supply

4.2.21. Ringaskiddy wastewater discharges through two sewerage systems; sewers constructed by the IDA that serve industry and the others serving the village. The sewer, which serves the village, is a combined sewer, and discharges untreated directly to Cork Harbour. In the future treatment will be provided through the development of Lower Harbour Sewerage Scheme. The Preliminary Report has been submitted to the Department of the Environment, Heritage and Local Government for approval, however, given the current financial situation, an optimistic completion date is 2015. Although most existing industries have their own on-site treatment prior to discharging to the IDA outfall sewer, there is no secondary treatment plant and the macerated effluent is discharged to the harbour.

4.2.22. Drinking water is supplied by the Cork Harbour City Water supply Scheme and there is adequate storage from a reservoir at Strawhall.

4.2.23. In times of heavy rainfall surface water is a problem in Ringaskiddy village and in order to protect the capacity of the planned waste water treatment plant for the lower harbour towns this will have to be addressed. All new development should include attenuation measures in accordance with Sustainable Drainage Systems (SuDS).

4.2.24. There are two bring site facilities located in the settlement, one located in both villages, Shanbally and Ringaskiddy. The settlement is also in close proximity to the Civic Amenity centre at Raffeen, Monkstown. This centre also accepts domestic waste.

Flooding

4.2.25. There have been a number of flooding events in Ringaskiddy over the last decade. The last recorded flood event occurred in November 2009 and was caused by surface water due to extremely heavy rainfall. This resulted in the low lying areas close to Ringaskiddy village and the NMCI being impassable. Minor flood events have also been recorded at Coolmore Crossroads and Raffeen Bridge.

4.2.26. Parts of Ringaskiddy have been identified as being at risk of flooding. The areas at risk are mainly the areas affected by tidal flooding along the coastline as illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section One of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood

Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

Community Facilities

4.2.27. There are a number of community facilities located within the development boundary of the settlement. These are centred around the two established residential areas of Shanbally and Ringaskiddy village. There is a church, a primary school, a shop and a public house(s) located in both settlements. A large pre-school and a community centre are located in Rinaskiddy. The GAA club (Shanbally GAA) and soccer club (Hibernian AFC) are located at Shanbally.

4.2.28. The Pfizer Sports Club is also located in the area and its facilities include a Golf Course, Pitch and Putt club and some playing fields. Membership of the club is open to existing, retired and former Pfizer Ireland employees and their families, with associated membership available to members of the local community.

Environment and Heritage

Landscape & Visual Amenity

4.2.29. The County Development Plan 2009 addresses the landscape of the County with reference to 16 defined landscape types that were derived from a study of 76 smaller landscape character areas. Ringaskiddy lies within the landscape type 'City Harbour and Estuary', an area of very high landscape value, very high sensitivity and an area of national importance. Its character area is designated as 'Cork City and Harbour'.

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

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

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

Scenic Landscape & Scenic Routes

4.2.33. There is a large area to the south of Ringaskiddy which is designated as a scenic landscape in the County Development Plan 2009. These lands are deemed scenic due to Curraghbinny woods and their views to the Owenabue estuary.

4.2.34. The County Development Plan 2009 designates the R610 regional road, local road and N28 national primary route between Passage West and Ringaskiddy as a scenic route; S54. This route is considered scenic due its views of Cork Harbour. It is an objective of the County development Plan 2009 (ENV 2-11) "to preserve the character of those views and prospects obtainable from scenic routes....".

Protected Structures

4.2.35. In all there are two structures within the development boundary of Ringaskiddy, which are entered on the current record of protected structures. These are named in the table 4.4 below.

RPS No.	Name of Structure	Townland
01260	Castlewearren Stronghouse	Barnahely
00575	Martello Tower	Ringaskiddy

Nature Conservation Areas

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

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

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

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

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

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

Archaeological Heritage

4.2.42. 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 2009. All of these are Recorded Monuments which are subject to statutory protection in the Record of Monuments and Places, established under section 12 of the National Monuments (Amendments) Act 1994. Any potential archaeological sites and their setting within the development boundary shall be protected in line with the objectives for the protection of archaeological heritage listed in the Cork County Development Plan 2009.

Water Quality

4.2.43. Ringaskiddy is located in the in the lower harbour. The table below summaries the water quality issues in the surroundings of Cork Harbour.

Table 4.5: Environmental Quality of Cork Harbour	
Water Management Unit	Lower Lee/Owenboy WMU. Transitional Coastal Waters Action Programme.
Water Body Code	-
Protected Area (Coastline)	Yes
Waterbody Status (July 09)	Moderate
Risk Assessment (River body)	At risk
Risks	Wastewater treatment discharges
Objective	Restore by 2021
Q Value	N/A

4.2.44. The South West River Basin Management Plan has identified that Cork Harbour is at risk from wastewater discharges

from local treatment facilities. The Action Plan includes as an objective the need to restore these waters to good status by 2021.

4.3 PROBLEMS AND OPPORTUNITIES

4.3.1. Having regard to the strategic objectives of the CASP Update, projected employment targets and land requirement targets for the Electoral Area, it is envisaged that Ringaskiddy will continue to act as a Strategic Employment Centre and indeed should see significant industrial employment growth, which will serve the Carrigaline Electoral Area and Cork County as a whole.

4.3.2. The Port of Cork have concluded that Ringaskiddy remains the primary location for the relocation of port activities from the upper harbour. This supports the County Development Plan 2009, where Ringaskiddy was named as the preferred location although other options would also be considered. The Port’s revised Strategic Development Plan 2010 clarifies their future intentions for different locations in the Harbour. The scale of development now envisaged at Ringaskiddy is less than what was originally proposed as the extent of the reclamation is reduced and the project incorporates a phased approach to the proposed expansion of facilities. Cork County Council will facilitate the relocation of port related facilities which are deemed appropriate for Ringaskiddy subject to the principles of proper planning and sustainable development, and having regard to the adjacent Special Protection Area and overlapping proposed Natural Heritage Area.

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

4.3.4. While it is the Councils intention to develop Ringaskiddy as a Strategic Employment Centre within Metropolitan Cork, there is a need to protect the amenity afforded to the existing communities of Ringaskiddy village and Shanbally. Balancing these two requirements is a challenge which will require much consideration. While Cork County Council will continue to promote the employment role of Ringaskiddy greater recognition will be given to the needs of the established resident community.

4.3.5. As outlined previously, there is great potential to expand existing marine related educational facilities in the area.

4.4 PLANNING PROPOSALS

Overall Scale of Development

4.4.1. Over the lifetime of this plan, it is envisaged that Ringaskiddy will experience very little residential growth. Ringaskiddy will reaffirm its focus on industrial and port related roles which reflects its status as a Strategic Employment Centre. Development will focus primarily upon the relocation of Port facilities, the development of further stand-alone industries and the upgrading of the N28. There is some potential for small scale infill business development in sectors which can support other existing industries.

4.4.2. In the absence of a 2020 target population figure it is envisaged that Ringaskiddy’s population will remain relatively static. There is potential for limited residential development within the town centre areas of Ringaskiddy and Shanbally villages. The land which was zoned for residential development in previous plans has now been included within the overall town centre zonings of Ringaskiddy and Shanbally villages. This plan proposes that an additional 90 units be provided in Ringaskiddy (including Shanbally village) over the lifetime of the plan, representing an increase of 20% over the existing supply. This would bring the total housing stock in the village to approximately 537 houses by 2020. In this context it is considered that there is sufficient capacity on the town centre land supply to provide for the housing needs of the settlement.

4.4.3. The scale and form of development will be very much dependant on retaining the character of the villages. While there may be opportunities for terraced and in-fill development in the village core areas, most development will be in the form of clusters of dwellings of varying sizes and types and in this context no one proposal for residential development should be larger than 30 units. As well as this student, staff and short term visitor accommodation associated with existing and future educational facilities located in the area will be deemed appropriate within the town centre zoning of Ringaskiddy village.

4.4.4. The development boundary of Ringaskiddy is determined, to the west and south by the green belt (ensuring that the town does not merge with Carrigaline), and to the east and north by Cork Harbour. To the south, the development boundary is set to accommodate the planned expansion of the town.

4.4.5. Outside the development boundary, the land forms part of the Metropolitan Green Belt. Here, the objectives of the Cork County Development Plan 2009 seek to preserve the character of the area and (subject to certain exceptions) reserve the land generally for agriculture, open-space or recreation uses.

Objective No.	Development Boundary Objectives
DB-01	It is an objective to reaffirm Ringaskiddy's focus on industrial and port related roles which reflects its status as a Strategic Employment Centre.
DB-02	It is an objective to facilitate the relocation of the Port of Cork's container and bulk goods facilities to Ringaskiddy.
DB-03	It is an objective to facilitate the proposed realignment and upgrade of the N-28.
DB-04	It is an objective to protect, maintain and enhance the residential amenities of the existing communities at Ringaskiddy and Shanbally villages.
DB-04	It is an objective of this plan to secure the development of 90 new dwellings in Ringaskiddy between 2010 and 2020. These new dwellings will be located in the village core areas of Shanbally and Ringaskiddy villages.
DB-05	It is an objective that all new development be located within the development boundary of the town established by this plan and which defines the extent to which Ringaskiddy may grow during the lifetime of the plan.
DB-06	All new development shall be connected to the public water supply, the public waste water treatment system and shall make adequate provision for storm water disposal.
DB-07	Where lands have not been explicitly zoned, the specific zoning shall be deemed to be that of the existing use of the lands (if such a use is not an unauthorised use under the Planning Acts) or, if such a use is unauthorised, that of the most recent authorised use of the lands.
DB-08	All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. In particular, a site-specific flood risk assessment will be required as described in objectives FD1-4, 1-5 and 1-6.
DB-09	It is an objective of this plan that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes throughout the settlement.

Town Centre

4.4.6. A town centre site has been identified at both Shanbally and Ringaskiddy village. These town centre sites represent the existing built footprint of the town centre/village core. It is an objective of this

plan to protect and enhance the amenity value afforded to these existing communities.

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

4.4.8. The housing strategy states that on zoned lands, 20% of new residential development be reserved for social and affordable housing. In Ringaskiddy, the strategy requires that one quarter of that reserved land will be used for the provision of social housing.

4.4.9. The specific town centre zoning objectives for Ringaskiddy are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
T-01	This area denotes the existing built footprint of Shanbally and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas. Any future development should reflect the scale and character of the surrounding existing built up residential area.	15.3
T-02	This area denotes the existing built footprint of Ringaskiddy and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas. Any future development should reflect the scale and character of the surrounding existing built up residential area.	18.0

Industry and Enterprise

4.4.10. Ringaskiddy is an industrial location of strategic importance for industry where good access to port facilities, seawater supplies and the national road network are key factors. In this plan, provision has been made to reserve 16 areas for industrial development. The specific objectives for each area make provision for a variety of industry and enterprise developments.

4.4.11. The specific industry and enterprise zoning objectives for Ringaskiddy are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
I-01	Industry including ancillary uses such as associated offices, laboratories, manufacturing and utilities. The open	8.6

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	space zonings in specific objectives O-01 and O-02 shall be provided as part of this development. This zone is adjacent to Cork Harbour Special Protection Area. Development proposals in this zone are likely to require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impacts either alone or in combination with other projects on the SPA or on species for which the SPA is designated.	
I-02	Industry including ancillary uses such as associated offices, laboratories, manufacturing and utilities. The open space zonings in specific objectives O-01 and O-02 shall be provided as part of this development. This zone is adjacent to Cork Harbour Special Protection Area. Development proposals in this zone are likely to require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impacts either alone or in combination with other projects on the SPA or on species for which the SPA is designated.	5.6
I-03	Industry with provision for appropriate landscaping, along the north western boundary to residential areas.	22.0
I-04	Industry, with provision for appropriate landscaping, along the eastern and northern boundary to residential areas.	20.5
I-05	Industry, with provision for appropriate landscaping, along the eastern and southern and south western boundaries to residential areas.	25.4
I-06	Suitable for industry including small to medium sized enterprises with appropriate measures taken, in consultation with the relevant competent authorities, to take account of the presence of the ring fort on the	8.3

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	site. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. Any development proposals on this land are likely to require the provision of an ecological impact assessment report to determine the importance of the area for such species and the potential for impacts on these.	
I-07	Suitable for industry, including small to medium sized units. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. Any development proposals on this land are likely to require the provision of an ecological impact assessment report to determine the importance of the area for such species and the potential for impacts on these.	3.0
I-08	Suitable for large stand alone industry with suitable provision for landscaping and access points and provision for appropriate landscape buffering, to all residential areas. This zone is adjacent to Cork Harbour Special Protection Area. Development proposals in this zone will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impacts either alone or in combination with other projects on the SPA or on species for which the SPA is designated. Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.	51.3
I-09	Port related industry. The site is zoned for use as a transitional site, between	3.8

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	the established residential use on the eastern side and industry and enterprise zoning on the western side; it is suitable for office use associated with port uses. Appropriate landscaping shall be provided on the eastern boundary of the site. This zone is adjacent to Cork Harbour Special Protection Area. Development proposals in this zone will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impacts either alone or in combination with other projects on the SPA or on species for which the SPA is designated.	
I-10	Industry, with provision for appropriate landscaping to Eastern boundary with open space (O-06) and to the residential areas to the south and western boundaries of site. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. Any development proposals on this land are likely to require the provision of an ecological impact assessment report to determine the importance of the area for such species and the potential for impacts on these.	19.2
I-11	Industry, with provision for the maintenance of a planted buffer zone along the southern boundary to nature conservation area, the scale of which will be determined at project level. This zone is adjacent to Cork Harbour Special Protection Area. Development proposals in this zone may require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impacts either alone or in combination with other projects on the SPA or on species for which the SPA is designated.	15.6

Objective No.	Specific Zoning Objective	Approx Area (Ha)
I-12	Industry, with provision for appropriate landscaping along the eastern, southern and south western boundaries to residential areas. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. Any development proposals on this land are likely to require the provision of an ecological impact assessment report to determine the importance of the area for such species and the potential for impacts on these.	2.6
I-13	Industry, with provision for the maintenance of a planted buffer zone along the southern boundary to nature conservation area. This zone is adjacent to Cork Harbour Special Protection Area. Development proposals in this zone will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impacts either alone or in combination with other projects on the SPA or on species for which the SPA is designated.	14.5
I-14	Industry and Enterprise, the site is zoned for use as a transitional site, between the established residential use on the western side and industry/enterprise zoning on the eastern side, it is suitable for office based industry use. Appropriate landscaping shall be provided on the site boundaries with the established residential area as part of an approved landscaping scheme for the entire site. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. Any development proposals on this land are likely to require the provision of an ecological impact assessment report to determine the importance of the area for such species and the potential for impacts on these.	1.9
I-15	Suitable for large stand alone industry with suitable provision for appropriate landscaping and access points and	39.0

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	provision for open space buffer to the Martello Tower and its associated pedestrian access. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. Any development proposals on this land are likely to require the provision of an ecological impact assessment report to determine the importance of the area for such species and the potential for impacts on these.	
I-16	Suitable for extension of adjacent stand alone industry including ancillary uses such as associated offices, laboratories, manufacturing and utilities. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. Any development proposals on this land are likely to require the provision of an ecological impact assessment report to determine the importance of the area for such species and the potential for impacts on these. Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.	16.05
I-17	Port related industry with appropriate landscaping where necessary. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. Any development proposals on this land are likely to require the provision of an ecological impact assessment report to determine the importance of the area for such species and the potential for impacts on these.	3.0
I-18	Port Facilities and Port Related Activities. This zone is adjacent to the Cork Harbour Special Protection Area and partially overlaps Monkstown Creek proposed Natural Heritage Area. Development proposals in this zone	92.67

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	are likely to require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it complies with procedures set out in Article 6 of the Habitats Directive.	

Community and Utilities

4.4.12. Ringaskiddy was selected as the ideal location of the lower harbour waste water treatment plant. A site was zoned for such a use in a 2007 and currently remains undeveloped.

4.4.13. The site C-01 is identified as being suitable for marine related educational facilities. There is great potential to expand existing educational activities in Ringaskiddy and establish a centre of excellence for marine related education, research and training. Any proposed development is likely to comprise of research facilities, for the existing NMCI and for the Coastal Marine and Resources Centre (CMRC) and Hydraulics and Maritime Research Centre (HMRC) of UCC. In addition, a marine related research and innovation park may be developed including general office accommodation, manufacture and storage associated with prototype development and testing. Any student, staff and short term visitor accommodation will have to be catered for within the town centre of Ringaskiddy.

