

# **Preliminary Consultation on Proposed Amendment to the Carrigaline Electoral Area Local Area Plan 2011**

Amendment No. 4 Shannonpark X-01

## **Responses and Proposed Actions to Submissions Received**

Volume 2 September 2015

Report on Submissions  
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**Submissions from: Department of Education and Skills, Dublin Airport Authority, Environmental Protection Agency, Irish Water, Minister for the Environment Community and Local Government, National Roads Authority, National Transport Authority, Office of Public Works, Tipperary County Council**

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Department of Environment, Community and Local Government. MPS15/2160	<ol style="list-style-type: none"> <li>1. The Department notes that the proposed amendments are consistent with National, Regional and Local policy and concur with the Development Plan and Local Area Plan. However, the Department is of the opinion that there are areas that require further examination.</li> <li>2. No stage 2 FRA has been carried out. The Department notes that a FRA has been carried out by a landowner, it would appear to the Department that the proposed amendment access road and some areas identified for residential use</li> </ol>	<ul style="list-style-type: none"> <li>• Does the proposed amendment take account of the requirement, the planning system and flood risk management guidelines. Flood Risk Assessment.</li> <li>• Does the amendment take account of spatial planning and national roads.</li> <li>• The planning authority is advised to have regard to any issues raised by Irish water and the EPA in</li> </ul>	<ul style="list-style-type: none"> <li>• The FRA carried out by one of the landowners is a Stage 3 FRA and is the most up to date information CCC has at the moment, if more extensive/comprehensive flood risk mapping emerges this can be revised.</li> <li>• Works have commenced on the construction of the WWTP as part of the Cork Lower Harbour Drainage Project with a completion</li> </ul>	<p>Insert new text in paragraph 1.4.16:</p> <p>The Council agreed that the Stage 3 Flood Risk Assessment for the lands would form the basis of a flood risk map for the area. 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.</p>

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	<p>are on lands zoned for Flood risk assessment as set out in the 2009 Guidelines for Planning Authorities on the Planning System and Flood Risk Management. The Stage 2 FRA should incorporate the application of the sequential approach and where applicable the justification test to areas/lands.</p> <p>3. The Department advises that the PA should consult with the NRA and that the proposed amendments are fully compliant with its obligations under Section 28 Spatial Planning and National Roads Guidelines (Jan 2012).</p> <p>4. The Department advises the Planning authority that the amendments require the provision for increased capacity for wastewater treatment and collection prior to the commencement of phase 1. The PA is advised by the Department to have regard to any issues raised</p>	<p>relation to the provision of the Cork lower Harbour Sewerage Scheme.</p>	<p>date of late 2016. This is a matter for Irish Water</p>	<p>The draft flood risk assessment was undertaken on part of the site the remaining portion was not assessed. The existing flood maps in the Local Area Plan relate to the Stage 1 Flood Risk Maps prepared by the OPW and JBA.</p> <p>Insert new text in paragraph 1.4.17:</p> <p>However 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 development will require more detailed</p>

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	separately by Irish Water and the EPA in relation to this issue.			Flood Risk Assessment (FRA) as required by the Flood risk guidelines.
Office of Public Works MPS15/2169	<ol style="list-style-type: none"> <li>1. Stronger wording in R-11: the text might be stronger, and might be changed to “...Any development proposals on this site shall / should be accompanied by a flood risk assessment...”</li> <li>2. Section 1.4.23. The landowner commissioned a flood risk assessment for the lands and the recommendations are included in the residential development objectives."OPW Comment: where is this information provided?</li> <li>3. It would be welcomed if the flood risk maps are updated e.g. include the use of the Lee CFRAM flood risk maps and other available relevant information. The current maps appear to be JBA consultant defined</li> </ol>	<ul style="list-style-type: none"> <li>• It would be welcomed if the amendment included a Stage 2 FRA including reference to the application of the Guidelines Planning Principles to all zoned development at flood risk.</li> <li>• Clarity is required about the type and source of flood risk on the site and where this is located in the report</li> </ul>	<ul style="list-style-type: none"> <li>• The Stage 3 FRA carried out by one of the landowners is the most up to date information CCC has at the moment. In conjunction with the OPW Preliminary Flood Risk Assessment Maps showing pluvial flood risk on site is now available and will be used in the revision.</li> <li>• This FRA is available in the SEA Environmental Report accompanying the proposed Amendment.</li> </ul>	<p>Insert new text in paragraph 1.4.16:</p> <p>The Council agreed that the Stage 3 Flood Risk Assessment for the lands would form the basis of a flood risk map for the area. Consequently the layout design of the site reflects the land potentially at risk of flooding and these lands have been zoned as open space/amenity on the site. The draft flood risk assessment was undertaken on part of the site the remaining portion</p>

