

**Adopted Amendment to the Carrigaline Electoral Area Local Area Plan 2011  
Amendment No. 4 Shannonpark X-01  
(Incorporating the Shannonpark Framework Masterplan Study 2015)**



# 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 **Framework Masterplan Area Study**. This mixed use site is located on the northern periphery of the town and will include phased development for up to 4,200 **1,000** 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.

#### 1.1.6. Local Context

**1.1.7.** 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.

**1.1.8.** 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.

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

**1.1.10.** 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%.

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.

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**

**1.2.1.** 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 Pfizers, Glaxosmithkline and Novartis at

Ringaskiddy have also provided a significant amount of employment for Carrigaline.

**1.2.2.** 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%.

**1.2.3.** 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.

**1.2.4.** 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 draft plan will need to outline the most appropriate approach for the town.

**1.2.5.** 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**

**1.2.6.** 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.

**1.2.7.** 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*

**1.2.8.** 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.

**1.2.9.** 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-aside soccer for teenagers, the community complex (which has plans for redevelopment), the Naionra community pre-school and the park itself.

**1.2.10.** 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.

**1.2.11.** 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.

**1.2.12.** 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*

**1.2.13.** 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.

**1.2.14.** 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.

**1.2.15.** 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 multipurpose use building, town square with appropriate planting and seating would all be considered appropriate in this location.

**1.2.16.** 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.

**1.2.17.** 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*

**1.2.18.** 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.

**1.2.19.** 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*

**1.2.20.** 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.

**1.2.21.** 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.

**1.2.22.** 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.

**1.2.23.** Carrigaline benefits from fixed line broadband.

#### *Wastewater Treatment and Water Supply*

**1.2.24.** 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.

**1.2.25.** 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.

**1.2.26.** 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).

**1.2.27.** 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*

**1.2.28.** 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.

**1.2.29.** 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*

**1.2.30.** 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'.

**1.2.31.** 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.

**1.2.32.** 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

**1.2.33.** 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.

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

**1.2.35.** 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.

**1.2.36.** 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

**1.2.37.** 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

Table 1.6: Record of Protected Structure Carrigaline		
RPS No.	Name of Structure	Townland
00577	Coolmore House (abandoned)	Coolmore
00579	Warehouse	Carrigaline East
00634	Kilmoney Abbey	Kilmoney
00635	Kilmoney House	Kilmoney

#### Nature Conservation Areas

**1.2.38.** 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).

**1.2.39.** 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.

**1.2.40.** 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.

**1.2.41.** 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.

**1.2.42.** 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

**1.2.43.** 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 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

**1.2.44.** 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

**1.2.45.** 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.

**1.3.4. *The implementation of the Shannonpark Framework Masterplan Study will deliver up to 1,000 dwellings and mixed use development. The masterplan proposals have been included in this Electoral Area Local Area Plan by amendment in order to accelerate the delivery of much needed new housing. The review of the EALAP's and the preparation of the new plan for the Municipal District presents an opportunity, in consultation with the public, for the County Council to refine the detail of the proposed development, including the infrastructure requirements.***

*Employment and Economic Activity*

**1.3.5.** 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*

**1.3.6.** 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.

**1.3.7.** 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*

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

**1.3.9.** 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.

**1.3.10.** 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.

**1.3.11.** 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.

**1.3.12.** 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.

**1.3.13.** 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 recent authorised use of the lands.

Objective No.	Development Boundary Objectives
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.
<b>DB-10</b>	<b>Implement the provisions of the Shannonpark Framework Master Plan</b>

#### 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 Framework Masterplan Study

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 1000 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 **lands are** gently sloping northwards to a valley that runs east west through the site, thereby giving opportunity for drainage and open space. Primarily the lands are composed of hedgerow-enclosed farmland being interspersed with a number of derelict farm houses and outbuildings.

1.4.9. Cork County Council engaged consultants to prepare a Preliminary Ecological Appraisal of the masterplan site. The purpose of the appraisal is to gather baseline data for a site through desk-top studies and walkover surveys in order to identify notable species and habitats and evaluate the ecological features on the site to identify potential impacts of proposed development and provide necessary mitigation.