4.4.14. The specific community and utilities objective for Ringaskiddy is set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
C-01	Third level educational campus for marine related education, research and training. This site is considered inappropriate for any short or full time residential accommodation.	7.55
U-01	Waste Water Treatment Plant	7.7
U-02	Proposed new N-28 road scheme	-

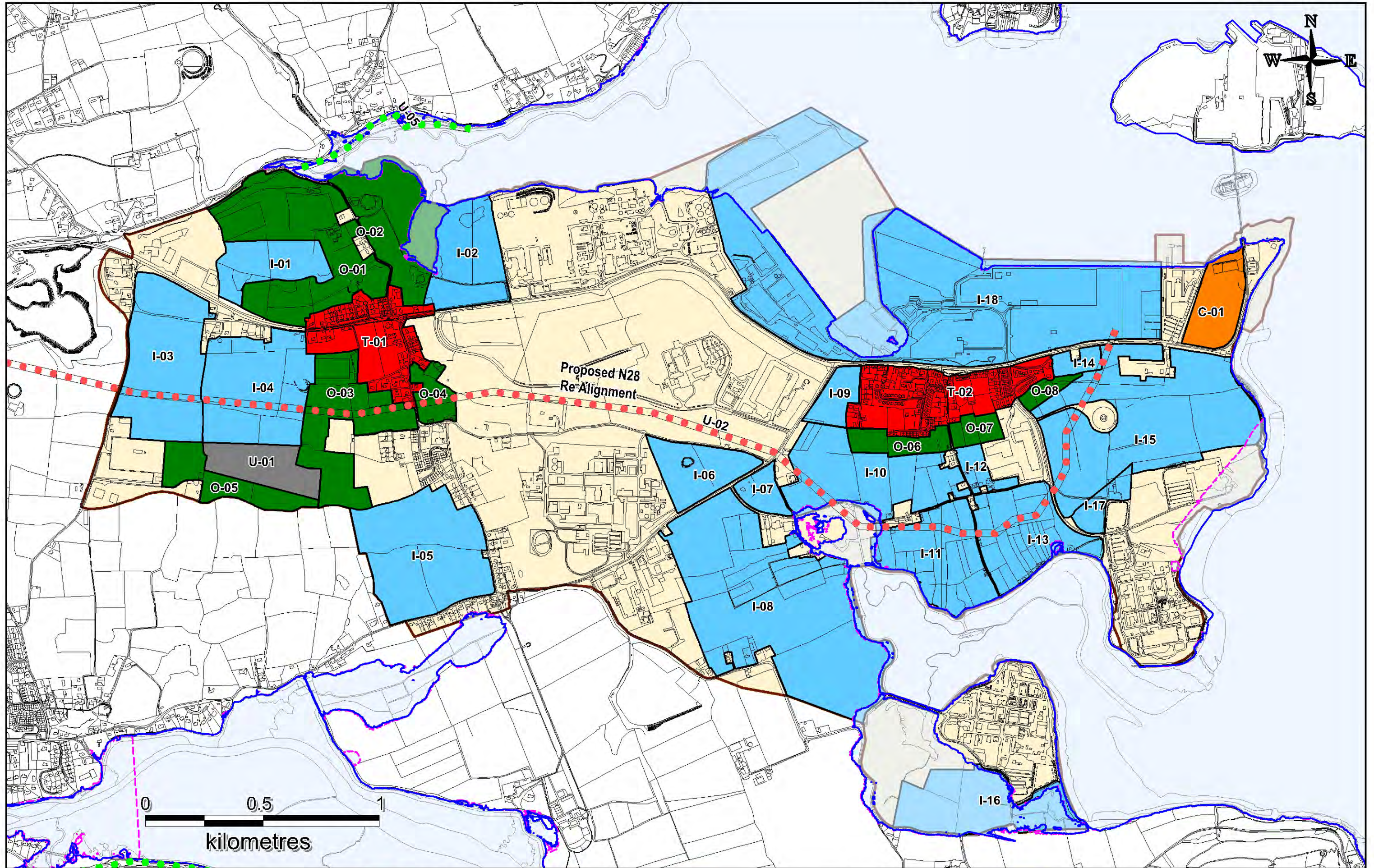
Open Space

4.4.15. The objectives in this plan for areas of passive open space seek to apply an appropriate degree of protection on those visually important open areas that contribute to the setting of Ringaskiddy and amenity afforded by the upper harbour generally.

4.4.16. The specific open space, sports, recreation and amenity zoning objectives for Ringaskiddy are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
O-01	Open space comprising a golf course and playing pitches to provide a long-term, structural landscape setting for the adjoining industrial zoning including the provision and maintenance of tree planted buffers to the southern and northern boundaries of the site. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. Any development proposals on this land are likely to require the provision of an ecological impact assessment report to determine the importance of the area for such species and the potential for impacts on these.	25.32
O-02	Open space comprising existing golf and pitch and putt courses to provide a long-term, structural landscape setting for the adjoining industrial zoning including the provision and maintenance of a tree planted buffer and the protection and maintenance of the existing lagoon and NHA. This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. Any development proposals on this land are likely to require the provision of an ecological impact assessment report to determine the importance of the area for such species and the potential for impacts on these. Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.	23.65
O-03	Open space which acts as a buffer between proposed industry and established uses. While the patterns of	15.9

Objective No.	<u>Specific Zoning Objective</u>	Approx Area (Ha)
	land use will remain largely unchanged, if the adjoining industry makes proposals for development, consideration will be given to landscaping including strategic tree planting on the land.	
O-04	Open space that acts as a buffer between proposed industry and established uses. While the patterns of land use will remain largely unchanged, if the adjoining land designated for industry is developed, consideration will be given to landscaping including strategic tree planting on the land.	3.6
O-05	Public open space and playing pitches to be provided as part of the future development of I-03	7.3
O-06	Open space that acts as a buffer between proposed industry and established uses. While the patterns of land use will remain largely unchanged, if the adjoining land designated for industry is developed, consideration will be given to landscaping including strategic tree planting on the land.	3.4
O-07	Open space that acts as a buffer between proposed industry and established uses. While the patterns of land use will remain largely unchanged, if the adjoining land designated for industry is developed, consideration will be given to landscaping including strategic tree planting on the land.	2.5
O-08	Open space that acts as a buffer between proposed industry and established uses. While the patterns of land use will remain largely unchanged, if the adjoining land designated for industry is developed, consideration will be given to landscaping including strategic tree planting on the land.	1.7



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

KEY VILLAGE

Crosshaven & Bays

5 Crosshaven & Bays

5.1 VISION & CONTEXT

The strategic aims for Crosshaven are to encourage the consolidation of the settlement and to recognise its important economic, leisure, tourism and marine roles within the Cork harbour Area and to promote sympathetic development in tandem with the provision of infrastructure and services that are appropriate to its harbour location.

Strategic Context

5.1.1. In the overall strategy of this Local Area Plan, Crosshaven is designated as a **key village** within Metropolitan Cork. The strategic vision for Crosshaven is to encourage the consolidation of the settlement, to recognise its important economic, leisure, tourism and marine roles within the Cork Harbour area and to promote sympathetic development in tandem with the provision of services, particularly those services and amenities that are appropriate to its harbour location.

5.1.2. The strategic aims for the bay areas of Fountainstown, Churchbay, Fennell's Bay and Myrtleville are to recognise their roles as tourism and leisure locations serving the greater Cork area and accommodating limited small scale development subject to proper planning considerations.

5.1.3. Due to its proximity to Carrigaline and Cork City, the rural hinterland surrounding Crosshaven and Bays is particularly susceptible to development pressure. To offset this pressure a Rural Housing Control Zone is established in the area outside of the settlements development boundary. Its purpose is primarily to restrict individual urban-generated houses and protect the character of rural areas. It is also recognised that the sensitive scenic and coastal areas surrounding Crosshaven and Bays, has relatively limited capacity to accommodate individual houses in significant numbers

Local Context

5.1.4. Crosshaven and the adjoining Bays of Fountainstown, Churchbay, Fennell's Bay and Myrtleville are located at the mouth of Cork Harbour, 20km south of Cork City and 5km east of Carrigaline.

5.1.5. The settlement has two distinct character areas the first is the village area which is located at the mouth of the Owenabue

estuary and the second is the bays area which includes Fountainstown, Churchbay, Fennell's Bay and Myrtleville.

5.1.6. Crosshaven village comprises of new and old development which primarily runs along one main street and overlooks a large marina. The older development along the main street is one sided and consists of terraced buildings which are used for either residential or business uses. The central focus of the village is the 'Royal Cork Yacht Club' and the village itself is dominated by views of the marina and boat related activities and businesses.

5.1.7. In recent years more substantial residential development has taken place in the village. This residential development has tended to be large scale estate style development of various housing types and sizes. These developments have focused on areas to the south and east of the village core. Crosshaven village is the part of the settlement that has accommodated the most intensive form of housing development.

5.1.8. The Bays area of the settlement is dominated by a proliferation of individual houses many of which are second homes or holiday homes which overlook Cork Harbour and sea. The Bays area is recognised as an important tourist and leisure area which should be protected from large scale and medium scale development.

5.2 PLANNING CONSIDERATIONS

Population and Housing

5.2.1. The 2006 Census recorded a population in Crosshaven and bays of 1669 people, an increase of 296 from 2002. This represents a 21% increase in the intercensal period. An examination of Geo-directory figures for the number of houses in the settlement show that there was an increase of 450 dwellings between 2001 and 2010 representing an increase of almost 36%. It should be noted that the geodirectory 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.

Key Village	Dwellings 2001	Dwellings 2005	Dwellings 2010	Dwelling Growth 2001-10
Crosshaven & Bays	1,264	1,433	1,714	450

* All figures are based upon Geodirectory Postal addresses

5.2.2. CASP Update and the CDP 2009 envisage some modest population growth for Crosshaven but this should be in tandem with the provision of adequate infrastructure and services.

5.2.3. Of the 51 hectares of land that was zoned for residential development in the 2005 Local Area Plan approximately 18 hectares remain undeveloped. Permission has been granted for 140 units on this land which have yet to commence. Only 36 units were recorded as vacant in a survey undertaken in early 2010, which is less than 2% of the total housing stock and therefore not a significant issue in this settlement.

Infrastructure and community Facilities

5.2.4. The road network is particularly inadequate in the Crosshaven and Bays area and cannot facilitate large amounts of traffic. In the Bays Area, some road improvements, such as widening and the provision of footpaths and traffic management are required and could help alleviate congestion in the area. Additional car parking is required in areas with large numbers of visitors is also desirable, namely Myrtleville.

5.2.5. Bus Éireann runs a daily bus commuter service which operates between Crosshaven, Carrigaline and Cork City.

5.2.6. One notable infrastructure improvement which serves a much wider population than just that of Crosshaven is the pedestrian walk and cycle way which stretches from Crosshaven to Carrigaline. This riverside 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 riverside walkway amenity for the public in 2000. Along the walk are picnic areas, seating, railway memorabilia and wildlife viewing points. The 5 mile walk follows the saltwater course of the Owenabue Estuary as it heads towards Crosshaven and on to Cork Harbour. It has proven to be a valuable resource availed of daily by many people. The new shared cycle/pedestrian route around Carrigaline now links up to this walk.

5.2.7. The Water supply to Crosshaven at present is provided by the Cork Harbour and City Water Supply Scheme. Although this supply is considered adequate at present, there are proposals to replace the existing watermain between Carrigaline and Crosshaven. There is also a requirement for a network extension in Crosshaven/Myrtleville and the need for a new rising main, reservoir and mains replacement.

5.2.8. Phase1 of the Crosshaven section of the Lower Harbour Sewerage Scheme is complete. This included the development of two sewage pumping stations in Crosshaven and a sewer rising mains to connect Crosshaven to the main sewerage network in Carrigaline. Effluent from Crosshaven Village is collected and conveyed to Coolmore Pumping Station in Carrigaline via twin rising mains. The collection network experiences difficulties at present during heavy rains and additional work is required in reducing storm water infiltration.

5.2.9. The "Assessment of Water Services Needs 2006" identified the need for the sewerage network to be extended to

Myrtleville or to provide a local Waste Water Treatment Plant in Myrtleville. But to date there has been no development of this scheme in Myrtleville, however there has been a recent planning proposal which examines collecting and conveying wastewater from Myrtleville and pumping into the Crosshaven catchment.

5.2.10. There is no public sewer outside of Crosshaven village and the proliferation of septic tanks on very small sites in the Bays area continues to be a problem. The need remains to preserve the percolation areas in Church Bay, Weavers Point, Fennel's Bay, Graball Bay, Fountainstown, Myrtleville etc.

5.2.11. Crosshaven village is a well established settlement, with important community facilities including a 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 continues to develop community facilities based around historic Crosshaven House including a playground and pitch & putt club.

5.2.12. Crosshaven is famous for its Royal Cork Yacht Club. The club was established in 1720 and holds the title of the oldest in the world. The biannual regatta called Cork Week is one of the most famous in the world, drawing huge crowds of competitors and spectators.

5.2.13. The Bays area, which includes Fountainstown, Churchbay, Fennel's Bay and Myrtleville, has developed as a mix of second or holiday homes originally built on small sites, and permanent homes. The main function of the Bay areas is primarily as residential and amenity areas. In Fountainstown, current facilities include a shop, guesthouses, pitch and putt and tennis clubs, parking and recycling facilities. A daily bus service operates between Fountainstown and Cork City. Myrtleville has two public houses, a restaurant, shop and post office, while Churchbay and Fennells Bay consist of both permanent and holiday housing.

Flooding

5.2.14. Parts of Crosshaven and Bays have been identified as at risk of flooding as illustrated on the settlement map. In all cases, the flood risk is from tidal flooding. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated as being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section One of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

Economy and Employment

5.2.15. Crosshaven village is a very attractive village which has a modest level of services including a post office, a number of shops and restaurants, a pharmacy and also a number of leisure based facilities, such as public houses, restaurants and amusement arcades. Although there is no bank in the village there is a Credit Union and there are Banking ATM facilities available in the settlement.

5.2.16. The existing boatyard provides employment opportunities and provides essential repair and storage facilities for the sailing community based in Crosshaven. With changing times there has been a change of emphasis and 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 Defence and the Department of Marine.

Environment and Heritage

Water Quality

5.2.17. Crosshaven and Bays is located in Cork harbour. The table below summarises the water quality issues in the surrounding of Cork Harbour.

Table 5.2: Environmental Quality of Cork Harbour	
Water Management Unit	Lower Lee/Owenboy WMU. Transitional Coastal Waters Action Programme.
Water Body Code	-
Protected Area (Coastline)	Yes
Waterbody Status (July 09)	Moderate
Risk Assessment (River body)	At risk
Risks	Wastewater treatment discharges
Objective	Restore to good status by 2021
Q Value	N/A

5.2.18. The South West River Basin Management Plan has identified that Cork Harbour is at risk from wastewater discharges from local treatment facilities. The Action Plan includes as an objective the need to restore these waters to good status by 2021.

Landscape

5.2.19. In terms of landscape character type Crosshaven and Bays is identified as Indented Estuarine Coast. It's character area is designated as Incised Patchwork and Wooded Estuary with Mudflats

and Islands. The Landscape value and sensitivity are rated as very high and it is regarded as been of national importance.

5.2.20. The indented estuarine coast landscape type stretches from Baltimore in the west to Crosshaven on the mouth of Cork Harbour, in the east. This landscape comprises gently undulating topography incised by shallow river estuaries or 'drowned' valleys formed by glacial activity. The shoreline comprises low but steep cliffs of purple mudstone and siltstone to the south forming promontories and sandstone immediately to the north and inland which rise and fall with the topography, and stony or sandy beaches.

5.2.21. 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.

Scenic landscape and Scenic Routes

5.2.22. A large section of Crosshaven and bays is identified as scenic landscape in the County Development Plan 2009. This area stretches from the Owenabue Estuary through Crosshaven and bays and onto Ringabella. This area is considered scenic due to its many wonderful views of Cork Harbour.

5.2.23. The County Development Plan 2009 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 Owenboy 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 considered scenic because of its many views of Cork Harbour and the sea and its coastal landscape in general.

Protected Structures

5.2.24. 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 "Fort Camden" military fortification, which enjoys a prominent location overlooking the mouth of Cork Harbour. Within the Bays area, Fountainstown House is entered in the Record of Protected Structures.

RPS No.	Name of Structure	Townland
00260	Thatch House	Crosshaven
00642	Holy Trinity Church of Ireland	Knocknagore
00643	Knocknagore Catholic Church	Knocknagore
00644	Crosshaven House	Knocknagore
00657	Fountainstown House	Gortigrenane
00967	Templebreedy Rectory	Crosshavenhill
01010	Fort Camden Military Fortification	Knocknagore
01278	Point House	Crosshaven
01364	Templebreedy Fort	Templebreedy

Nature Conservation

5.2.25. There are 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.

5.2.26. 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.

5.2.27. 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.

5.3 PROBLEMS AND OPPORTUNITIES

5.3.1. 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.

5.3.2. Capacity for new development in the 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 scenic landscape and attraction of Cork Harbour.

5.3.3. It is also important to maintain and enhance the village's built and natural heritage. Infill development and alterations to facades in the older village core should be subject to stringent controls.

5.3.4. 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 bottle-necks.

5.3.5. Other important issues for the area include improved public transport services, the provision of additional recreational, civic, cultural and business facilities. The coast and shoreline of the area offers opportunities for the development of informal recreation facilities.

5.3.6. Further enhancement of the village core, could include an investigation into the development of a promenade along the foreshore in the future.

5.3.7. 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.

5.3.8. 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.

5.4 PLANNING PROPOSALS

5.4.1. The development boundary for Crosshaven and Bays includes not only those areas that are either already developed or set aside in this plan for future development for particular uses but also those areas of established open space that form part of the structure of these areas and are integral to safeguarding the scenic amenities and landscape quality of the area.