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	<p>maps. These have limitations including certain tributaries having no flood risk assigned to their reaches. Also, groundwater and pluvial flood risk appears to be assessed.</p>			<p>was not assessed. The existing flood maps in the Local Area Plan relate to the Stage 1 flood risk maps prepared by the OPW and JBA.</p> <p>Insert new text in paragraph 1.4.17:  However since 2011 the OPW have produced Pluvial Flood Risk Assessment Maps (PFRA) for Cork and the entire Shannonpark site has been mapped. There is a pluvial risk identified through the PFRA and the OPW have advised that any development will require more detailed Flood Risk Assessment (FRA) as required by the Flood risk guidelines to confirm whether there is a risk if the land is developed.</p>

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Environmental Protection Agency MPS15/2175	<p>1. The EPA request CCC to clarify whether the flood risk assessment carried out are consistent with the approach carried out for the national CFRAMS programme in terms of flood zone classification (Flood Zone A through C) and whether flood risk scenario modelling has been considered also. The flood risk assessment carried out for the South west CFRAMS, where available, and which should be taken into account and integrated as appropriate.</p> <p>2. The flood risk assessment does not identify whether these lands at risk of flooding are flood zone A or B.</p>	<ul style="list-style-type: none"> <li>• Has consideration been given to ensuring that the proposed land use zoning and associated development is appropriate to the risk of flooding identified, as required in the Flood Risk Management Guidelines (DEHLG/OPW, 2009)</li> <li>• Identified the need for changes in the Environmental Report.</li> </ul>	<ul style="list-style-type: none"> <li>• Comments regarding the Environmental Report will be considered.</li> <li>• The Stage 3 FRA carried out by one of the landowners is the most up to date information CCC has at the moment. In conjunction with the OPW Preliminary Flood Risk Assessment Maps showing pluvial flood risk on site is now available and will be used in the revision.</li> <li>• This FRA is available in the SEA Environmental Report accompanying the proposed Amendment</li> </ul>	<p>Insert new text in paragraph 1.4.16:</p> <p>The Council agreed that the Stage 3 Flood Risk Assessment for the lands would form the basis of a flood risk map for the area. Consequently the layout design of the site reflects the land potentially at risk of flooding and these lands have been zoned as open space/amenity on the site. The draft flood risk assessment was undertaken on part of the site the remaining portion</p>



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	<p>3. The EPA have made additional comments on the Environmental Report</p> <ul style="list-style-type: none"> <li>- Chapter 1 review the requirements of Schedule 2b of the SEA Regulations</li> <li>-Chapter 5 read in conjunction Irish Water's water services strategic plan</li> <li>-In Chapter 6 clarify subsection 6.2.1 Baseline Assessment whether the environmental impacts described refers to the Waterrock or Shannonpark Framework Masterplan or both.</li> <li>-In mitigation measures Chapter 8 suggested alternatives. If no mitigation proposed highlight policies/objectives of the Carrigaline EALAP.</li> <li>-Monitoring, include monitoring frequency. Any future amendments should be screened for likely significant effects in accordance with the criteria as set out in Schedule 2A of the SEA regulations.</li> </ul>		<p>Amend text</p>	<p>was not assessed. The existing flood maps in the Local area Plan relate to the Stage 1 Flood Risk Maps prepared by the OPW and JBA.  Insert new text in paragraph 1.4.17:</p> <p>However since 2011 the OPW have produced Pluvial Flood Risk Assessment Maps (PFRA) for Cork and the entire Shannonpark site has been mapped. There is a pluvial risk identified through the PFRA and the OPW have advised that any development will require more detailed Flood Risk assessment (FRA) as required by the Flood Risk Guidelines to confirm whether there is a risk if</p>

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				the land is developed.