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

#### Environment

##### Appropriate Assessment and Strategic Environmental Assessment

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

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

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

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

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

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

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

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

#### Transportation and Road Network

1.4.18. Cork County Council commissioned consultants to carry out a Transport Assessment on the Shannonpark lands in order to examine the transport impact of the proposed development on the local road network in the future. This assessment was carried out in accordance with the NRA Traffic and Transport Assessment Guidelines (May 2014). The assessment identified that the provision of between 150-200 houses in phase 1 of the Shannonpark Masterplan will not have a significant impact on prevailing traffic conditions, however it should be noted that delays and queues will be evident at the Shannonpark Roundabout and at the various roundabouts located along the R611.

1.4.19. The transport assessment demonstrates that the development of 150-200 houses can proceed as part of Phase 1 subject to improvements as detailed below to the Shannonpark roundabout prior to the development commencing on site. The same infrastructure requirements apply to Phase 3 if it commences



first. It is recommended that the following improvements are undertaken by the developer before development commences:-

**Shannonpark Roundabout:**

- A two-lane approach to the Shannonpark Roundabout from Ringaskiddy. This additional lane of around 70m will serve both left turning and right turning traffic. This will improve conditions at this location. However, as noted above the roundabout will remain at over capacity into the future both with and without the proposed development.
- Provision of two exiting northbound lanes to Cork that merge prior to the L6469 local road.

**Carrig Na Curra Junction:**

- The construction of a short southbound left-turning lane for the Shannonpark Masterplan site on the R611. This left-turning lane should be approximately 25m in length.

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

**Between 200-500 houses**

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

**Up to 1000 houses**

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

1.4.21. The Transport Assessment (TA) outlined the total infrastructure requirements for the provision of up to 1000 houses. For the benefit of constructing the traffic model 0-200 houses and 200-500 houses and upwards to 1000 houses were tested. The conclusion of the model detailed a list of infrastructure that is required to facilitate the development. The network improvements relate to the Shannonpark roundabout and the R611 and it would be preferable that the upgrades to the R611 are completed as early as possible to minimise disruption and to reduce costs.

1.4.22. In the longer term and to facilitate the Shannonpark Masterplan and the development of services within the Carrigaline area, improvements within the town centre will be required which will both manage the demand to travel by car and provide additional transport capacity to support additional trips within the town.

**Development Vision and Principles**

1.4.23. The overall vision for the development of these lands at Shannonpark is informed by the 2011 Carrigaline Local Area Plan X-01 Zoning Objective. All informing decisions for the Shannonpark development should be assessed within the context of this stated vision:

Table 1.8: Shannonpark Vision
The development of the site that will optimise the site's development potential in a manner that will be socially, environmentally and economically sustainable delivering a high quality, mixed-use development that is in accordance with the Carrigaline electoral Area local Area Plan X-01 Zoning objective and that provides optimum opportunity for non-private car transport use. This will ensure the creation of a new residential quarter in the town of Carrigaline which will

be attractive place to live for people from all walks of life.

1.4.24. A set of principles will detail the formulation and guidance of the Shannonpark site under the headings of housing, urban design, transport and mobility, green infrastructure community uses, business uses water services and flood risk.

**Master Plan Concept**

1.4.25. The design and layout of the masterplan site has strong underlying principles which will help deliver an innovative layout and format that will integrate with Carrigaline.

1.4.26. The concept of the site layout was also guided by a flood risk assessment that the principle landowner commissioned. This identified a central area measuring 8.5 hectares at risk of flooding. This informed the layout of the master plan site with open space and additional recreation areas being allocated here.

- Promote a strong sense of identity and distinctiveness through the provision of the primary amenity space at the centre of the site.
- Ensure strong connectivity with Carrigaline and the hinterland through the arrangement of the linear park in its central location
- Utilise the old railway line as an active amenity and promote same as a real route and asset
- Break down the scale of the development through the provision of individual neighbourhoods, each with their own character and identity
- Preserve existing vegetation, topographical feature and field patterns (mature hedgerows) where appropriate.
- Prioritise the quality of architectural and urban design.
- Watercourses should be maintained as close to their natural state as possible with minimal culverting. A mixture of open banks and over hanging bank side vegetation is considered the most natural.

1.4.27. A total of three development phases (1, 2 and 3) are identified within the development site. Phases 1 and 2 have one owner and measure 34 hectares and the lands identified as Phase 3 have a different landowner. The masterplan specifies, for each phase, the number of residential units, commercial uses, educational facilities, social facilities, amenities, physical infrastructure and access strategy required, thereby setting out the enabling works that are required to allow development to commence. The three phases will equate to residential zoning objectives in the Local Area Plan.