5.4.2. Due to its sensitive scenic and coastal setting and significant topography and accessibility constraints, consolidation of the settlement as a provider of important local services and public amenities, along with some limited residential expansion is considered the most appropriate strategy for Crosshaven.

5.4.3. The boatyard is identified as having an important economic function in Crosshaven. Because of its importance to Crosshaven and Bays as an employment provider and as a service provider to the marine based leisure and tourism business, the local area plan supports the continuance of this use.

5.4.4. Investigation into the provision of a sewerage scheme to link the Bays area to the village scheme will be undertaken as soon as it is feasible.

5.4.5. A number of pedestrian walks are proposed to facilitate safer pedestrian access throughout the village while also allowing greater accessibility to the areas natural amenities.

General Objectives

5.4.6. Following on from the policy in the 2005 Plan, the planning policy for Crosshaven and bays seeks to encourage the consolidation of the settlement and to recognise its important economic, leisure, tourism and marine roles within the Cork Harbour. The housing growth target for the village has been determined having regard to factors such as the scale of the settlement, the need to sustain existing services and community facilities and the availability of suitable infrastructure services.

5.4.7. It is envisaged that the settlement should grow by an additional 286 units, which is consistent with the policy to consolidate the settlement. It is considered that 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 provided satisfactory sewage disposal arrangements can be made. Medium and high density development is not considered appropriate for the Bays area and therefore residential development in this area will be limited.

5.4.8. In Crosshaven village, the housing development of recent times has largely been in the form of estate type development. The established pattern of development allows scope to integrate further estate type development successfully and therefore it is envisaged that any individual housing development may be up to 50 housing units in size and higher where deemed appropriate.

5.4.9. In order to deliver the planned level of growth, the delivery of a new wastewater collection and treatment system will be required. This scheme although identified on the Cork County Infrastructural needs assessment did not receive funding as part of the Water Services Infrastructural Programme 2010-2012. Therefore, any medium term development will have to have cognisance of the existing infrastructure difficulties facing this settlement and temporary measures will have to be put in place to deal with waste water treatment prior to the commencement of any new development.

5.4.10. 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.

5.4.11. There may be an environmental concern in relation to water quality in the area which may act as an obstacle to some future development.

5.4.12. The general development objectives for Crosshaven and Bays are set out in the following table:

Objective No.	Development Boundary Objectives
DB-01	<ul style="list-style-type: none"> a. Within the development boundary of Crosshaven it is an objective to encourage the development of up to 286 additional dwelling units in the period 2010-2020. The majority of this new dwellings will be developed in Crosshaven Village. b. Any one proposal for residential development in Crosshaven village shall not normally be larger than 50 housing units. c. Any new development in the Bays area will be restricted to low density development, principally individual dwellings, infill development or the appropriate redevelopment or refurbishment of existing dwellings provided satisfactory sewage disposal arrangements can be made. d. Individual dwelling units in the Bays area shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality.
DB-02	<p>It is an objective that new development;</p> <ul style="list-style-type: none"> a. consolidate and strengthen the existing village core, b. is sympathetic to the scale, grain and character of the village, c. respect the views and settings of the village.

Objective No.	Development Boundary Objectives
DB-03	It is an objective to secure the provision of a Wastewater Treatment Plant to serve the planned levels of growth in this key village (not including the Bays area). Notwithstanding the scale of growth outlined in objective DB-01 above, any medium term development will have cognisance of the existing infrastructure difficulties facing this settlement and measures will have to be put in place to deal with waste water treatment prior to the commencement of any new development.
DB-04	In order to secure the population growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will help secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development
DB-05	All new housing developments in the village shall (eventually) be connected to the public water supply, the public waste water treatment system and shall make adequate provision for storm water disposal.
DB-06	It is an objective to encourage additional retail and services in the village core commensurate with the scale of the settlement.
DB-07	It is an objective to promote the sustainable tourism potential that exists within the Crosshaven and Bays area in a manner that is compatible with the nature conservation designations in Cork Harbour. The Local Area Plan recognises the unique opportunity that Crosshaven has as a tourism destination for water related sport and recreation and military heritage. If this tourism potential is fulfilled this will not only benefit Crosshaven but the greater Cork area as a whole.
DB-08	Protect existing sports and recreational facilities and allow for the provision for expansion of existing facilities where appropriate and required.
DB-09	Protect existing car parks and provide further suitable parking arrangements where appropriate.
DB-10	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.
DB-11	All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will

Objective No.	Development Boundary Objectives
	be required as described in objectives FD1-4, 1-5 and 1-6.
DB-12	Consider alternative locations for increased and improved access to the water for sustainable harbour related tourism including water related sports and recreation.

Specific Objectives

Industry & Business

5.4.13. There are two areas set aside for industrial development in Crosshaven village. These are located centrally and directly related to marine use in the area.

5.4.14. The specific industry related zonings for Crosshaven are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
I-01	<p>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.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines ‘The Planning System and Flood Risk Management’ as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p>	1.2
I-02	Marine related development to include boat repair and storage.	1.2

Town Centre

5.4.15. One site is zoned for town centre related development adjacent to the existing village core in Crosshaven. This site is considered suitable for commercial activity with some limited potential for residential development.

The specific town centre related zonings for Crosshaven are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
T-01	Mixed uses including: commercial, service, civic and possibly a limited amount of residential and retail related to leisure/tourism use to facilitate town centre expansion. Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.	1.5

Special Policy Area

5.4.16. There are two areas which have been set aside as special policy areas. It is envisaged that both sites could be developed for leisure and tourist activities.

5.4.17. The specific town centre related zonings for Crosshaven are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
X-01	Special Policy Area to allow for the provision of a hotel, located on the eastern part of the site and 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 -Tourism Opportunity Site: Develop the amenity and recreation potential of Fort Camden. The heritage and historical importance of the site and its important harbour location can contribute to the development of harbour related tourism.	11.5
X-03	Special Policy Area for sustainable harbour related recreation and tourism opportunities which will allow for improved public access to the water. This zone is adjacent to the Cork Harbour Special Protection Area.	2.36

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	Development proposals may require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that neither they nor the activities that they may generate will have significant negative impacts either alone or in combination with other projects on the SPA or on species for which the SPA is designated.	

Open Space

5.4.18. 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.

5.4.19. The specific open space, sports, recreation, amenity and agriculture zoning objectives for Crosshaven and Bays are set out in the following table:

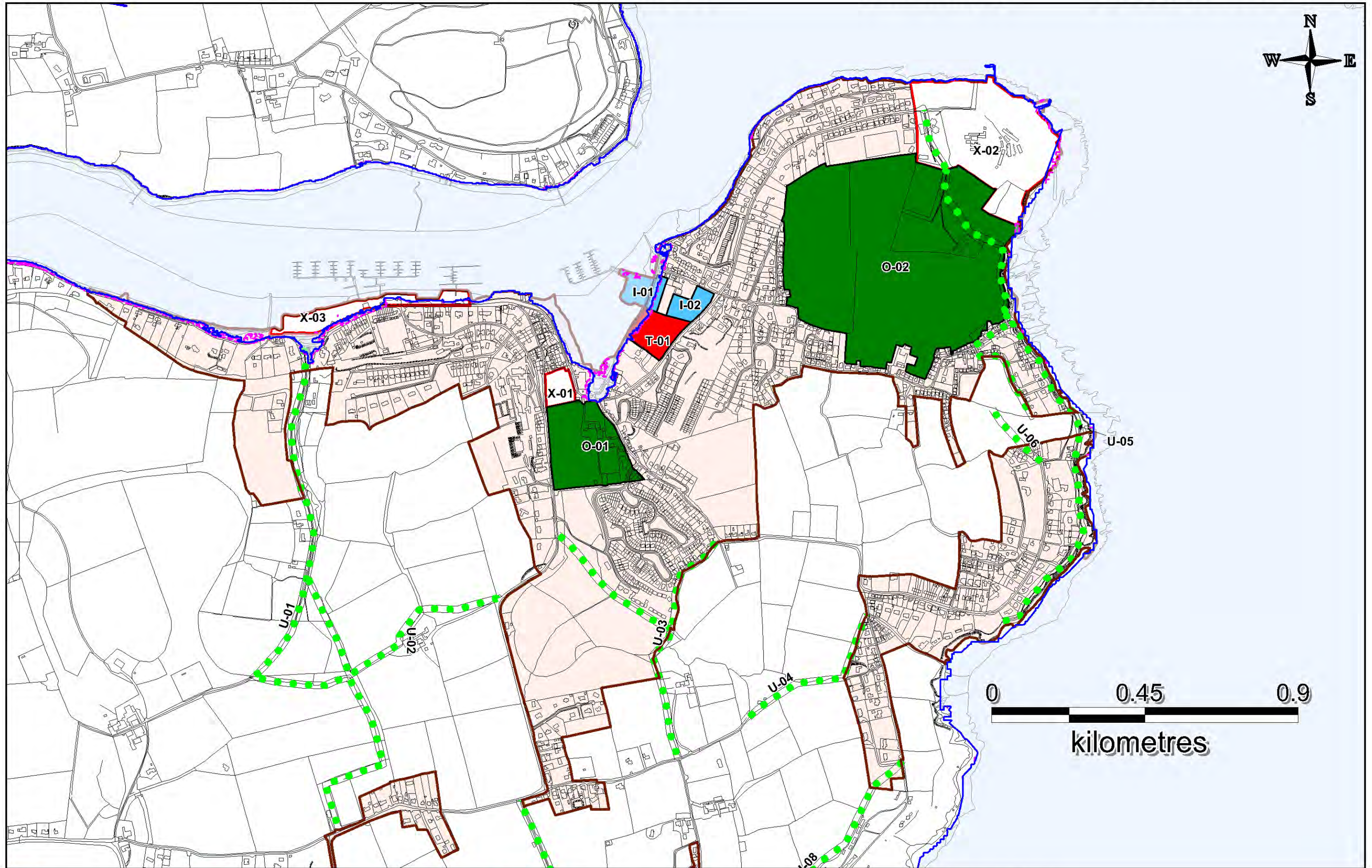
Objective No.	Specific Zoning Objective	Approx Area (Ha)
O-01	Open Space to protect grounds of Crosshaven House and retain existing mature trees.	5.1
O-02	This prominent slope makes a significant contribution to the setting of Crosshaven. There is a presumption against development on these lands because 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.	33.2
O-03	Protect existing Percolation Area	1.7
O-04	Protect existing Percolation Area	0.8

Objective No.	Specific Zoning Objective	Approx Area (Ha)
O-05	Protect existing Percolation Area	2.0
O-06	Protect existing Percolation Area	0.6
O-07	Open Space to protect views of Myrtleville Bay.	1.1
O-08	Open Space to preserve general openness and ensure protection of seaward views.	2.6
O-09	Open Space to preserve general openness and ensure protection of seaward views.	1.5

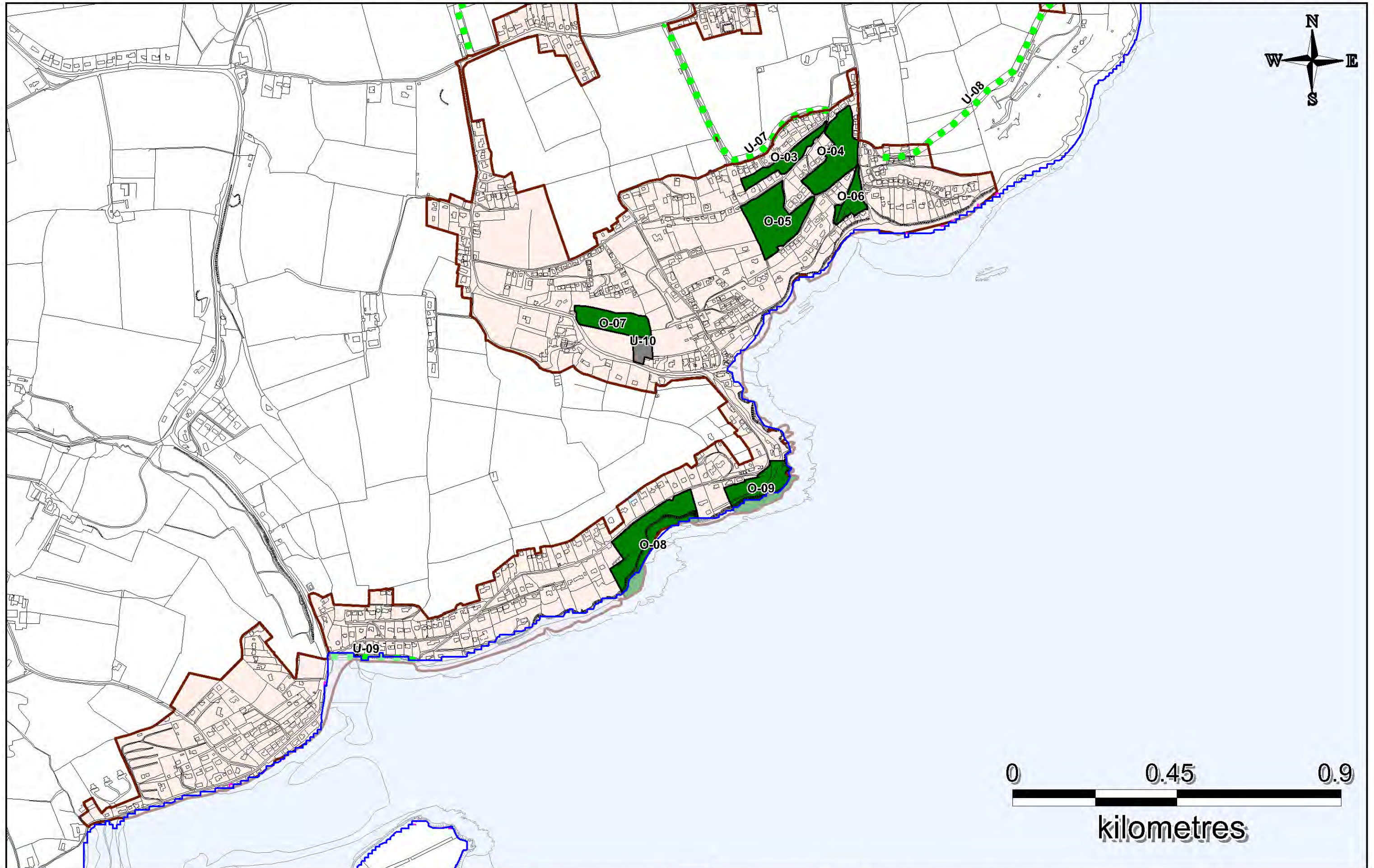
Community and Utilities

5.4.20. The specific community and utility zoning objectives for Crosshaven and Bays are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
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



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



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

VILLAGES

Ballinhassig

Ballygarvan

Minane Bridge

Waterfall

6 Ballinhassig

6.1 VISION AND CONTEXT

The strategic aims for the village are to encourage the consolidation of the settlement and to promote sympathetic development in tandem with the provision of infrastructure and services.

Strategic Context

6.1.1. In the overall strategy of this Local Area Plan, Ballinhassig is designated as a **village** within Metropolitan Cork. The Cork County Development Plan 2009 outlines the important role of villages in the provision of services and facilities such as primary schools, shops or recreation facilities to significant rural hinterlands.

6.1.2. The village is located at the edge of the Metropolitan Green Belt where it is an objective to preserve the largely undeveloped nature of the lands and to reserve lands generally for agriculture, open space or recreation uses. The land immediately south of the existing village is designated as part of the Rural Housing Control Zone, where it is an objective generally to restrict individual urban-generated houses.

Local Context

6.1.3. Ballinhassig is an attractive village which is located approximately 14 kilometres south of Cork City, within the Owenboy River Valley. It is a crossroads settlement situated on the regional route R613 to Carrigaline. Due to its location at a crossroads shared with its valley bottom location the usable land for appropriate village centre development is limited.

6.1.4. Despite its metropolitan location, Ballinhassig has a very rural feel to it and the primary economic activities in the area are agricultural related. There has been very little development in the village in recent years and the rural housing and green belt controls have helped in the curtailing of one-off housing on the approach roads to the village.

6.2 PLANNING CONSIDERATIONS

Population and Housing

6.2.1. Over the last ten years there has been very little new development in Ballinhassig and any new development which has

occurred has been relatively large single dwellings. The lands which were zoned specifically for residential development in 2005 have remained undeveloped.

6.2.2. There are no individual census population figures available for Ballinhassig and therefore in the absence of figures it is not possible to establish population trends. However, trends in the housing stock observed from Geo-directory figures would suggest that the population in the village has remained relatively static with the addition of only 3 new units to the housing stock in that time. Although there has been very little growth within the development boundary, Ballinhassig does serve a much larger hinterland population with the three closest electoral districts (previously DEDs) having a combined population of over 4,000.

Village	Dwellings 2001	Dwellings 2005	Dwellings 2010	Dwelling Growth 2001-10
Ballinhassig	26	26	29	3

* All figures are based upon Geodirectory Postal addresses

Infrastructure and Community Facilities

6.2.3. The village functions as an important service centre for its surrounding hinterland and has a number of important services including a convenience shop, community centre, recycling facilities, a childcare facility, GAA grounds, public houses and co-op stores.