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Irish Water MPS15/2178	<ol style="list-style-type: none"> <li>1. Irish Water supports the Carrigaline Local Area Plan in principle. The Water service infrastructure required to service the lands will be designed and developed in line with our statutory, regulatory and technical obligations and the evolving demand for water services in the area.</li> <li>2. Irish Water are available to discuss this submission with the Council.</li> </ol>	<ul style="list-style-type: none"> <li>• Irish Water needs to be consulted on detailed design of water services design and layout at all stages of development.</li> </ul>	<ul style="list-style-type: none"> <li>• Works have commenced on the construction of the WWTP as part of the Cork Lower Harbour Drainage Project with a completion date of late 2016. This is a matter for Irish Water</li> </ul>	None

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National Transport Authority MPS15/2179	<ol style="list-style-type: none"> <li>1. The location of the Shannonpark lands presents a number of significant challenges, the principle being to avoid a further replication of the established patterns of car dependency pertaining to the settlement of Carrigaline.</li> <li>2. The development at Carrigaline should be informed of the following; the development of an integrated land use and transport plan for Carrigaline area which would inform the overall scale, phasing development density and necessary transport infrastructure and services for the masterplan lands and the town as a whole. The masterplan needs to demonstrate how the lands can be developed in a permeable manner for bus services as well as Cork city to Ringaskiddy area and how significant modal shift can be achieved. Demonstrate that additional development in this area</li> </ol>	<ul style="list-style-type: none"> <li>• Does the plan promote good connectivity and accessibility to other surrounding areas and other areas within Metropolitan Cork thereby promoting sustainable travel</li> <li>• The NTA should be included in any future transport development.</li> <li>• Any community facilities such as schools should be centrally located for accessibility reasons.</li> <li>• Public transport issues needs to be discussed with Bus Eireann.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed Amendment and Framework Masterplan provide the necessary requirements for sustainable travel and modal shift.</li> <li>• The primary school site is located in an accessible location adjacent to the east-west road and open space (O-09).</li> <li>• Discussions have been held with Bus Eireann regarding the provision of adequate public transport facilities.</li> </ul>	<p>Insert new text in paragraph 1.4.39:-</p> <p>“Phase 1a will include a site for a transport interchange and a local commercial centre, including any community facilities. The proposed 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 transport interchange shall be agreed with Bus Eireann and Cork County Council’s Traffic and Transportation Section ideally prior to planning permission being granted. The location of the commercial centre should be in close proximity to the transport interchange</p>

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	<p>will not negatively impact on congestion on the existing N28.</p> <p>3. Transport Investment measures in the Masterplan section 4.4.3 can be discussed in conjunction with all the stakeholders. Public Transport Planning; questions the purpose of further studies between the council and Bus Eireann. These should be done in conjunction with the NTA. The Park and Ride at U-11 can be considered as part of the NTA review of Public Transport in the Cork Metropolitan Area.</p> <p>4. Primary School. In Section 1.4.40 of the proposed Amendments reference is made to the reservation of a site for a new primary school. The location should be central to have a catchment which is accessible by walking, cycling and public transport.</p>			<p>to allow centralisation of and sharing of car parking.”</p>

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Department of Communication, Energy and Natural Resources MPS15/2182	<ol style="list-style-type: none"> <li>1. Reply came from the Geological Survey of Ireland (GSI) No additional comment however it should be reiterated that the County Geological sites (CGS) located in the area should be protected - as stated in the objective HE 2-6 of the Cork County Development Plan 2014, and geology, geological heritage and groundwater should be included in the Environmental impact report for any proposed development. The GSI has mapping and datasets which are available.</li> <li>2. The GSI should be consulted at the planning stage and in the preparation of an EIA/EIS or SEA for any proposed development.</li> </ol>	Ongoing consultation would be welcomed	N/A	N/A