1.4.28. Development within each phase should vary in terms of housing type in order to avoid uniformity in design. The overall

layout will include an east west street link the construction of which will be shared by the developer or developers. The phased area descriptions are not intended to be overly prescriptive regarding the form and visual appearance of future development, but rather set out an overall framework which will include guidance on land use mix that will inform future planning applications. This guidance should lead to a series of co-ordinated high quality developments across the master plan site which can respond to specific site characteristics and plan for facilities.

**Phasing and Implementation**

1.4.29. Specific development guidance on the required infrastructure provision for each development phase is outlined in this Local Area Plan. This approach allows infrastructure providers and project developers to plan for the long term without having to provide large cost infrastructure in advance of its need.

1.4.30. The financing and timely delivery of the physical, social and community infrastructure required for the lands needs to be clearly outlined to inform project advancement.

1.4.31. The phasing of the masterplan site shall consist of three phases; phase 1 will be divided into phase 1a and 1b, phase 2 and phase 3. Prior to development commencing a SUDs Study shall be prepared.

1.4.32. Phase 1a will contain upwards of 200 houses and Phase 1b will contain an additional 100 houses. However construction work on Phase 1b will not commence until the infrastructure deficiencies identified in the Transport Assessment are in place. Phase 2 will be approx. 500 houses and phase 3 upwards of 200 houses. The traffic assessment details the infrastructure requirements before development commences and what is required for each phase.

1.4.33. The residential densities on the entire masterplan site are guided by the requirements of Medium 'A' in the Cork County Development Plan 2014.

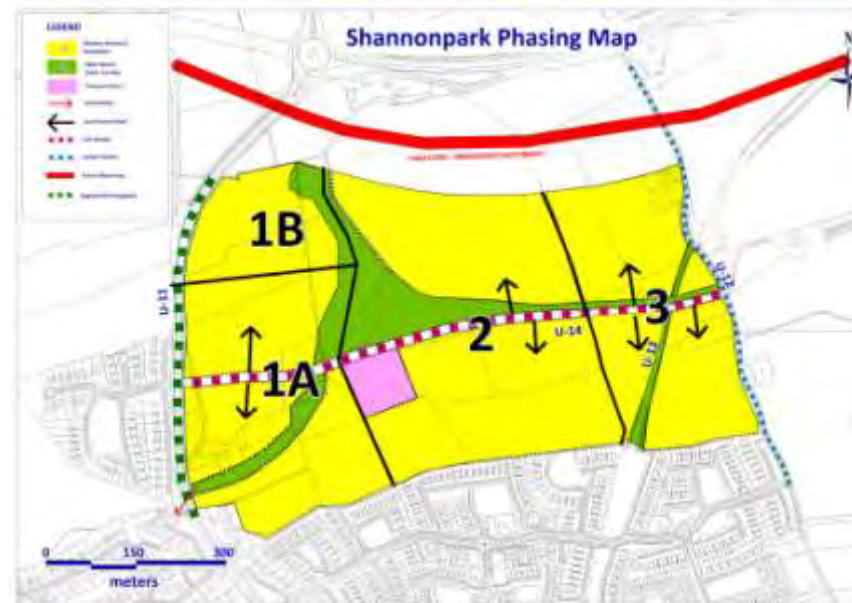


Figure 1: Phasing Programme

**Phase 1**

1.4.34. This phase of the development is divided in two parts; phase 1a and phase 1b and covers a developable area of approximately 12.8 hectares (R-11, R-12 and R-13) and will provide for up to 300 residential units. Phase 1a measures 5.3 hectares and contains residential zoning R-11 and R-12. As R-11 fronts the regional road, it is important that provision is made at this location for a pedestrian/cycling crossing to allow connectivity across the R611 to access the proposed educational campus on the lands to the west. This access point will also link into the network of open space on the masterplan site.

1.4.35. Phase 1a will include a site for a public transport interchange and a local commercial centre, including any community facilities. The proposed public transport interchange should be located in close proximity to the R611 to facilitate ease of access by public transport. The exact location and size of the public transport interchange shall be agreed with Bus Eireann and Cork County Council's Traffic and Transportation Section ideally prior to the making of a planning application. The location of the commercial centre should be in close proximity to the transport interchange to allow centralisation of and sharing of car parking. Phase 1a is the land closest to the regional road connecting Carrigaline to the Shannonpark roundabout and the N28. Provision is made in this phase for part of the central open space which will run east west through the spine of the site.