6.2.4. The N71 Cork-Bandon road runs immediately west of the village, offering good access both to Cork City and West Cork. There is a long-term proposal to construct a bypass and a corridor has been reserved to accommodate this to the south of the village.

6.2.5. The village in general is focused around the existing Co-op stores and Public house and does not have strong streetscape at its core. It is not particularly pedestrian friendly and due to its location at a crossroads it suffers from heavy through traffic. At present footpaths and public lighting within the village are limited.

6.2.6. The water supply serving the village is from the Inishannon Regional Water Supply Scheme. Although water pressure is low on the more elevated lands, it is considered generally adequate to meet the development demands of the village envisaged in this plan.

6.2.7. There is no public sewer serving the village and to date development has relied upon individual septic tanks. Cork County Council's "Assessment of Water Services Needs 2010-2012" states that Ballinhassig requires a new waste water treatment plant and a sewage collection system. However, the funding required to provide for these infrastructure improvements were not included on the Water Services Investment Programme 20010-2012.

6.2.8. To allow the village to develop in an orderly manner, any new development should be served by a sewage system, with the capacity or potential to cater for all existing development and other lands within the development boundary.

Flooding

6.2.9. Parts of Ballinhassig have been identified as being at risk of flooding. The areas at risk follow the path of the river through the village and are illustrated on the settlement map. Specifically, the indicative flood risk maps show that a large portion of the land to the east of the village is under risk of flooding. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section One of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

Employment and Economy

6.2.10. The primary economic activity in the area is agriculture and the village of Ballinhassig has a long association with agri-related business which is evident by the presence of the Co-operative stores at the centre of the village. As well as this, Ballinhassig is an ideal location for travel to work by commuters, due to its close proximity to Cork City and other major settlements such as Carrigaline, Bandon and Ringaskiddy.

Environment and Heritage

Water Quality

6.2.11. The following table summarises information in relation to water quality in the Owenboy River which flows south of the village.

Water Management Unit	Lower Lee - Owenboy
Waterbody Code	IE_SW19_1584
Protected Area	Yes
River Status (July 09)	Poor
River Assessment (River Body)	At risk of not achieving good status

Table 6.2: Environmental Quality of Owenboy River	
Objective	Restore to good status by 2021
Q value	Poor

Landscape

6.2.12. In terms of Landscape character type Ballinhassig is identified as Broad Fertile Lowland Valleys. It's character area is designated as Broad Shallow Patchwork Lower Valley. The Landscape value and sensitivity are rated as high and it is regarded as been of county importance.

6.2.13. This landscape type stretches west and east from the environs of Cork City but also includes a smaller area east of Rathcormac. The valleys in these areas are created by the rivers flowing east to west and are surrounded by low well spaced ridges. These shallow and flat valleys wind as they follow the course of the river, rising to the north and south with gentle slopes where the valley is wide but with steeper faced slopes where the valley narrows. Further upstream to the west the broad flatness narrows and winds between low hills.

6.2.14. Landcover comprises highly fertile, regularly shaped fields typically of medium size and with mature broadleaf hedgerows. Agricultural use primarily involves intensive dairying as well as tillage, with farmsteads relatively well screened by the hedgerows.

Scenic landscape and Scenic Routes

6.2.15. The County Development Plan 2009 has not designated an area of scenic landscape or a scenic route in close proximity to Ballinhassig.

Protected Structures

6.2.16. There are no buildings or structures entered on the Record of Protected Structures for Ballinhassig.

Nature Conservation

6.2.17. There are no nature conservation area designations in close proximity to Ballinhassig

6.3 PROBLEMS AND OPPORTUNITIES

6.3.1. To allow the village to develop in an orderly manner, it is important that infrastructural improvements are delivered during the lifetime of this plan, in particular a public sewer and treatment plant are required to facilitate the expansion of the village.

6.3.2. Due to its close proximity to the N-71 and its location on the R613 the village suffers from high volume passing traffic which often exceeds the speed limit. This affects the planning of the settlement because unduly close contact between housing and through traffic needs to be controlled or avoided. There is a critical need for improved traffic calming measures in Ballinhassig.

6.3.3. The provision of a new waste water treatment plant and a sewage collection system are not identified on the Water Services Investment Programme 2010-2012 and so this infrastructure deficiency is likely to impact on the development potential of the settlement.

6.3.4. The streetscape of the village would be enhanced by the provision of improved street lighting, footpaths, street furniture and traffic calming measures and by supporting appropriate community based initiatives.

6.4 PLANNING PROPOSALS

General Objectives

6.4.1. Ballinhassig's rural setting and proximity to Cork City makes it an attractive location for development. Any new development would have to be sensitive to the village's rural character and scale

6.4.2. The village of Ballinhassig has an important role to play in meeting the demand for rural housing outside of the main towns and in an area where both green belt and rural housing controls apply in Metropolitan Cork. The proposed development boundary is based largely on the boundary established in the 2005 Local Area Plan.

6.4.3. This development boundary is largely determined by topography and infrastructural considerations. The consolidation of the village within the proposed line of the bypass to the south and the higher lands to the north would benefit the form and character of the village.

6.4.4. Further development of the village should maintain the integrity of the surrounding Green Belt and the rural character of the village. It is particularly important that development avoids the steep slope to the north of the village and that ribbon development is restricted to the east.

6.4.5. The 2010 Geodirectory records the current housing stock within the village boundary as 29 dwelling units. This is a very low figure and given the potential for future development and the land currently available within the existing development boundary it is estimated that this figure could triple within the lifetime of this plan. This plan proposes that if the infrastructure issues are addressed Ballinhassig could cater for a further 70 units.

6.4.6. This plan recognises that there are serious deficiencies in wastewater infrastructure and so new development in Ballinhassig of the scale outlined above can only proceed on the basis of the provision of satisfactory sewage disposal arrangements. If the planned investment in wastewater treatment infrastructure cannot be delivered, the development potential of Ballinhassig will be limited to a small number of individual houses with their own wastewater treatment facilities because of their cumulative environmental effects.

6.4.7. The valley floor of the Owenboy River is prone to flooding. It is important that any potential for development in this area is adequately assessed to avoid the risk of flooding and to avoid the risk of pollution to the Owenboy River.

6.4.8. The general development objectives for Ballinhassig are set out in the following table:

Objective No.	Development Boundary Objectives
DB-01	<ul style="list-style-type: none"> a. Within the development boundary of Ballinhassig it is an objective to encourage the development of up to 70 additional dwelling units in the period 2010-2020. b. Any one proposal for residential development in Ballinhassig shall not normally be larger than 20-25 housing units.
DB-02	<p>It is an objective that new development;</p> <ul style="list-style-type: none"> a. consolidate and strengthen the existing village core, b. is sympathetic to the scale and character of the village, c. allow for sufficient set back from the main road (R613), which will allow for appropriate footpaths and traffic calming measures, d. respect the views and settings of the village.
DB-03	<p>It is an objective to secure the provision of a Wastewater Treatment Plant to serve the planned levels of growth in the village and that all development connect to this plant.</p> <p>Notwithstanding the scale of growth outlined in objective DB-01 above, in the absence of a public wastewater treatment plant, development shall be limited to individual dwellings. Each dwelling unit shall be served by private individual treatment unit and shall provide a sustainable properly maintained private water supply. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any</p>

Objective No.	<u>Development Boundary Objectives</u>
	cumulative impacts on water quality. Any new dwellings with individual wastewater treatment must make provision for connection to the public system in the future.
DB-04	Development should not occur on the steep slopes to the north of the village which form an important part of the village setting.
DB-05	It is an objective to extend footpaths and public lighting to serve the whole of the village and where practicable, to provide for the under-grounding of utilities.
DB-06	It is an objective to implement traffic calming measures in the village, including measures to prevent inappropriate roadside parking where alternative parking spaces have been provided as part of the development.
DB-07	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.
DB-08	All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD1-4, 1-5 and 1-6.
DB-09	It is an objective to encourage additional retail and community services within the village to coincide with the needs of any future growth

Town Centre Development

6.4.9. A village centre site has also been identified for mixed-use development, which includes the site of the existing creamery.

6.4.10. The specific town centre related zonings for Ballinhassig are set out in the following table:

Objective No.	<u>Specific Zoning Objective</u>	<i>Approx Area (Ha)</i>
T-01	Allow for expansion of village centre - mixed use development including: retail, business and possibly a limited amount of residential.	2.2

Open Space

6.4.11. To the west of the village centre site, a site has been identified which would be suitable for an amenity area/neighbourhood scheme.

6.4.12. The specific open space and agriculture related zonings for Ballinhassig are set out in the following table:

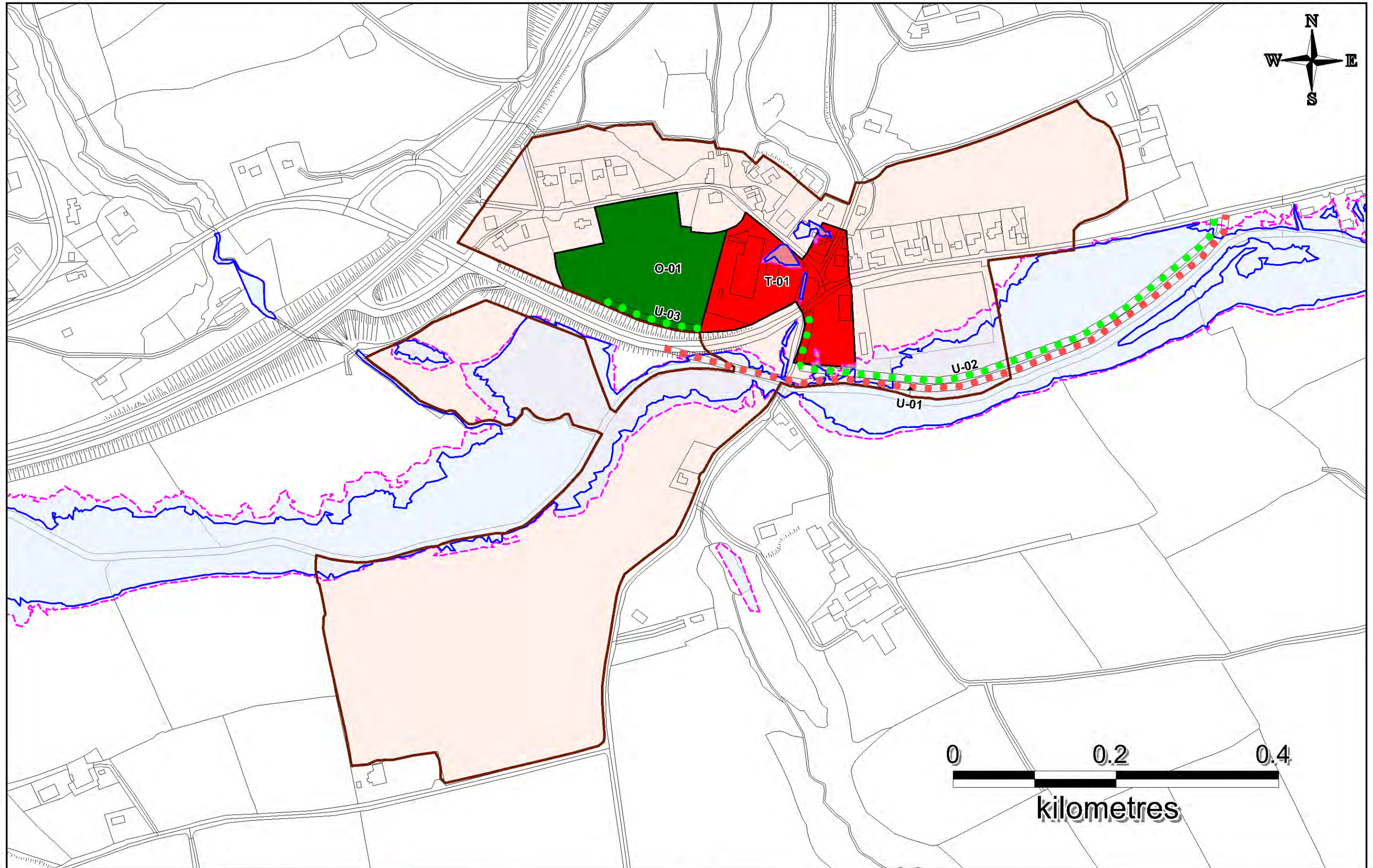
Objective No.	<u>Specific Zoning Objective</u>	<i>Approx Area (Ha)</i>
O-01	Open space for informal public recreation, with provision of neighbourhood scheme.	2.2

Community and Utilities

6.4.13. Further improvements are required to public footpaths and street lighting. The provision of traffic calming measures, along with the proposed by-pass would improve the village environment, by removing large volumes of through traffic including heavy goods vehicles and would also help to improve pedestrian safety in the village.

6.4.14. The following table outlines the community and utility proposals for Ballinhassig:

Objective No.	<u>Specific Zoning Objective</u>	<i>Approx Area (Ha)</i>
U-01	Proposed Bypass	-
U-02	Develop and maintain amenity walk	-
U-03	Develop and maintain amenity walk	-



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

7 Ballygarvan

7.1 VISION AND CONTEXT

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

Strategic Context

7.1.1. In the overall strategy of this Local Area Plan, Ballygarvan is designated as a **village** within Metropolitan Cork. The Cork County Development Plan 2009 outlines the import role of villages in the provision of services and facilities such as primary schools, shops or recreation facilities to significant rural hinterlands.

7.1.2. The village is surrounded by the Metropolitan Green Belt, where it is an objective to preserve the largely undeveloped nature of the lands and to reserve lands generally for agriculture, open space or recreation uses.

Local Context

7.1.3. Ballygarvan is located approximately 10 kilometres south of Cork City, in the Owenabue valley. The lands that surround the village, incorporating a prominent hillside to the north and flat river valley to the south, provide an attractive rural setting.

7.1.4. The existing community facilities are very well located in the heart of the village. More recently, development has focused on the western side of the settlement with the development of a large residential estate of varying sizes and mixed housing types. The metropolitan green belt policies are in effect outside of the village boundary and this has helped in curtailing one-off housing on the approach roads to the village.

7.2 PLANNING CONSIDERATIONS

Population and Housing

7.2.1. In the period 2001 -2010 the population of Ballygarvan has grown considerably. There has been a significant amount of new residential development, most of which is housing estate type development of detached and semi-detached dwellings. Despite this

growth the lands which were zoned specifically for residential development in 2005 have remained undeveloped.

7.2.2. There are no individual census population figures available for Ballygarvan and therefore in the absence of figures it is not possible to establish population trends. However, trends in the housing stock observed from Geo-directory figures would suggest that the population in the village has seen very strong growth in the last ten years with the addition of 143 units to the housing stock in that time.

Village	Dwellings 2001	Dwellings 2005	Dwellings 2010	Dwelling Growth 2001-10
Ballygarvan	28	153	171	143

* All figures are based upon Geodirectory Postal addresses

7.2.3. The majority of housing development occurred in the first half of the last decade with the rate of growth falling to an average of 4 new dwellings per year in the latter half 2006 -2010. Surveys undertaken in 2010 indicate that there are no vacant units in the village and there are currently no significant outstanding planning permissions. This recent development has added to the housing mix of the village.

Infrastructure and Community Facilities

7.2.4. The village is well established and functions as an important service centre for itself and surrounding hinterland. The village has a number of key community facilities including a church, a primary school, a crèche, a garden centre with associated home-ware shop & restaurant, public house and a number of offices (partial occupied). The village had a convenience shop and a hairdressers, which at the time of survey, June 2010, were both closed and the buildings were vacant.

7.2.5. This recent closure of services, namely the local shop, hairdresser and one public house is a strong indication that despite its population growth the village is not performing quite as well as it should. There could be a number of reasons for this namely the current economic downturn and its location at a crossroads on the very busy R613 regional road.

7.2.6. There is one principal road, the R613 running east-west through the village, giving rise to large traffic volumes, including a high proportion of heavy goods vehicles. The village could benefit greatly from passing trade, however the lack of traffic calming measures in the village makes it difficult for people to stop safely and so potential trade is lost.

7.2.7. A route for a future relief road running to the south of the village has been identified and was partially completed in 2005. Unfortunately this is still the situation today. The completion of this relief road will be beneficial to the local economic role of Ballygarvan as the relief road will allow for safer pedestrian use of the village.

7.2.8. Although public lighting and footpaths have improved in the village there is still a requirement for improved pedestrian facilities including footpaths and pedestrian crossings.

7.2.9. The water supply serving the village is from the Inishannon Regional Water Supply Scheme. Although water pressure is low on the more elevated lands, it is considered generally adequate to meet the development demands of the village envisaged in this plan.

7.2.10. There is no public sewer available in the village at present. Recent residential development is served by a private package treatment plant located at the rear of Gleann Rua. Cork County Council's "Assessment of Water Services Needs 2010-2012" states that Ballygarvan requires a new waste water treatment plant and a sewage collection system. However, the funding required to provide for these infrastructure improvements were not included on the Water Services Investment Programme 2010-2012.

7.2.11. In times of heavy rainfall surface water flooding can be a problem in Ballygarvan and therefore attenuation is required. Any future development will require attenuation proposals.