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<p>NRA MPS15/2184</p>	<p>The NRA have the following observations.</p> <ol style="list-style-type: none"> <li>1. The importance of the N28 upgrade, there needs to be an emphasis on accelerated modal shift to sustainable transport within the Carrigaline and the N28 corridor.</li> <li>2. Greater clarity on the M28 motorway and shannonpark roundabout as per the Masterplan. The NRA will not be able to fund the national road as per the Masterplan. These are matters for Cork County Council to address including delivery and funding. The LA is advised to seek development contributions towards the cost of providing or upgrading of these public infrastructure elements which are necessitated by development under development contribution schemes.</li> <li>3. The NRA requests the following are corrected.</li> </ol>	<p>The importance of the N28 upgrade.</p> <p>There needs to be accelerated Modal Shift within the Carrigaline Area</p> <p>The Local Authority must clarify the required Shannonpark works for the Masterplan.</p> <p>Cork County Council will need to address delivery and funding.</p> <p>Issues need to be clarified from the Masterplan and amended.</p>	<p>A transport interchange is being provided on site.</p> <p>Clarify the nature of the works required for greater than 200 houses.</p> <p>Developer to carry out the preliminary works at the Shannonpark Roundabout.</p>	<p>Insert new text to paragraph 1.4.19</p> <p>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.</p> <p>Insert new text in paragraph 1.4.20</p> <p>Upgrade of Shannonpark roundabout or M28 junction improvement at Shannonpark.</p>

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	<p>The table included in section 1.4.37 (Local Area Plan Amendment) and figure 4.4 (Masterplan) are amended such that Cork County Council/developer is responsible for funding of two lane approach. this will also apply to statements associated with the upgrade of Shannonpark roundabout, and</p> <p>2. Section 4.2.2 of the Masterplan should be amended to take account for section 3.9 of the DOECLG Spatial Planning and National Road Guidelines and statements included in this submission.</p>			



## All Other Submissions (by interested party A-Z)

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Cooney Estate MPS15/2176	<p>1. The flood zones included in the proposed amendment have not been justified and do not accurately represent the extent of flood risk on the Cooney lands; The flood risk zones should revert back to and be consistent with the statutory 2011 Carrigaline Electoral Area Local Area Plan;</p> <p>2. The specific objectives for R-16 and R-17 should be modified to omit the prescribed requirement for flood risk assessment;</p> <p>Table 1.9 of the proposed amendment (infrastructure requirements for Phase 3) should be modified to acknowledge the potential contribution of other bodies (e.g. NRA and Cork</p>	<p>Flood Maps – have not been justified and should not be used. The flood risk zones should revert back to and be consistent with the statutory 2011 Carrigaline Electoral Area Local Area Plan;</p> <p>Infrastructure requirements requests that CCC and other bodies provide it</p> <p>Additional access point required for lands R-14</p> <p>Request for reduced contribution rates.</p>	<p>The Stage 3 FRA carried out by one of the landowners is the most up to date information CCC has at the moment in conjunction with the OPW Pluvial Flood Risk Assessment Maps (PFRA) if more extensive/comprehensive flood risk mapping emerges this can be revised.</p> <p>Noted</p> <p>Contribution rates are as per agreed contribution scheme.</p>	<p>Insert new text in paragraph 1.4.16:</p> <p>The Council agreed that the Stage 3 Flood Risk Assessment for the lands would form the basis of a flood risk map for the area. 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.</p> <p>Insert new text in paragraph 1.4.17:</p> <p>However since 2011 the OPW have produced Pluvial Flood Risk Assessment Maps (PFRA) for Cork and the entire Shannonpark site has been</p>

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	<p>County Council) to the delivery of certain infrastructure;</p> <p>Remove the requirement for a 100m southbound lane approaching the Carrig na Curra junction from Table 1.9 as it should not be included as part of 'Phase 3' of the overall FMP;</p> <p>Modify the proposed amendment to refer to the potential to “deliver up to 280 houses in areas 16 and 17” and also ensure an distribution of Part V social housing over the Masterplan area; Identify an additional ‘Access Point’ to our clients’ lands in R-14;</p> <p>A separate Section 48 General Contributions Scheme with reduced contributions rates should be introduced for the Shannonpark area to encourage</p>			<p>mapped. There is a pluvial risk identified through the PFRA and the OPW have advised that any development will require more detailed Flood Risk assessment (FRA) as required by the Flood Risk Guidelines to confirm whether there is a risk if the land is developed.</p> <p>Amend LAP Zoning Map to include additional road access arrow into lands R-17.</p>