1.4.36. The construction of Phase 1b can only commence once the infrastructure requirements as identified in the Traffic Assessment have been implemented. Additional infrastructure is required for later phases.

1.4.37. The following tables set out the infrastructure and service requirements for Phases 1a and 1b as set within the overall carrying capacity of the masterplan lands.

Infrastructure required for 0-200 dwellings Phase 1a	Implementation
Signalisation of the Carrig na Curra Junction	Developer
The entrance serving the Shannonpark Masterplan site will need to include both a dedicated left-turn and right turn-lane. In addition, the operation of this signalised junction should be upgraded to ensure that traffic on the R611 is provided priority during peak times	Developer
Construction of East-West link street (U-15)	Developer
Cycle/Pedestrian Network	Developer?Cork County Council
Implementation of SUDs Study recommendations	Developer

Infrastructure required for > 200-dwellings Phase 1b	Implementation
A planning application for the upgrade of the Shannonpark roundabout or M28 junction improvement at Shannonpark	Cork County Council/NRA
An additional 60m long southbound lane to serve both left turning and straight ahead traffic approaching the Carrig na Curra junction from the north;  The provision of a 240m long merging lane to the south of the junction;  The conversion of the existing left-only lane from the south into the Carrig na Curra housing estate to serve both left turning and straight ahead traffic and the conversion of the existing straight ahead lane to a right	Developer

turn lane serving the Masterplan site.	
Cycle/Pedestrian Network	Developer/Cork County Council
Construction of East-West link street	Developer

### Phase 2

1.4.38. This phase of the development covers an area of approx 14.1 hectares on either side of the east west link street and will provide approx 500 residential units. Phase 2 is divided into 2 precincts:-

- R 14 measures approx 7.9 hectares and will include provision of a site for a primary school of 1.14 hectares. It is critical that the layout and design of this area allows for connectivity with the existing Herons Wood housing estate to the south.
- R 15 measures 6.2 hectares.

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

### Phase 3

1.4.39. This phase of development measures approximately 8.5 hectares and is expected to deliver approx 250 houses in R16 and R17. Phase 3 will require the continuation of the construction of the open space (O-09), the construction of the east west estate road (U-14), the upgrading of Rock Road (U-12) and the greenway project (U-13), which will connect into the wider cycle network in the locality. The draft stage 3 flood risk assessment prepared does not extend to this portion of the site. However this area has been identified as being at pluvial risk through the OPW PFRA and this will require a flood risk assessment.

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

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

1.4.41. 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.

1.4.42. 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

#### Shannonpark Framework Masterplan Study

1.4.43. 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"> <li>• 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.</li> <li>• 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.</li> <li>• 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 the number of units to be developed in Phase 1.</li> <li>• Provision of land for a Primary School to meet the educational requirements of primary school age children living in the area.</li> </ul> <p>The Masterplan must include a detailed access strategy for the site to include:</p> <ul style="list-style-type: none"> <li>• Appropriate provision for the realignment of the R611 on the</li> </ul>	44.0

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	<p><del>western site frontage in accordance with emerging proposals for the reconstruction of the N28.</del></p> <ul style="list-style-type: none"> <li><del>Appropriate provision for a new link road (to distributor road standards) between the R611 and the rock Road.</del></li> <li><del>Proposals for the under grounding of existing electricity supply lines which currently transverse the site.</del></li> <li><del>An access and transportation study will also be required taking account of the Carrigaline Area Transport Study (CATS).</del></li> <li><del>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.</del></li> </ul> <p><del>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.</del></p>	
<b>X-01</b>	<b>X-01 Carrigaline - amended see Shannonpark Framework Masterplan study and Local Area Plan Zoning Map for details</b>	<b>44</b>

#### Residential Areas

**1.4.44.** 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.

**1.4.45.** ~~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.~~

**1.4.46.** 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.

**1.4.47.** 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.

**1.4.48.** 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 density residential development to include a mix of house types accompanied with appropriate landscaping.	3.0
R-02	Medium 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 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	<p>Medium 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 with other projects on the adjacent SPA. A sea wall will be required along the eastern / southern boundary of the site.</p> <p>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</p>	1.1