Flooding

7.2.12. Parts of Ballygarvan have been identified as being at risk of flooding. The areas at risk are along the stream flowing 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 One of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

Employment and Economy

7.2.13. As well as the employment provided in the village core (crèche, public house offices etc.) there are a number of very successfully businesses on the periphery of the settlement namely the Ballygarvan Pavilion garden centre and Ballygarvan Stonecraft. As well as this, Ballygarvan is an ideal location for travel to work commuters whihc is due to its close proximity to Cork City and other major settlements such as Carrigaline, Ringaskiddy and Douglas.

Environment and Heritage

Water Quality

7.2.14. The following table summarises information in relation to water quality in the Owenboy River which flows south of the village.

Table 7.2; Environmental Quality of Owenboy River	
Water Management Unit	Lower Lee - Owenboy
Waterbody Code	IE_SW19_1968
Protected Area	Yes
River Status (July 09)	Moderate
River Assessment (River Body)	At risk of not achieving good status
Objective	Restore to good status by 2015
Q value	Moderate

Landscape

7.2.15. In terms of Landscape character type Ballygarvan is identified as Broad Fertile Lowland Valleys. It's character area is designated as Broad Shallow Patchwork Lower Valley. The Landscape value and sensitivity are rated as high and it is regarded as been of county importance.

7.2.16. This landscape type stretches west and east from the environs of Cork City but also includes a smaller area east of Rathcormac. The valleys in these areas are created by the rivers flowing east to west and are surrounded by low well spaced ridges. These shallow and flat valleys wind as they follow the course of the river, rising to the north and south with gentle slopes where the valley is wide but with steeper faced slopes where the valley narrows. Further upstream to the west the broad flatness narrows and winds between low hills.

7.2.17. Landcover comprises highly fertile, regularly shaped fields typically of medium size and with mature broadleaf hedgerows. Agricultural use primarily involves intensive dairying as well as tillage, with farmsteads relatively well screened by the hedgerows.

Scenic landscape and Scenic Routes

7.2.18. The County Development Plan 2009 has not designated an area of scenic landscape or a scenic route in close proximity to Ballygarvan.

Protected Structures

7.2.19. Killanully Church and Glebe house, which are located to the east of the existing village centre, are entered in the Record of Protected Structures. Ballygarvan House, which is situated in an elevated position overlooking the eastern approach to the village and provides a valuable visual amenity for the area.

Table 7.3:Record of Protected Structure Ballygarvan		
RPS No.	Name of Structure	Townland
01273	Killanully Church	Killanully
01280	Glebe House	Killanully

Nature Conservation

7.2.20. There are no nature conservation area designations in close proximity to Ballygarvan.

7.3 PROBLEMS AND OPPORTUNITIES

7.3.1. Ballygarvan's attractive setting and proximity to Cork City has made it a popular location for new development in recent years. It is important that further development maintains the integrity of the surrounding Green Belt and the rural character of the village. Development should avoid the steep slopes to the north and south of the village.

7.3.2. The increase in population that the village has experienced in recent years has put extra demands on the villages' infrastructure and community facilities. It is particularly important that new facilities are encouraged to locate in the village and that where possible, existing facilities are improved. There is a need for the provision of additional traffic calming measures. A new 16 classroom primary school has recently been granted permission and building should commence shortly.

7.3.3. The provision of a new waste water treatment plant and a sewage collection system are not identified on the Water Services Investment Programme 2010-2012 and so this infrastructure deficiency is likely to impact on the development potential of the settlement.

7.3.4. The completion of the relief route to the south of the village will reduce through traffic, improve the environmental quality of the village and enhance pedestrian safety.

7.3.5. The valley floor of the Owenboy River is prone to flooding. It is important that any potential for development within the area is adequately assessed to avoid the risk of flooding and the pollution risk to the river.

7.3.6. The proposed quarry development shall comply with and/or shall be modified by the following: The proposed berms along the western side of the site shall be set back to a line running due south from Glen Cross Roads to the Owenboy River and shall be set back 50 metres from the line of the proposed Ballygarvan by-pass road with a consequent reduction in the proposed extraction area. The precise line of the by-pass road shall be determined on site with the Planning Authority. The lands to the west of the relocated berms shall not be used for overburden storage or other quarry related activities. There shall be no overburden storage or other quarry related activities within 30 metres of the Owenboy River.

7.4 PLANNING PROPOSALS

General Objectives

7.4.1. Ballygarvan's location within metropolitan Cork and its close proximity to Cork City makes it an attractive location for development. Any new development in Ballygarvan will focus on lands which are accessible and close to the village centre.

7.4.2. The village of Ballygarvan has an important role to play in meeting the demand for rural housing outside of the main towns and in an area where both green belt controls apply in Metropolitan Cork. The proposed development boundary is based largely on the boundary established in the 2005 Local Area Plan.

7.4.3. The development strategy envisaged in this plan for Ballygarvan, concentrates on consolidating recent growth, while also allowing for a limited amount of additional appropriate development which is very much dependant on infrastructural improvements. It is important that any future residential development is complimented by improvements to community facilities.

7.4.4. The development boundary for Ballygarvan is largely determined by topography and infrastructural considerations. Further development of the village should maintain the integrity of the surrounding Green Belt and the rural character of the village. It is important that development avoids the steep slope to the north of the village and that ribbon development is restricted to the east and west. In recent years, growth has focused mainly to the west and south of the village centre. During the lifetime of this Local Area Plan, the main focus of development will be to the east of the village centre.

7.4.5. The 2010 Geodirectory records the current housing stock within the village boundary as 171 dwelling units. In an effort to build on the growth that has already occurred in the village in the last

decade and to aid the sustainability and viability of existing and new services in the village, this plan proposes that an additional 45 units be provided in the village over the lifetime of the plan, representing an increase of 25% over the existing supply. This would bring the total housing stock in the village to approximately 214 houses by 2020.

7.4.6. Both the scale and form of development will be very much dependant on retaining the character of the village and improvements to the infrastructure of the village. While there may be opportunities for terraced and infill development in the village core, most development will be in the form of clusters of individual dwellings of varying sizes and types and in this context no one proposal for residential development should be larger than 10 units.

7.4.7. This plan recognises that there are serious deficiencies in wastewater infrastructure and so new development in Ballygarvan of the scale outlined above can only proceed on the basis of the implementation of plans to upgrade the provision of satisfactory sewage disposal arrangements. If the planned investment in wastewater treatment infrastructure cannot be delivered, the development potential of Ballygarvan will be limited to a small number of individual houses with their own wastewater treatment facilities because of the cumulative environmental effects of multiply individual treatment units.

7.4.8. The valley floor of the Owenboy River is prone to flooding. It is important that any potential for development in this area is adequately assessed to avoid the risk of flooding and to avoid the risk of pollution to the Owenboy River.

7.4.9. The general development objectives for Ballygarvan are set out in the following table:

Objective No.	Development Boundary Objectives
DB-01	<ul style="list-style-type: none"> a. Within the development boundary of Ballygarvan it is an objective to encourage the development of up to 45 additional dwelling units in the period 2010-2020. b. Any one proposal for residential development in Ballygarvan shall not normally be larger than 10 housing units.
DB-02	<p>It is an objective that new development;</p> <ul style="list-style-type: none"> a. consolidate and strengthen the existing village core, b. is sympathetic to the scale and character of the village, c. where appropriate, allow for sufficient set back in the building line to accommodate

Objective No.	Development Boundary Objectives
	<p>pedestrian facilities,</p> <ul style="list-style-type: none"> d. respect the views and settings of the village, e. avoid elevated lands to the north and lands which are close to the river and prone to flooding, a. be accompanied by surface water attenuation solutions.
DB-03	<p>It is an objective to secure the provision of a Wastewater Treatment Plant to serve the planned levels of growth in the village and that all development connect to this plant.</p> <p>Notwithstanding the scale of growth outlined in objective DB-01 above, in the absence of a public wastewater treatment plant, development shall be limited to individual dwellings. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality. Any new dwellings with individual wastewater treatment must make provision for connection to the public system in the future.</p>
DB-04	Development should not occur on the steep slopes to the north of the village which form an important part of the villages setting.
DB-05	It is an objective to extend footpaths and public lighting to serve the whole of the village and where practicable, to provide for the under -grounding of utilities.
DB-06	It is an objective to implement traffic calming measures in the village, including measures to prevent inappropriate roadside parking where alternative parking spaces have been provided as part of the development.
DB-07	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.
DB-08	All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment

Objective No.	Development Boundary Objectives
	will be required as described in objectives FD1-4, 1-5 and 1-6.
DB-09	It is an objective to encourage additional retail and community services within the village to coincide with the needs of any future growth.

Special Policy Area

7.4.10. A Special Policy Area has been identified for the lands to the south- east of the village including the South of the existing GAA grounds.

7.4.11. The specific special policy area related zonings for Ballygarvan are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
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

Open Space

7.4.12. The existing sporting facilities within the village should be maintained and protected from future development. A site has been identified south of the village which is deemed appropriate for the development of a village amenity park.

7.4.13. The specific open space and agriculture related zonings for Ballinhassig are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
O-01	Open space with potential to develop and maintain an amenity area.	0.5

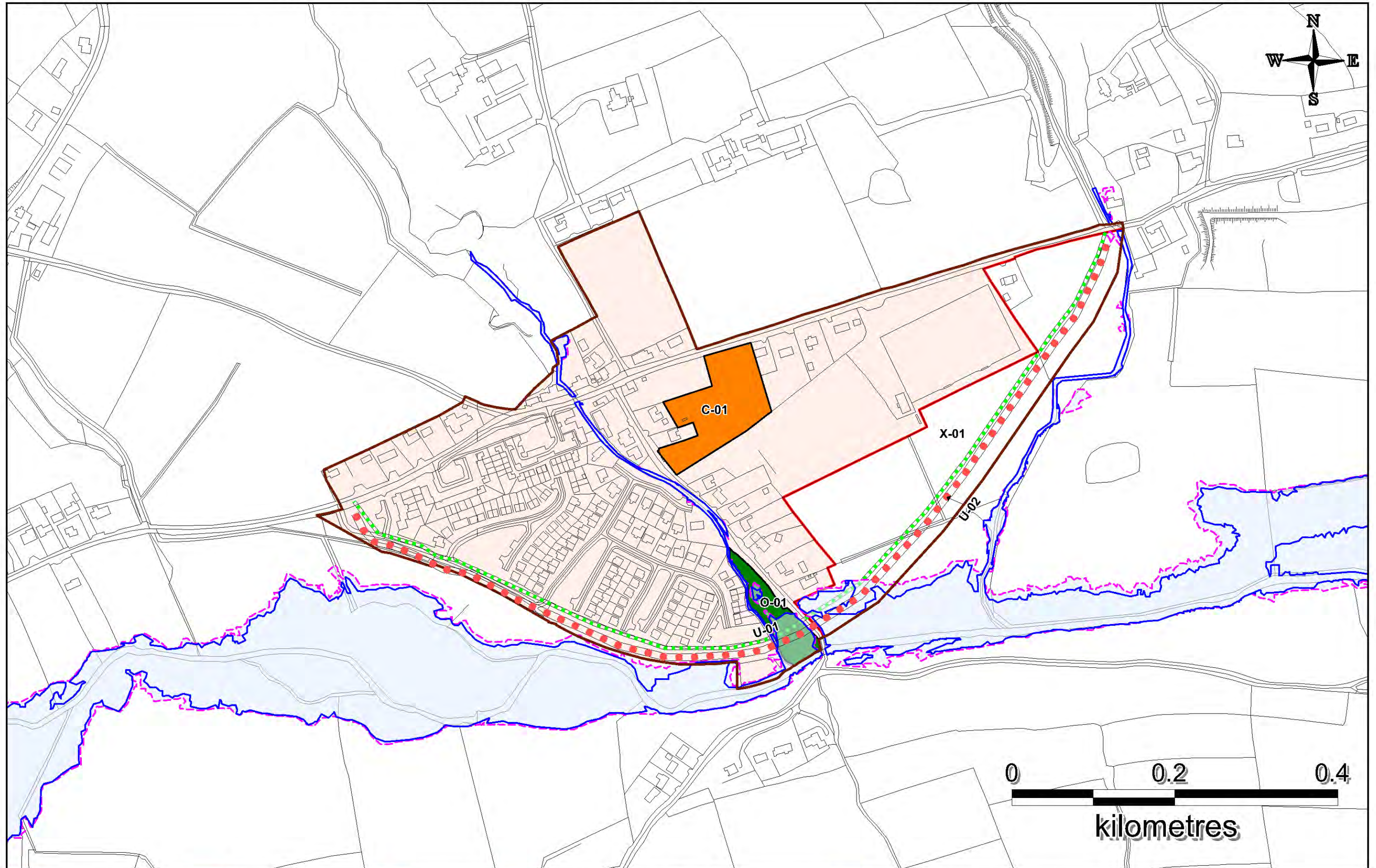
Community and Utilities

7.4.14. Further improvements are required to public footpaths and street lighting. The provision of traffic calming measures, along with the proposed by-pass would improve the village environment, by removing large volumes of traffic including heavy goods vehicles and through traffic and would also help to improve pedestrian safety in the village.

7.4.15. A new 16 classroom co-educational primary school has recently be granted planning permission and the site on which permission was granted has been reserved for educational uses in this Plan.

7.4.16. The following table outlines the community and utility proposals for Ballygarvan:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
C-01	Site for new 16 classroom primary school.	1.1
U-01	Develop and maintain pedestrian walk.	-
U-02	Proposed bypass	-



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

8 Minane Bridge

8.1 VISION AND CONTEXT

The strategic aims for Minane Bridge are to promote sympathetic development in tandem with the provision of services and to promote the development and regeneration of the village core.

Strategic Context

8.1.1. In the overall strategy of this Local Area Plan, Minane Bridge is designated as a **village** within Metropolitan Cork. The Cork County Development Plan 2009 outlines the important role of villages in the provision of services and facilities such as primary schools, shops or recreation facilities to significant rural hinterlands.

8.1.2. The village is surrounded by a large rural hinterland, which forms part of the Rural Housing Control Zone (RHCZ) as designated in the 2009 CDP. The purpose of the Rural Housing Control Zone is primarily to restrict individual urban-generated houses and protect the character of rural areas. This restriction is relaxed in principle for local rural housing needs.

Local Context

8.1.3. Minane Bridge is located approximately 7 kilometres south of Carrigaline, on the main route to the coastal resorts of Robert's Cove, Ringabella and Rocky Bay

8.1.4. The village is situated within an area comprising considerable natural and scenic amenities. Ringabella Creek is designated as part of an extensive area of scenic landscape, while Minane Bridge Marsh, located immediately to the south of the village, is a proposed Natural Heritage Area.

8.1.5. Despite its metropolitan location, Minane Bridge has a very rural feel to it and the primary economic activities in the area are agricultural related. There has been moderate development in the village in recent years and the rural housing controls have helped in the curtailment of one-off housing on the approach roads to the village.

8.2 PLANNING CONSIDERATIONS

Population and Housing

8.2.1. In the period 2001 -2010 the population of Minane Bridge has experienced a moderate amount of growth. This population growth is

reflected in new residential development, most of which is housing estate type development of terraced and semi-detached dwellings. The majority of land which is located in close proximity to the village centre has either been developed or has an existing planning permission.

8.2.2. There are no individual census population figures available for Minane Bridge and therefore in the absence of figures it is not possible to establish population trends. However, trends in the housing stock observed from Geo-directory figures would suggest that the population in the village has seen moderate growth in the last ten years with the addition of 50 units to the housing stock in that time.

Village	Dwellings 2001	Dwellings 2005	Dwellings 2010	Dwelling Growth 2001-10
Minane Bridge	8	10	58	50

* All figures are based upon Geodirectory Postal addresses

8.2.3. The majority of housing development occurred in the second half of the last decade with the rate of growth at almost 10 new dwellings per annum. Surveys undertaken in 2010 indicate that there are 3 vacant units in the village and there is currently outstanding planning permission granted for 8 new dwellings. This recent development has added to the housing mix of the village

Infrastructure and Community Facilities

8.2.4. Minane Bridge functions as an important service centre for its self and surrounding hinterland. It has a number of important services including a shop, primary school, church, public houses and GAA grounds (located outside the development boundary). A weekly public bus service operates between the village and Cork City

8.2.5. Minane Bridge is situated on a local road and is in close proximity to the Regional road R611 to Carrigaline. The current road access to the village is considered adequate at present, but is not suitable for large volumes of traffic which can particularly affect the area during the summer months. The further provision of footpaths and public lighting is required and the village itself is not pedestrian friendly.

8.2.6. The Minane Bridge water supply is situated in Springhill townland just north of the village. This public water supply is considered adequate to cater for existing development, however further development in the village is constrained by supply, storage and treatment difficulties. Therefore any further development will require an upgrade to the existing water supply or a new source of water supply. The need for an upgrade to this water supply is not stated on Cork County Council's "Assessment of Water Services Needs 2010-2012"

and therefore Minane Bridge water supply is not included on the Water Services Investment Programme 2010-2012.

8.2.7. There is no public sewer in the village at present. Cork County Council's "Assessment of Water Services Needs 2010-2012" states that Minane Bridge requires a new waste water treatment plant and a sewage collection system. However, the funding required to provide for these infrastructure improvements were not included on the Water Services Investment Programme 2010-2012.