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	development and to offset the provision of any strategic infrastructure by the developers.			
Cllrs O Laoghaire and Murphy MPS152181	<p>List of key infrastructure that needs to be delivered, the lower harbour sewerage scheme, the M28 and upgrade of the rock road.</p> <p>The signalisation of the shannonpark roundabout needs to be separated out from the masterplan. Provision of facilities for the sustainable and cohesive development of a community.</p> <p>Local labour should be used in construction of the western relief road and should be provided before phase 3.</p> <p>Measures to improve public transport, a cultural centre should be provided and useable</p>	<p>Infrastructure Provision, Lower harbour sewerage Scheme</p> <p>N28 upgrade and Rock Road</p> <p>Western Relief Road should be built before Phase 3</p> <p>Improve Public Transport and Cultural Centre</p> <p>Social Housing and housing for the elderly</p> <p>Childcare Facilities</p>	<p>Works have commenced on the construction of the WWTP as part of the Cork Lower Harbour Drainage Project with a completion date of late 2016.</p> <p>A transport interchange is to be provided on site. A site nearer to the town centre would be more appropriate for a cultural centre.</p> <p>Part V housing to be provided.</p> <p>Creche will be provided.</p>	No change

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	<p>open space to benefit the wider community. Quality Broadband. Flood risk assessment.</p> <p>Provision of social housing especially two beds and housing for the elderly. The naming of streets and roads should be in Irish and have a relevance to the area not just generic names. Heritage sites on the lands should be respected and preserved. The proposed neighbourhood centre should have childcare facilities.</p>			

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<p>Astra Construction MPS15/2183</p>	<p>Astra Construction welcome the Masterplan and plan to lodge an application for Phase 1 of the Study area as soon as the PA are in a position to grant permission for the same.</p> <p>Astra Construction acknowledges that no houses can be occupied until certain road infrastructure upgrades are carried out. However the Masterplan and amendment need to consider and allow flexibility to react to potential delays.</p> <p>Astra Construction would request that the PA would commit to commencing the works to the Shannonpark Roundabout as soon as the amendment is adopted in order to ensure no further delay to the delivery of housing.</p> <p>Flexibility required in Phase 1 to avoid the relocation of the ESB network delaying the delivery of housing. Astra request and require flexibility to be able to build north/south of the proposed</p>	<p>Require an element of flexibility as there are certain issues outside of their control, such as the ESB pylons, works required to the Shannonpark roundabout and the M28 upgrade project.</p> <p>Alternative site suggested for the childcare facility.</p>	<p>The planning application for phase 1 can include up to 300 houses but only 200 can be built subject to the upgrade of the junction with the proposed M28 or modifications to the Shannonpark Roundabout.</p> <p>CCC to discuss the improvement works to the Shannonpark Roundabout with TII.</p>	<p>New text at 1.4.32</p> <p>Phase 1a will contain upwards of 200 houses and Phase 1b will contain up 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.</p> <p>Phase 2 will be approx 500 houses and phase 3 upwards to 200 houses. The traffic assessment details the infrastructure requirements before development commences and what is required for each phase.</p> <p>Insert new text to paragraph 1.4.19:-</p>

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	<p>east/west spine road and there are sound construction reasons for this. Astra construction consider that the most appropriate location for a childcare facility to serve the proposed development is adjacent to the Park and Ride facility, but the current phasing proposal does not provide construction of this in Phase 1.</p> <p>To conclude Astra request that the phasing for the Masterplan be revised as suggested on a revised layout submitted. This will ensure greater options for the delivery of housing in the shorter term and guard against delays within this and in advance of the signalisation of the Shannonpark Roundabout or the M28 project, Astra Construction fully accept that only 200 houses can be sold and occupied in this phase.</p>			<p>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.</p>