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	walk (U-07).	
R-05	Medium density residential development to include a mix of house types accompanied with appropriate landscaping.	2.7
R-06	Medium 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 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 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	Low density residential development individual serviced sites.	5.9
R-10	Residential development to provide for the accommodation needs of the elderly in Carrigaline.	0.3
<b>R-11</b>	<p><b>Phase 1a: Medium density residential development to include a mix of house types. The layout shall allow for permeability between housing areas.</b></p> <p><b>A site for a public transport interchange will be provided. The exact location and size of the facility should be agreed with Bus Eireann and Cork County Council's Traffic and Transportation Section ideally prior to the making of a planning application.</b></p> <p><b>A local commercial centre as per the Cork Retail Strategy 2013 and</b></p>	<b>6.3</b>

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	<p>community facilities shall be provided as part of the development to cater for the needs of the neighbourhood.</p> <p>Provision shall include at this location for a pedestrian/cycling crossing to allow connectivity across the R611 to access the educational campus which is being proposed on lands to the west</p> <p>During the construction of Phase 1a housing, there should be construction of a short southbound left-turning lane for the Shannonpark Masterplan site on the R611 at Carrig na Curra junction. This left-turning lane should be approximately 25m in length. The junction of Carrig na Curra should be upgraded to ensure that traffic on the R611 is provided priority at peak times.</p> <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 sections FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p>	
R-12	<p>Phase 1a: Medium density residential development to include a mix of house types.</p> <p>During the construction of Phase 1a housing, there should be construction of a short southbound left-turning lane for the Shannonpark Masterplan site on the R611 at Carrig na Curra junction. This left-turning lane should be approximately 25m in length. The junction of Carrig na Curra should be upgraded to ensure that traffic on the R611 is provided priority at peak times.</p> <p>Parts of the site are at risk of flooding. Any development proposals on this site will be accompanied by a flood risk assessment that complies with</p>	3.75

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in Sections FD 1-4, 1-5 and 1-6 in Section 1 of this plan.	
R-13	<p>Phase 1b; Medium density residential development to include a mix of house types. The layout shall allow for permeability between housing areas.</p> <p>Construction of Phase 1b cannot commence until the following infrastructure is put in place:</p> <ul style="list-style-type: none"> <li>An additional 60m long southbound lane to serve both left turning and straight ahead traffic approaching the Carrig na Curra junction from the north;</li> <li>The provision of a 240m long merging lane to the south of the junction.</li> <li>The conversion of the existing left only lane from the south into the Carrig na Curra housing estate to serve both left turning and straight ahead traffic and the conversion of the existing straight ahead lane to a right turn lane serving the Shannonpark Masterplan site. This realignment of traffic lanes is to facilitate the provision of two southbound straight ahead lanes from the north</li> <li>A planning application for the upgrade of the Shannonpark Roundabout or M28 junction improvement at Shannonpark</li> </ul> <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 sections FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p>	3.55

Objective No.	Specific Zoning Objective	Approx Area (Ha)
R-14	<p>Phase 2: Medium density residential development to include a mix of house types. The layout shall allow for permeability between housing areas.</p> <p>Construction of Phase 2 cannot commence until the provision of a 100m southbound lane on the R611 to serve both left turning and straight ahead traffic approaching the Carrig na Curra junction from the north</p> <p>A site shall be identified for a primary school (C-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 sections FD 1-4, 1-5 and 1-6 in Section 1 of this plan.p</p>	7.9
R-15	<p>Phase 2: Medium density residential development to include a mix of house types. The layout shall allow for permeability between housing areas.</p> <p>Construction of Phase 2 cannot commence until the provision of a 100m southbound lane to serve both left turning and straight ahead traffic approaching the Carrig na Curra junction from the north.</p> <p>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 sections FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p>	6.2
R-16	Phase 3: Medium density residential development to include a mix of house types. The layout shall allow for permeability between housing areas and shall include the construction of the Greenway (U-13) and east - west link street (U-14).	3.8