8.2.8. In times of heavy rainfall surface water flooding can be a problem in Minane Bridge and therefore attenuation is required. Any future development will require attenuation proposals.

Flooding

8.2.9. Parts of Minane Bridge have been identified as being at risk of flooding. The areas at risk are along the stream flowing 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 One of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

Environment and Heritage

Water Quality

8.2.10. The following table summarises information in relation to water quality in the Minane River which flows south of the village.

Water Management Unit	Bandon Stick
Waterbody Code	IE_SW_20_2166
Protected Area	Yes
River Status	Poor ecological status
River Assessment (River Body)	At risk of not achieving good status
Objective	Restore to good status by 2021
Q value	Poor

Landscape

8.2.11. In terms of landscape character type Minane Bridge is identified as Indented Estuarine Coast. It's character area is designated as Incised Patchwork and Wooded Estuary with Mudflats and Islands. The Landscape value and sensitivity are rated as very high and it is regarded as been of national importance.

8.2.12. The indented estuarine coast landscape type stretches from Baltimore in the west to Crosshaven on the mouth of Cork Harbour, in the east. This landscape comprises gently undulating topography incised by shallow river estuaries or 'drowned' valleys formed by glacial activity. The shoreline comprises low but steep cliffs of purple mudstone and siltstone to the south forming promontories and sandstone immediately to the north and inland which rise and fall with the topography, and stony or sandy beaches.

8.2.13. 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.

Scenic landscape and Scenic Routes

8.2.14. A large area of land adjacent to Minane Bridge is identified as scenic landscape in the County Development Plan 2009. This area stretches from the Owenabue Estuary through Crosshaven and bays and onto Ringabella. This area is considered scenic due to its many wonderful views of Cork Harbour.

8.2.15. The County Development Plan 2009 has not designated a scenic route in close proximity to Minane Bridge

Protected Structures

8.2.16. There are two buildings or other structures entered in the initial Record of Protected Structures, namely Minane Bridge itself and Knocknamanagh school

RPS No.	Name of Structure	Townland
00661	Minane Bridge	Minane/Laharran
00662	Knocknamanagh school	Knocknamanagh

Nature Conservation

8.2.17. It is also important that the landscape setting of the village is adequately protected. This can be achieved, by avoiding development on the steep slope to the north, and within the vicinity of the Minane Bridge Marsh (pNHA 1966) and Ringabella Creek.

8.3 PROBLEMS AND OPPORTUNITIES

8.3.1. Minane Bridges' rural setting and proximity to Carrigaline and to Cork City makes it an attractive location for development. However the village's rural character has to be protected from insensitive large-scale development.

8.3.2. The village itself would benefit by containing development within the envelope of a development boundary and from some regeneration in a number of important locations. In particular an improved village centre, with an enhanced streetscape and with provision for improved street lighting, public footpaths and street furniture would be desirable.

8.3.3. The provision of a new waste water treatment plant and the required upgrade to the existing water supply are not identified on the Water Services Investment Programme 2010-2012 and so these infrastructure deficiencies are likely to impact on the future development potential of the settlement.

8.3.4. The increase in population that the village has experienced in recent years has put extra demands on the villages' community facilities. It is particularly important that new facilities are encouraged to locate in the village and that where possible, existing facilities are improved. There is a need for the provision of additional traffic calming measures which are necessary to create a more pedestrian friendly environment.

8.4 PLANNING PROPOSALS

General Objectives

8.4.1. Minane Bridge's location within metropolitan Cork and its close proximity to Cork City makes it an attractive location for development. Any new development in Minane Bridge will focus on lands which are accessible and close to the village centre.

8.4.2. The village of Minane Bridge has an important role to play in meeting the demand for rural housing outside of the main towns and in an area where rural housing controls apply in Metropolitan Cork. The proposed development boundary is based largely on the boundary established in the 2005 Local Area Plan.

8.4.3. The development strategy envisaged in this plan for Minane Bridge, concentrates on consolidating recent growth, while also allowing for a limited amount of additional appropriate development which is very much dependant on infrastructural improvements. It is important that any future residential development is complimented by improvements to community facilities.

8.4.4. The development boundary for Minane Bridge is largely determined by topography and infrastructural considerations. The extreme groundwater vulnerability areas cover the hill slopes directly north of the village and therefore development there should be generally avoided. This land is relatively steep and is the existing groundwater protection area of the Minane Bridge water supply.

8.4.5. Further development of the village should maintain the integrity of the surrounding Rural Housing Control Zone and the rural character of the village. During the life of this plan, development will focus mainly on the redevelopment of the village centre, and on the low-lying lands to the south of the village. The scale and form of development will be very much dependant on improvements to the village infrastructure.

8.4.6. The 2010 Geodirectory records the current housing stock within the village boundary as 58 dwelling units. In an effort to build on the growth that has already occurred in the village in the last decade and to aid the sustainability and viability of existing services in the village, this plan proposes that an additional 20 units be provided in the village over the lifetime of the plan, representing an increase of 38% over the existing supply. This would bring the total housing stock in the village to approximately 78 houses by 2020.

8.4.7. Both the scale and form of development will be very much dependant on retaining the character of the village and improvements to the infrastructure of the village. While there may be opportunities for terraced and in-fill development in the village core, most development will be in the form of clusters of individual dwellings of varying sizes and types and in this context no one proposal for residential development should be larger than 5 units.

8.4.8. This plan recognises that any new development is dependent on the implementation of plans to upgrade the provision of satisfactory water supply and sewage disposal arrangements. If the planned investment in water supply and wastewater treatment infrastructure cannot be delivered, the development potential of Minane Bridge will be limited to a small number of individual houses with their own wastewater treatment facilities because of their cumulative environmental effects.

8.4.9. The general development objectives for Minane Brige are set out in the following table:

Objective No.	Development Boundary Objectives
DB-01	<p>a. Within the development boundary of Ballygarvan it is an objective to encourage the development of up to 20 additional dwelling units in the period 2010-2020.</p> <p>b. Any one proposal for residential development in Minane Bridge shall not normally be larger than 5 housing units.</p>
DB-02	<p>It is an objective that new development;</p> <p>a. consolidate and strengthen the existing village core,</p> <p>b. is sympathetic to the scale and character of the village,</p> <p>c. where appropriate, allow for sufficient set back in the building line to accommodate pedestrian facilities,</p> <p>d. respect the views and settings of the village,</p> <p>e. avoid lands to the north which are an existing groundwater protection area,</p> <p>b. be accompanied by surface water attenuation solutions.</p>
DB-03	<p>It is an objective to secure the provision of a Wastewater Treatment Plant to serve the planned levels of growth in the village and that all development connect to this plant.</p> <p>Notwithstanding the scale of growth outlined in objective DB-01 above, in the absence of a public wastewater treatment plant, development shall be limited to individual dwellings. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality. Any new dwellings with individual wastewater treatment must make provision for connection to the public system in the future.</p>
DB-04	Development should not occur on the steep slopes to the north of the village which is an existing groundwater protection area.
DB-05	It is an objective to extend footpaths and public lighting to serve the whole of the village and where practicable, to provide for the under-grounding of utilities.
DB-06	It is an objective to implement traffic calming

Objective No.	Development Boundary Objectives
	measures in the village, including measures to prevent inappropriate roadside parking.
DB-07	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.
DB-08	All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD1-4, 1-5 and 1-6.
DB-09	It is an objective to encourage additional retail and community services within the village to coincide with the needs of any future growth

Town Centre Development

8.4.10. A town centre site has been identified for mixed-use development, which includes the existing unused Dairygold site. It is proposed that this site could provide some local employment services which could benefit the local community and its surrounding hinterland.

8.4.11. The specific town centre related zonings for Minane Bridge are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
T-01	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.	0.6

Open Space

8.4.12. The existing sporting and community facilities associated with the village should be maintained and protected from future development. Two pockets of land have been identified as open space which should be protected and maintained as they are important to the visual setting of the village

8.4.13. The specific open space and agriculture related zonings for Minane Bridge are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
O-01	Protect the visual setting of the village and in particular the Minane Bridge itself	0.1
O-02	Protect this mature woodland area which is important to the visual setting of the village.	0.2

Community and Utilities

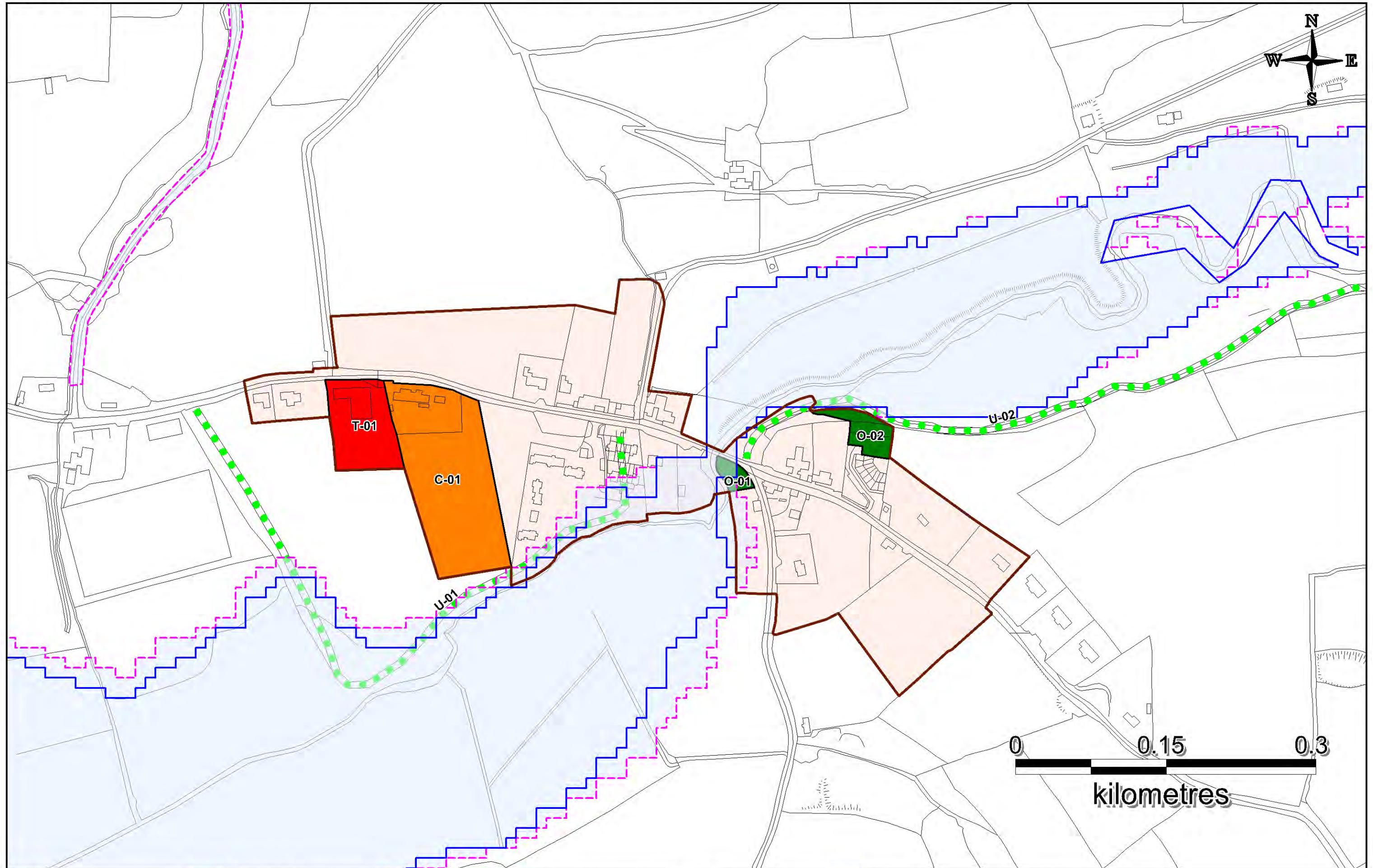
8.4.14. Minane Bridge has an eight classroom co-educational primary school which currently caters for 127 children. To meet the future educational needs of the settlement, it is an objective of this plan to retain the lands directly behind the existing primary school for educational purposes.

8.4.15. Further improvements are required to public footpaths and street lighting. The provision of traffic calming measures will help to improve pedestrian safety in the village.

8.4.16. It is proposed to maintain existing amenity walk along the river and adjacent to O-02 and to develop a new amenity walk south of the village which connects to the existing GAA pitch, west of the development boundary.

8.4.17. The following table outlines the community and utility proposals for Minane Bridge:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
C-01	Existing school, including an area to allow for the expansion of the school.	1.6
U-01	Develop and maintain amenity walk which connects to the existing GAA grounds.	-
U-02	Maintain existing amenity walk.	-



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

9 Waterfall

9.1 VISION AND CONTEXT

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

Strategic Context

9.1.1. In the overall strategy of this Local Area Plan, Waterfall is designated as a **village** within Metropolitan Cork. The Cork County Development Plan 2009 outlines the import role of villages in the provision of services and facilities such as primary schools, shops or recreation facilities to significant rural hinterlands.

9.1.2. The village is surrounded by the Metropolitan Green Belt, where it is an objective to preserve the largely undeveloped nature of the lands and to reserve lands generally for agriculture, open space or recreation uses. The prominent hillside to the north of the village overlooking Cork City, being particularly susceptible to development pressures.

Local Context

9.1.3. Waterfall village is located to the south-west of Cork City, just over one kilometre from the City boundary. Historically the village developed around the first rail station on the West Cork rail line. The village itself is heavily reliant on neighbouring settlements for essential services and facilities.

9.1.4. Development has focused on the north and eastern side of the settlement with the development of a residential estate of large detached houses. The metropolitan green belt policies are in effect outside of the village boundary and this has helped in curtailing one-off housing development.

9.2 PLANNING CONSIDERATIONS

Population and Housing

9.2.1. In the period 2001 -2010 the population of Waterfall has grown considerably. There has been a significant amount of new residential development, most of which is detached estate type development.

9.2.2. There are no individual census population figures available for Waterfall and therefore in the absence of figures it is not possible to establish population trends. However, trends in the housing stock observed from Geo-directory figures would suggest that the population in the village has seen very strong growth in the last ten years with the addition of 60 units to the housing stock in that time.

Village	Dwellings 2001	Dwellings 2005	Dwellings 2010	Dwelling Growth 2001-10
Waterfall	28	83	88	60

* All figures are based upon Geodirectory Postal addresses

9.2.3. The majority of housing development occurred in the first half of the last decade with the rate of growth falling to an average of 1 new dwellings per year in the latter half 2006 -2010. Surveys undertaken in 2010 indicate that there are no vacant units in the village and there are currently no significant outstanding planning permissions.

Infrastructure and Community Facilities

9.2.4. Due to its close proximity to Cork City and Ballincollig, Waterfall does not have a very wide range of services and facilities. The core of the village is centred on the public house. A single football field exists on the city side of the village core, to the north of the development boundary. The nearest church and primary school are located in Ballynora, which is 2km to the west of the village.

9.2.5. To the north of the village there are a large number of individual houses, stretching along both sides of the road extending towards Bishopstown.

9.2.6. Waterfall is situated on a local road which runs south of the N25 and west of the N71. Some road improvements connecting Waterfall to the western suburbs of the City are desirable; in particular surface improvements are required. Public footpaths and lighting within the village need to be further developed, and some traffic calming measures may also be necessary.

9.2.7. Since the adoption of the 2005 Local Area Plan a new water supply scheme has been completed in Waterfall. A new supply main and distribution pipe have been provided and the reservoir capacity has been increased. The current water supply to the village is now adequate to meet the needs of existing development and some future development.

9.2.8. There is no public sewer in the village at present. The existing residential development is presently served by its own separate

private treatment unit, however the County Council recognises that future development in the village will require the provision of a new collection system and waste water treatment plant. Due to funding restrictions these necessary improvements are not identified on the Water Services Investment Programme 2010-2012 and so these infrastructure deficiencies are likely to impact on the future development potential of the settlement.

9.2.9. In times of heavy rainfall surface water flooding can be a problem in Waterfall and therefore attenuation is required. Any future development will require attenuation proposals.

Flooding

9.2.10. Parts of Waterfall have been identified as being at risk of flooding. The areas at risk are along the stream flowing 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 One of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

Environment and Heritage

Water Quality

9.2.11. The following table summarises information in relation to water quality in the Curraheen River which flows west of the village.

Water Management Unit	Lower Lee /Owenboy
Waterbody Code	IE_SW_19_1536
Protected Area	Yes
River Status	Poor
River Assessment (River Body)	Probably at risk of not achieving good status
Objective	Restore to good status by 2015
Q value	N/A

Landscape

9.2.12. In terms of Landscape character type Waterfall is identified as Broad Fertile Lowland Valleys. It's character area is designated as Broad Shallow Patchwork Lower Valley. The Landscape value and sensitivity are rated as high and it is regarded as been of county importance.

9.2.13. This landscape type stretches west and east from the environs of Cork City but also includes a smaller area east of Rathcormac. The valleys in these areas are created by the rivers flowing east to west and are surrounded by low well spaced ridges. These shallow and flat valleys wind as they follow the course of the river, rising to the north and south with gentle slopes where the valley is wide but with steeper faced slopes where the valley narrows. Further upstream to the west the broad flatness narrows and winds between low hills.

9.2.14. Landcover comprises highly fertile, regularly shaped fields typically of medium size and with mature broadleaf hedgerows. Agricultural use primarily involves intensive dairying as well as tillage, with farmsteads relatively well screened by the hedgerows.

Scenic landscape and Scenic Routes

9.2.15. The County Development Plan 2009 has not designated an area of scenic landscape or a scenic route in close proximity to Waterfall.

Protected Structures

9.2.16. There are no buildings or structures entered on the Record of Protected Structures for Waterfall.

Nature Conservation

9.2.17. There are no nature conservation area designations in close proximity to Waterfall.

9.3 PROBLEMS AND OPPORTUNITIES

9.3.1. Waterfall's attractive rural setting and proximity to Cork City have made it a popular location for new development in recent years. The loss of the village's rural character resulting from ribbon development and insensitive large-scale housing layouts could seriously undermine the attractiveness of the village and the wider rural area.

9.3.2. It is important that further development maintains the integrity of the surrounding Green Belt and the rural character of the village,

particularly by avoiding the steep slope to the north of the village, which forms an important part of the setting of Cork City and provides a strategic gap between the City and the village.

9.3.3. The provision of a new waste water treatment plant is not identified on the Water Services Investment Programme 2010-2012 and so this is likely to impact on the future development potential of the settlement.

9.3.4. Waterfall has a very obvious deficit in community, social and retail facilities. It is heavily reliant on neighbouring settlements, namely Ballynora, Ballincollig and Bishopstown for essential services such as education and retail. It is particularly important that the provision of appropriate social facilities are encouraged to locate in the village to serve the existing community.

9.3.5. Improvements to the road structure are required. There is a need for the provision of additional traffic calming measures which are necessary to create a more pedestrian friendly environment. An improved village centre, with an enhanced streetscape and with provision for improved street lighting, public footpaths and street furniture would be desirable.

9.4 PLANNING PROPOSALS

General Objectives

9.4.1. The proximity of Waterfall to Cork City makes it an attractive location for development. Any new development in Waterfall will focus on lands which are accessible and close to the village centre.

9.4.2. The village of Waterfall has an important role to play in meeting the demand for rural housing outside of the main towns and in an area where both green belt controls apply in Metropolitan Cork. The proposed development boundary is based largely on the boundary established in the 2005 Local Area Plan.

9.4.3. The development strategy envisaged in this plan for Waterfall, concentrates on consolidating recent growth, while also allowing for a limited amount of additional appropriate development which is very much dependant on infrastructural improvements. It is important that any future residential development is complimented by improvements to community facilities.

9.4.4. The development boundary for Ballygarvan is largely determined by topography and infrastructural considerations. Further development of the village should maintain the integrity of the surrounding Green Belt. During the life of this plan, development will focus mainly on the redevelopment of the village centre on undeveloped lands within the existing development boundary and in close proximity to the existing public house. The scale and form of

development will be very much dependant on improvements to the village infrastructure.

9.4.5. Some small scale residential development would be appropriate in Waterfall, however, the focus should be on developing a village core which could provide for some essential services that are currently absent in the settlement. The 2010 Geodirectory records the current housing stock within the village boundary as 88 dwelling units. In an effort to build on the growth that has already occurred in the village in the last decade and to aid the sustainability and viability of existing and new services in the village, this plan proposes that an additional 22 units be provided in the village over the lifetime of the plan, representing an increase of 25% over the existing supply. This would bring the total housing stock in the village to approximately 110 houses by 2020.

9.4.6. Both the scale and form of development will be very much dependant on retaining the character of the village and improvements to the infrastructure of the village. While there may be opportunities for terraced and infill development in the village core, most development will be in the form of clusters of individual dwellings of varying sizes and types and in this context no one proposal for residential development should be larger than 8 dwelling units.

9.4.7. This plan recognises that there are serious deficiencies in wastewater infrastructure and so new development in Waterfall of the scale outlined above can only proceed on the basis of the implementation of plans to upgrade the provision of satisfactory sewage disposal arrangements. If the planned investment in wastewater treatment infrastructure cannot be delivered, the development potential of Waterfall will be limited to a small number of individual houses with their own individual wastewater treatment facilities because of their cumulative environmental effects.

9.4.8. There will be a requirement to accommodate additional retail and services uses as well as improved community facilities which will benefit the population growth experienced in the settlement in recent years.

9.4.9. The provision and extension of footpaths and public lighting and the implementation of some traffic calming measures will create a more attractive and safer village centre for pedestrians.

9.4.10. The general development objectives for Waterfall are set out in the following table:

Objective No.	<u>Development Boundary Objectives</u>
DB-01	a. Within the development boundary of Waterfall it is an objective to encourage the development of up to 22 additional dwelling units in the period 2010-2020. b. Any one proposal for residential

Objective No.	Development Boundary Objectives
	development in Waterfall shall not normally be larger than 8 dwelling units.
DB-02	<p>It is an objective that new development;</p> <ol style="list-style-type: none"> consolidate and strengthen the existing village core, is sympathetic to the scale and character of the village, where appropriate, allow for sufficient set back in the building line to accommodate pedestrian facilities, respect the views and settings of the village, avoid the steep slope to the north of the settlement, which forms an important part of the setting of Cork City and provides a strategic gap between the City and village. be accompanied by surface water attenuation solutions.
DB-03	<p>It is an objective to secure the provision of a Wastewater Treatment Plant to serve the planned levels of growth in the village and that all development connect to this plant.</p> <p>Notwithstanding the scale of growth outlined in objective DB-01 above, in the absence of a public wastewater treatment plant, development shall be limited to individual dwellings. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality. Any new dwellings with individual wastewater treatment must make provision for connection to the public system in the future.</p>
DB-04	Development should not occur on the steep slopes to the north of the village which forms an important part of the village setting.
DB-05	It is an objective to extend footpaths and public lighting to serve the whole of the village and where practicable, to provide for the undergrounding of utilities.
DB-06	It is an objective to 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.

Objective No.	Development Boundary Objectives
DB-07	It is an objective to encourage the provision of improved and new community facilities including a village park and playground.
DB-08	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.
DB-09	All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD1-4, 1-5 and 1-6.
DB-10	It is an objective to encourage additional retail services within the village to coincide with the needs of any future growth.

Town Centre Development

9.4.11. A town centre site has been identified for mixed-use development, which includes the existing public house. It is proposed that this site could provide some local employment services which could benefit the local community. This site could also incorporate a village park or green area with an associated playground and appropriate seating.

9.4.12. The specific town centre related zonings for Waterfall are set out in the following table:

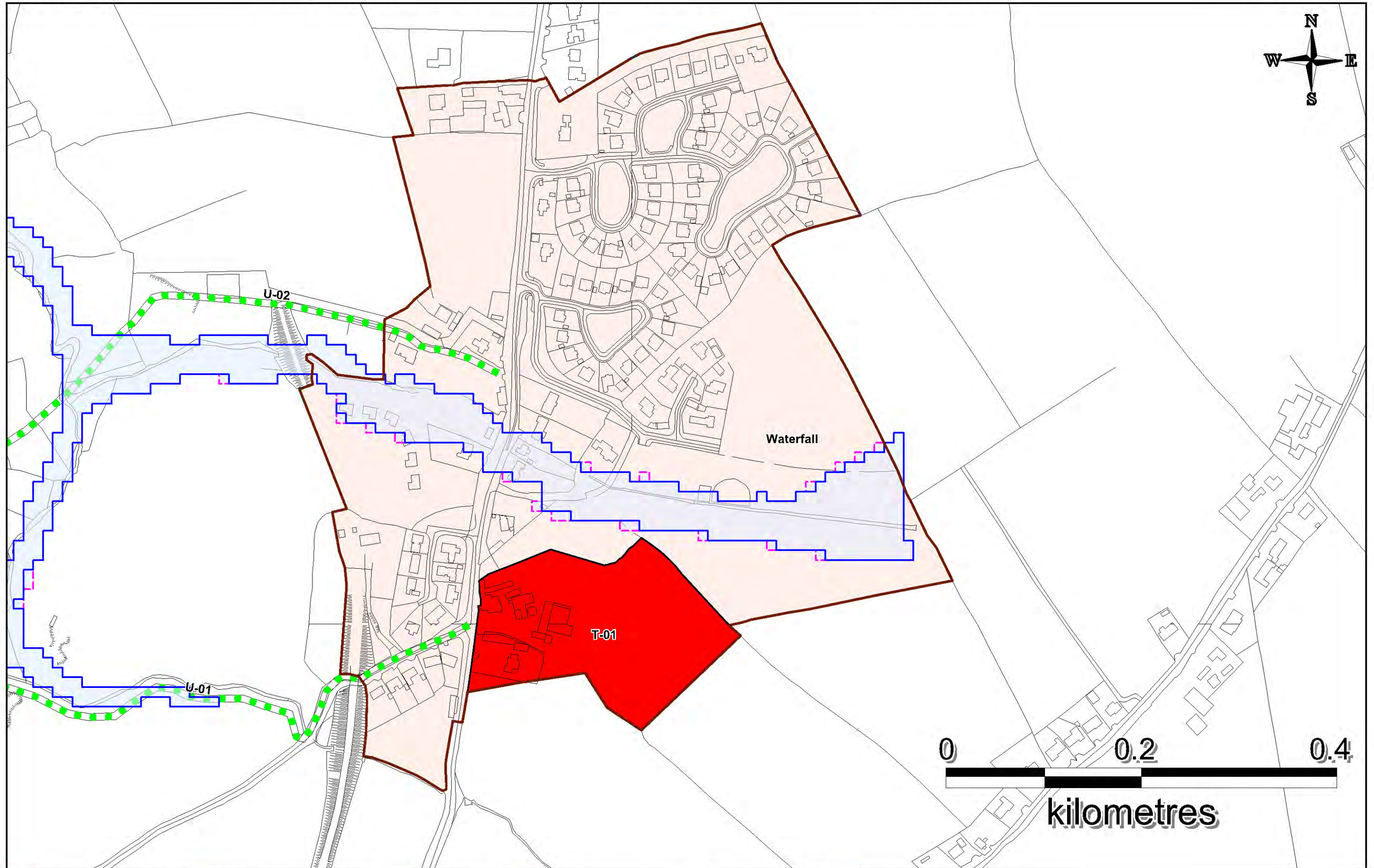
Objective No.	Specific Zoning Objective	Approx Area (Ha)
T-01	Village centre type uses including; small scale retail i.e. local shop, service and possibly incorporating housing perhaps above ground floor level. Potential also for an appropriate sized village park with appropriate facilities such as a playground and public seating. Any future development should reflect the scale and character of the surrounding existing built up residential area.	3.3

Community and Utilities

9.4.13. It is proposed to develop and maintain a loop amenity walk which will connect Waterfall to Ballynora.

9.4.14. The following table outlines the community and utility proposals for Waterfall:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
U-01	Develop and maintain amenity walk connecting Waterfall and Ballynora.	-



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

VILLAGE NUCLEUS

Fivemilebridge

10 Fivemilebridge

10.1 VISION AND CONTEXT

The strategic aims for this village nucleus are to consolidate its role as an important local service centre and promote small-scale expansion to sustain existing local services and facilities.

Strategic Context

10.1.1. In the overall strategy of this Local Area Plan, Fivemilebridge is designated as a **village nucleus**, located within Metropolitan Cork as designated in the 2009 County Development plan.

10.1.2. The settlement is located at the edge of the Metropolitan Green Belt, where it is an objective to preserve the largely undeveloped nature of the lands and to reserve lands generally for agriculture, open space or recreation uses. Immediately south of the existing village is designated as Rural Housing Control Zone, where it is an objective generally to restrict individual urban-generated houses.

Local Context

10.1.3. Fivemilebridge is located within the Owenabue Valley, approximately 11 kilometres south of Cork City. The largely undeveloped lands that surround the area, incorporating a prominent hillside to the north and flat river valley to the south, provide an attractive rural setting.

10.1.4. The settlement is located at a crossroads adjacent to two regional roads the R600 Cork to Kinsale road and the R613 Ballinhassig to Carrigaline road. The village core is located around this crossroads at the southern end of the settlement where the majority of existing development is situated. Development in recent years has taken the form of individual houses on the southern side of the village.

10.2 PLANNING CONSIDERATIONS

Population and Housing

10.2.1. The village contains a number of individual detached houses of varying sizes which were probably developed as a response to the strict housing controls (Metropolitan Greenbelt and Rural Housing

Control Zone) which apply to the surrounding rural hinterland. All of these units have been developed on serviced sites.

10.2.2. There are no individual census population figures available for Fivemilebridge and therefore in the absence of figures it is not possible to establish population trends. However, trends in the housing stock observed from Geo-directory figures would suggest that the population in the village has seen very little growth in the last ten years with the addition of 10 units to the housing stock in that time.

Village Nucleus	Dwellings 2001	Dwellings 2005	Dwellings 2010	Dwelling Growth 2001-10
Fivemilebridge	19	29	29	10

* All figures are based upon Geodirectory Postal addresses

10.2.3. This settlement has no issue in relation to vacancy and there are no substantial permissions outstanding for housing developments that have not yet been constructed.

Infrastructure and Community Facilities

10.2.4. Existing development in Fivemilebridge consists of a number of individual houses, a public house, and a petrol station. The area is served by public transport, with daily bus services operating between Kinsale and Cork City.

10.2.5. With regard to community and social facilities, Fivemilebridge is very much dependent upon neighbouring settlements such as Ballygarvan, Ballinhassig and Carrigaline.

10.2.6. Given its location on the crossroads of two regional roads, Fivemilebridge is a busy junction, with large traffic volumes. There is a long-term proposal to construct a bypass and a corridor has been reserved to accommodate this to the south of the village.

10.2.7. The current water supply is from the Inishannon Water Supply Scheme. Although water pressure is restricted in some areas of higher elevation, it is generally considered adequate to meet the development demands included in this plan.

10.2.8. There is no public sewer currently available in Fivemilebridge and any recent development has been serviced privately.

Flooding

10.2.9. Parts Fivemilebridge have been identified as being at risk of flooding. The areas at risk are along the stream flowing 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 One of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

Environment

10.2.10. The following table summarises information in relation to water quality in the Owenboy River which flows south of the village.

Water Management Unit	Lower Lee - Owenboy
Waterbody Code	IE_SW19_1968
Protected Area	Yes
River Status (July 09)	Moderate
River Assessment (River Body)	At risk of not achieving good status.
Objective	Restore to good status by 2015.
Q value	Moderate

Landscape

10.2.11. In terms of Landscape character type Fivemilebridge is identified as Broad Fertile Lowland Valleys. It's character area is designated as Broad Shallow Patchwork Lower Valley. The Landscape value and sensitivity are rated as high and it is regarded as been of county importance.

10.2.12. This landscape type stretches west and east from the environs of Cork City but also includes a smaller area east of Rathcormac. The valleys in these areas are created by the rivers flowing east to west and are surrounded by low well spaced ridges. These shallow and flat valleys wind as they follow the course of the river, rising to the north and south with gentle slopes where the valley is wide but with steeper faced slopes where the valley narrows. Further upstream to the west the broad flatness narrows and winds between low hills.

10.2.13. Landcover comprises highly fertile, regularly shaped fields typically of medium size and with mature broadleaf hedgerows.

Agricultural use primarily involves intensive dairying as well as tillage, with farmsteads relatively well screened by the hedgerows.

Scenic landscape and Scenic Routes

10.2.14. The County Development Plan 2009 has not designated an area of scenic landscape or a scenic route in close proximity to Fivemilebridge.

Protected Structures

10.2.15. There are no buildings or structures entered on the Record of Protected Structures for Fivemilebridge.

Nature Conservation

10.2.16. There are no nature conservation area designations in close proximity to Fivemilebridge.

10.3 PROBLEMS AND OPPORTUNITIES

10.3.1. Fivemilebridges' proximity and accessibility to Cork City makes it attractive for development. However infrastructural and topographical constraints limit the area to small-scale development.

10.3.2. It is important that future development maintains the integrity of the surrounding Green Belt and that the rural character of the area is not undermined by insensitive large-scale development.

10.3.3. Traffic calming measures, improved public transport services and the proposed by-pass / relief road to the south, will improve the environmental quality of the village nucleus and help ease traffic congestion at the junction.

10.4 PLANNING PROPOSALS

General Objectives

10.4.1. The development boundary identified in the 2005 Local Area Plan, and the largely undeveloped lands within it are retained in this Plan. The development boundary for Fivemilebridge includes steep and elevated hillsides to the north of the R613 and low lying lands to the south. The lack of wastewater infrastructure limits the area to small-scale development subject to satisfactory servicing, access, design and landscaping, particularly on the more elevated lands.