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	<p>The Rock Road (U-12) will need to be upgraded in accordance with the specifications of the DMURS Guidance document and to the satisfaction of Roads Section in Cork County Council.</p> <p>If Phase 3 is developed independently the following infrastructure is required;</p> <ul style="list-style-type: none"> <li>A two-lane approach to the Shannonpark roundabout from Ringaskiddy. This additional lane of around 70m will serve both left turning and right turning traffic,</li> <li>Provision of two exiting northbound lanes to Cork that merge prior to the L6469 local road.</li> </ul>	
R-17	<p>Phase 3: Medium density residential development to include a mix of house types. The layout shall allow for permeability between housing areas and shall include the construction of the Greenway (U-13) and east - west link street (U-14). The Rock Road (U-12) will need to be upgraded in accordance with the specifications of the DMURS Guidance document and to the satisfaction of Roads Section in Cork County Council.</p> <p>If Phase 3 is developed independently the following infrastructure is required;</p> <ul style="list-style-type: none"> <li>A two-lane approach to the Shannonpark roundabout from Ringaskiddy. This additional lane of around 70m will serve both left turning and right turning traffic,</li> <li>Provision of two exiting northbound lanes to Cork that merge prior to the L6469 local road.</li> </ul> <p>Parts of this site may be at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with</p>	4.7

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	Chapter 5 of the Ministerial Guidelines 'The Planning system and Flood Risk Management' as described in sections FD 1-4, 1-5 and 1-6 in Section 1 of this plan.	

#### Business, Industry and Enterprise

**1.4.49.** 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.

**1.4.50.** 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.

**1.4.51.** 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.

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

Objective No.	Specific Zoning Objective	Approx Area (Ha)
B-01	<p>Business development suitable for small to medium sized industrial units and office based industry including a Primary Healthcare Centre.</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>	9.7
B-02	Business development suitable for small to medium sized industrial units and office based industry.	6.2

#### Town Centre

**1.4.53.** 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.

**1.4.54.** 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.

**1.4.55.** 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	<p>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.</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>	16.7
T-02	<p>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 &amp; business services, community uses and some limited residential proposals.</p> <p>It is desirable that the inner western relief road is delivered prior to any</p>	11.4

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	<p>further development. However, in order to prevent any undue delays to development, future proposals (which will include a community element) that are submitted prior to the construction of this road should be for limited development and accompanied by a detailed traffic management and access 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

**1.4.56.** 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

**1.4.57.** 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.

**1.4.58.** 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
<b>C-02</b>	<b>Provision of a Primary School by the Department of Education and Skills.</b>	<b>1.14</b>
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	-

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	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-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	-
<b>U-11</b>	<p><b>The provision of a 100m southbound lane on the R-611 to serve both left turning and straight ahead traffic approaching the Carrig na Curra junction from the north;</b></p> <p><b>The provision of a 240m long merging lane to the south of the junction;</b></p> <p><b>The conversion of the existing left-only lane from the south into the Carrig na Curra housing estate to serve both left turning and straight ahead traffic and the conversion of the existing straight ahead lane to a right turn lane serving the Masterplan site.</b></p>	

Objective No.	Specific Zoning Objective	Approx Area (Ha)
U-12	<b>Upgrade of Rock Road from the site to the junction with the N28 and works will include traffic management at the Junction with the N28</b>	
U-13	<b>Implementation of the Greenway project (ex railway line to Carrigaline)</b>	
U-14	<b>Construction of the east - west link street across the site.</b>	

#### Open Space

**1.4.59.** 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.

**1.4.60.** 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.

**1.4.61.** 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.

**1.4.62.** *The O-09 objective details the linear passive open space requirements on the site which includes wetlands located on the floodplain site, wooded open space and cycle-ways.*

**1.4.63.** 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)
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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.	15.1
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
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

Objective No.	Specific Zoning Objective	Approx Area (Ha)
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
<b>O-09</b>	<b>Provision of a linear open space and amenity park by the developer to accommodate playground facilities, pedestrian and cyclepaths bio-diversity areas, possible storm-water attenuation swales and a number of playing facilities in accordance with the Recreation and Amenity Policy of Cork County Council.</b>  <b>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 sections FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</b>	<b>8.5</b>



# Shannonpark Master Plan - Zoning Map

## LEGEND

- R-01 Medium Density A Residential
- O-01 Open Space/ Green Corridor
- C-01 Primary School
- Connectivity
- Local Access Road
- Link Streets
- Feeder Streets
- Future Motorway
- Regional Road Upgrade
- Flood Risk



M28 CORK - RINGASKIDDY MOTORWAY

U-11

R-13

O-09

R-15

R-16

U-12

R-12

U-14

U-13

R-17

C-02

R-14

R-11

0 0.15 0.3  
kilometres