10.4.2. Having regard to the existing scale of the village and the lack of appropriate wastewater facilities, this plan proposes that an additional 10 units be provided in the village over the lifetime of the plan, which is a similar level of growth as has occurred in the previous ten years. This would bring the total housing stock in the village to

approximately 39 houses by 2020. While there may be opportunities for infill development in the village centre, most development will be in the form of individual dwellings/ serviced sites and in this context no one proposal for residential development should be larger than 5 units

10.4.3. It is important that any new development in Fivemilebridge maintains the integrity of the surrounding landscape and the rural character of the settlement, particularly by ensuring that new development on the hillside is of an appropriate design, provides for additional landscaping and will not visually dominate the wider landscape.

10.4.4. Given the lack of adequate mains wastewater treatment facilities and the timespan within which this deficiency is likely to be resolved, future development will need to provide its own individual on-site wastewater treatment facilities.

10.4.5. The general development objectives for Fivemilebridge are set out in the following table:

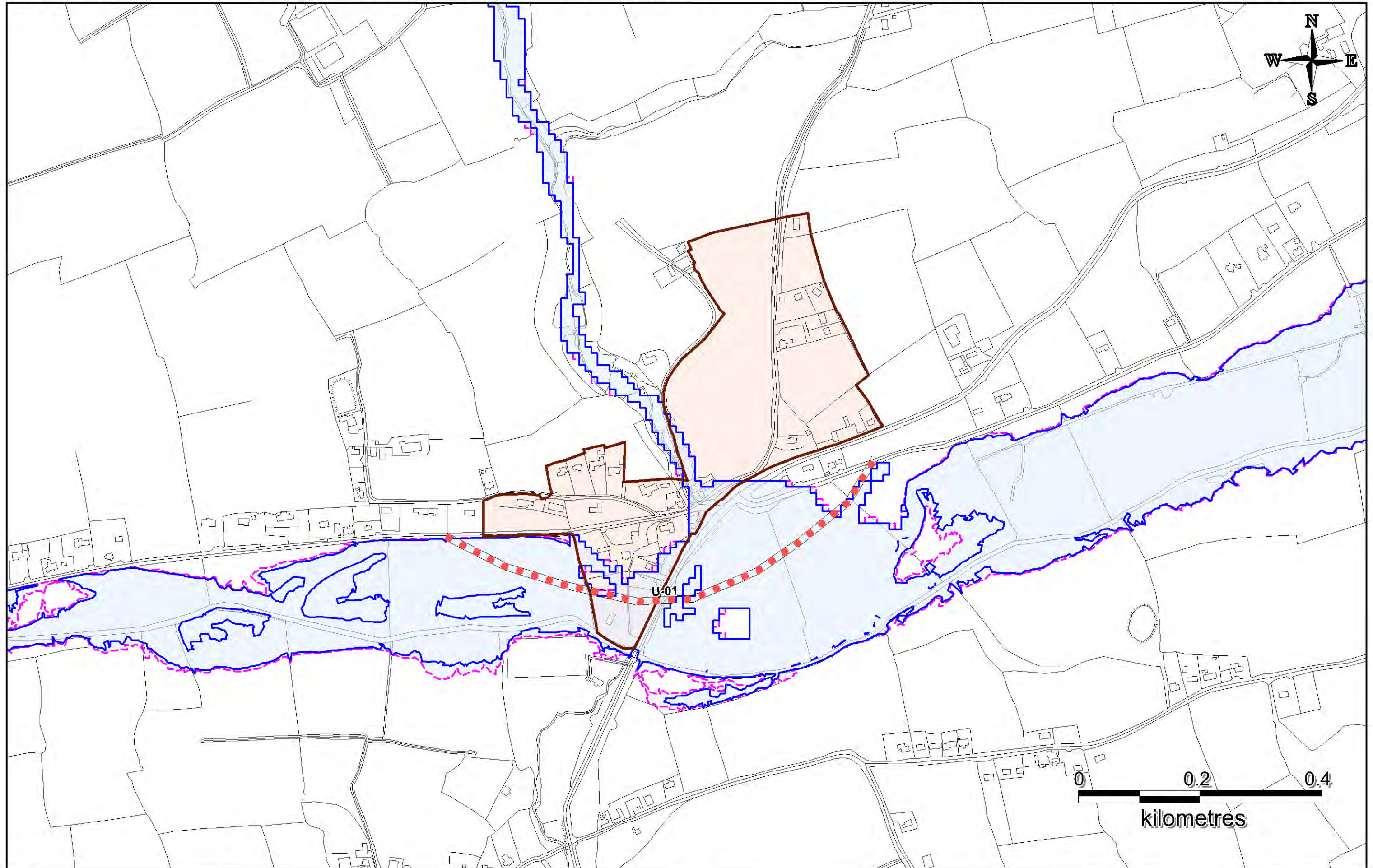
Objective No.	Development Boundary Objectives
DB-01	<ul style="list-style-type: none"> a. Within the development boundary of Fivemilebridge it is an objective to encourage the development of up to 10 additional dwelling units in the period 2010-2020. b. Any one proposal for residential development in Fivemilebridge shall not normally be larger than 5 housing units. c. New housing development shall generally take the form of detached houses, serviced sites or self build options.
DB-02	<p>It is an objective that new development;</p> <ul style="list-style-type: none"> a. is of a scale and layout appropriate to a small rural character of the village, b. is subject to satisfactory servicing, access, design and landscaping, particularly on the more elevated lands to the north, c. provides for the retention of existing natural features including hedgerows and trees, d. utilises traditional form, materials and detailing.
DB-03	<p>Notwithstanding the scale of growth outlined in objective DB-01 above, each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will</p>

Objective No.	Development Boundary Objectives
	have regard to any cumulative impacts on water quality.
DB-04	It is an objective to implement traffic calming measures which will allow the village to become more pedestrian friendly.
DB-05	It is an objective to encourage the provision of improved and new community facilities including a village park and playground.
DB-06	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.
DB-07	It is an objective to encourage additional retail services within the village to coincide with the needs of any future growth
DB-08	All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. In particular, a site-specific flood risk assessment will be required as described in objectives FD1-4, 1-5 and 1-6.

Community and Utilities

10.4.6. The specific community and utilities zoning objective for Fivemilebridge is set out in the following table:

Objective No.	Specific Zoning Objective
U-01	Proposed bypass. This proposed bypass will be subject to Habitats Directive Assessment and EIA requirements as appropriate.



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

**OTHER
LOCATIONS**

Curraghbinny

Curraheen

Tracton

Farmer's Cross

11 Curraghbinny

11.1 CURRAGHBINNY IN CONTEXT

Location/Character

11.1.1. Curraghbinny is located on a small promontory 7 kilometres east of Carrigaline. The area enjoys a particularly unique and attractive coastal and harbour setting, overlooking the settlement of Crosshaven and the mouth of the Owenabue Estuary.

11.1.2. There are no community or commercial services in the area. Curraghbinny wood, which has a number of amenity walks and provides distant views over the harbour area, is a popular amenity for the wider community. The area is characterised by a number of clustered one off dwellings.

11.1.3. Curraghbinny mainly functions as an amenity area with a limited amount of residential development located on the southern portion of the promontory.

Settlement Pattern

11.1.4. Curraghbinny consists of 2 main settlement clusters one located south of Curraghbinny Wood the other is situated in a more elevated position to the west of Curraghbinny Wood.

Physical/Landscape Characteristics

11.1.5. Curraghbinny is situated in a dramatic coastal location which is somewhat unique and very attractive. Two important nature conservation areas are located north of Curraghbinny. Lough Beg is proposed as a Natural Heritage Area which consists mainly of nationally important semi-natural and natural habitats, landforms or geomorphologic features. Part of Cork Harbour in this area has also been defined as a 'Special Protection Area'. Curraghbinny wood is located on the northern portion of the promontory. The southern portion of the promontory overlooks the scenic route S58, Carrigaline to Crosshaven road (R612 regional road).

11.1.6. There are a number of attractive buildings in the area including a Victorian terrace overlooking Crosshaven.

11.2 PLANNING PROPOSALS

11.2.1. The settlement is located within the Metropolitan Green Belt, where it is an objective to preserve the largely undeveloped nature of

the lands and to reserve lands generally for agriculture, open space or recreation uses. It is also recognised that the sensitive scenic and coastal areas surrounding Curraghbinny have relatively limited capacity to accommodate individual houses in significant numbers.

11.2.2. The main built up area on the southern portion of the promontory, is defined as A3 Green Belt, where it is recognised that a very limited amount of further residential development, to accommodate local rural housing needs, may be suitable. Curraghbinny wood is located on the northern portion of the promontory and is identified as A1 Green Belt, reflecting its importance as an area of high amenity value.

11.2.3. Water supply is from the Harbour and City Water Supply Scheme and is considered adequate to meet existing demands. However there is no public sewer in the area and road access is restricted and not suitable for large volumes of traffic.

11.2.4. It is proposed to further develop and allow greater access to the amenities in the Curraghbinny area. Within the area, capacity for new development is limited by virtue of its sensitive environmental and coastal setting. However opportunities do exist to develop public amenities.

11.2.5. It is important that further development should maintain the integrity of the surrounding Green Belt, particularly by avoiding the more prominent areas that overlook the harbour and by avoiding large-scale development in the area.

11.2.6. The northern portion of the promontory requires particular protection from inappropriate development, particularly in areas close to important nature conservation sites. In this area, lands will generally be reserved for agriculture, open space or recreation uses.

11.2.7. The relatively built up area on the southern portion of the promontory may be suitable for a very limited amount of further development. Development should be restricted to one-off housing on the edges of the settlement, and infill opportunities that will not detract from existing residential character and amenity, or the rural character of the wider area subject to the availability of suitable sites and normal proper planning considerations.

11.2.8. Given the lack of adequate mains wastewater treatment facilities, future development will need to provide its own individual on-site wastewater treatment facilities.

11.2.9. It is important that any new development in Curraghbinny maintains the integrity of the surrounding landscape and the rural character of the settlement.

Policy Context

11.2.10. Any development proposals in Curraghbinny, will have to comply with the relevant policy objectives, for lands within the metropolitan greenbelt and on or in close proximity to scenic routes, set out in the Cork County Development Plan 2009.

Objective No.	General Objective
DB-01	It is an objective to recognise the current metropolitan greenbelt designation (A1 & A3 Agriculture) surrounding Curraghbinny and apply the relevant County Development Plan objectives when assessing development proposals. Any new dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality.

12 Curraheen

12.1 CURRAHEEN IN CONTEXT

Location/Character

12.1.1. Curraheen is located less than 2 kilometres west of the Cork City boundary and approximately 2 kilometres south of Ballincollig.

12.1.2. The main built up area is contained within an A3 area in the Metropolitan Green Belt. There is a prominent hillside located to the south of Curraheen, which forms an important part of the setting of Ballincollig.

12.1.3. There are no community facilities in the Curraheen area, and due to its proximity to Ballincollig and Cork City, Curraheen depends on these settlements for the provision of important community facilities and employment opportunities.

12.1.4. Road access to the area has been significantly improved with the construction of the Ballincollig by-pass, which includes a slip road serving the area. The new bypass acts as a barrier separating Curraheen from the main Cork city region. The area is characterised by a number of clustered one off dwellings.

Settlement Pattern

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

Physical/Landscape Characteristics

12.1.6. Lands generally rise to a prominent hillside located to the south of Curraheen, which forms an important part of the setting of Ballincollig.

12.2 PLANNING PROPOSALS

12.2.1. Curraheen’s proximity to Ballincollig and Cork City has made it an attractive location for new development. However, the rural character and Green Belt status of the area is already under threat from incremental residential development.

12.2.2. In the overall strategy of this Local Area Plan, the prominent open hilltops and valley side that lie to the south of Curraheen, and

define the character of the local area and of Ballincollig will continue to be protected by the Metropolitan Green Belt policy. It is also important that the remaining undeveloped gaps between Curraheen and Ballincollig and Cork City, are preserved from further incremental development, in keeping with the Metropolitan Green Belt policy.

12.2.3. Water supply is from the Cork Harbour and City Water Supply Scheme. There is no public sewer in the area and the proliferation of septic tanks should be monitored.

12.2.4. The relatively built up area within Curraheen may be suitable for a very limited amount of further development. However any additional development needs to be in accordance with the objectives of the Metropolitan Green Belt and should be subject to the availability of suitable sites and normal proper planning considerations. Development should therefore be restricted to one-off housing that will not detract from existing residential character and amenity, or the rural character of the wider area.

12.2.5. Given the lack of adequate mains wastewater treatment facilities, future development will need to provide its own individual on-site wastewater treatment facilities.

12.2.6. It is important that any new development in Curraheen maintains the integrity of the surrounding landscape and the rural character of the settlement.

Policy Context

12.2.7. Any development proposals in Curraheen, will have to comply with the relevant policy objectives, for lands within the metropolitan greenbelt and on or in close proximity to scenic routes, set out in the Cork County Development Plan 2009.

Objective No.	General Objective
DB-01	It is an objective to recognise the current metropolitan greenbelt designation (A1 & A3 Agriculture) surrounding Curraheen and apply the relevant County Development Plan objectives when assessing development proposals. Any new dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality.

13 Farmer's Cross

13.1 FARMERS CROSS IN CONTEXT

Location/Character

13.1.1. Farmer's Cross is located on an elevated plateau approximately 5 km south of Cork City centre and approximately 3.5 km south west of Douglas. There is one principal road running east west through the area.

13.1.2. In the overall strategy of this Local Area Plan, Farmer's Cross is recognised as a location, which provides a local service. The settlement has a local shop and the "Bull McCabe" public house is in close proximity (although not accessible by Footpath. Its close proximity to Cork City and its environs means that Farmers Cross is not dependent upon its own commercial and social facilities.

Settlement Pattern

13.1.3. Farmer's Cross is characterised by two clusters of single dwellings located close to the N27 national route. The first cluster of dwellings is located to the west of the N27 and to the north of Cork Airport and the Airport Business Park. The second cluster of dwellings is located to the east of the N27 and adjacent to Harlequins Hockey club and the Airport East Business and Technology Park.

Physical/Landscape Characteristics

13.1.4. Farmer's Cross is located on an elevated ridge to the south of Cork City. This ridge forms part of the metropolitan green belt and makes an important contribution to the setting and character of the city as a whole.

13.2 PLANNING PROPOSALS

13.2.1. The settlement is located within the Metropolitan Green Belt, where it is an objective to preserve the largely undeveloped nature of the lands and to reserve lands generally for agriculture, open space or recreation uses. It is not envisaged that much development will take place in this area within the plan period. Any development proposals for the area will comply with the objectives of the Metropolitan green belt policy and normal proper planning considerations.

13.2.2. The long-term planning policies adopted by Cork County Council in the 1996, 2003 and 2009 Development Plans for the county have protected the approaches and lands in the vicinity of the airport from large-scale development. The establishment of public

safety areas in the vicinity of the airport has restricted the proliferation of individual rural dwellings on adjoining lands.

13.2.3. The infrastructural services in the area are adequate to meet the needs of the existing population. However because of its location adjacent to a national route some traffic calming measures are required. These should include the enforcing of speed limit restrictions, footpaths and improved public lighting.

Policy Context

13.2.4. Any development proposals in Farmer's Cross, will have to comply with the relevant policy objectives, for lands within the Metropolitan Greenbelt and on lands in close proximity to the Airport, set out in the Cork County Development Plan 2009.

Objective No.	General Objective
DB-01	It is an objective to recognise the current Metropolitan Greenbelt designation surrounding Farmer's Cross and apply the relevant County Development Plan objectives when assessing development proposals.
DB-02	It is an objective to have regard to Public Safety Zones identified by the Airport Authority when considering any planning proposals for the Farmer's Cross Area.

Policy Context

14.2.5. Any development proposals in Tracton will have to comply with the relevant policy objectives, for lands within the Rural Housing Control Zone and on or in close proximity to scenic routes, set out in the Cork County Development Plan 2009.

14 Tracton

14.1 TRACTON IN CONTEXT

Location/Character

14.1.1. Tracton is located within the valley of the Minane River, one kilometre west of Minane Bridge and approximately six kilometres south of Carrigaline. There is one principal road running east west through the area.

14.1.2. In the overall strategy of this Local Area Plan, Tracton is recognised as a location, which provides a local service. Tracton is in close proximity to the Village of Minane Bridge, which provides a wider range of community and local facilities.

Settlement Pattern

14.1.3. Tracton is characterised by single dwellings located along the roadside, set into a mature and densely wooded landscape.

Physical/Landscape Characteristics

14.1.4. To the north of Tracton, the land rises steeply and is characterised by mature trees. The land to the south forms part of the Minane River valley.

14.1.5. The Church of Ireland building and Tracton House are both entered in the Record of Protected Structures.

14.2 PLANNING PROPOSALS

14.2.1. Any proposals for development in Tracton will be considered on issues of scale, services, access, compliance with the objectives of the Local Area Plan, the Rural Housing Control Zone policy and normal proper planning considerations.

14.2.2. There are no public infrastructure services in Tracton.

14.2.3. It should be noted that the biological quality of this section of the River Minane is currently an issue in the receiving waters of this settlement.

14.2.4. It is important that any new development in Tracton maintains the integrity of the surrounding landscape and the rural character of the settlement.

Objective No.	General Objective
DB -01	It is an objective to recognise the current Rural Housing Control Zone designation surrounding Tracton and apply the relevant County Development Plan objectives when assessing development proposals. Any development will be required to provide its own suitable on site water supply and waste disposal facilities.

