

Appendix A: NATIONAL AND REGIONAL POLICIES THAT INFORM BANDON TPREP

1. REVIEW OF PLANNING AND POLICY DOCUMENTS

1.1 Introduction

1.1.1 As part of the preparation of the Interim Report, the County and Local Development Plans, Regional Guidelines and other transport studies were reviewed in the context of this study. A number of infrastructure studies undertaken for Bandon are also considered.

1.1.2 The following documents are considered to have relevance to the study and have been reviewed:

- Infrastructure and Capital Investment (2012 – 2016);
- National Spatial Strategy (2002-2020);
- Smarter Travel;
- Southwest Regional Planning Guidelines (2010-2022);
- Cork County Development Plan 2014;
- Bandon Electoral Area Local Area Plan(2011 Vol. 1 2nd Edition Jan 2015);
- Walking & Cycling Strategy for Bandon – Active Travel Town;
- Bandon Action Programme;
- Bandon Town Wall Conservation Management & Interpretation Plan(2012);
- Bandon River Drainage Scheme; and
- Bandon Sewerage Scheme.

1.2 Infrastructure and Capital Investment (2012-2016)

1.2.1 The government released its revised National Development Plan for the period from 2012 to 2016. The National Development Plan is a road map for the future development of Ireland, setting out the planned expenditure for large-scale national infrastructure. The documentation includes a short leaflet entitled 'Investing for Growth and Jobs: Infrastructure Investment Priorities' and a larger document entitled 'Infrastructure Investment Priorities'.

1.2.2 The Infrastructure and Capital Investment report presents the findings of a Government-wide review of infrastructure and capital investment policy led by the Department of Public Expenditure and Reform. The Government is committed to ensuring that the country's infrastructure is capable of facilitating economic growth.

1.2.3 Over the medium-term, there will be a lower level of resources available for capital investment. The approach identifies four main components of the investment strategy, namely:

- Economic infrastructure;
- Investment in the productive sector and human capital;
- Environmental infrastructure;
- Critical social investment.

1.2.4 Chapters 2 and 3 of the Infrastructure and Capital Investment report makes a case for a shift in strategy from the previous National Development Plan following a



comprehensive review of investment and budgetary parameters. This strategy focuses on the provision for ‘just-in-time’ infrastructure which yield a strong cost benefit. Given the reduced level of resources available, the report states that a sharp prioritisation of investment is paramount.

1.2.5 In terms of transport, the main priorities of particular relevance include:

- Ensuring adequate maintenance of the National Road Network
- Targeting the improvement of specific road segments where there is a clear economic justification
- Continuing investment in the Railway Safety Programme, replacement of Public Sector Obligation buses, upgrade of existing quality bus corridors and a number of important cycling and pedestrian projects
- Continued investment to enhance Ireland’s tourism product offering

1.2.6 Given the scale and cost of road projects in particular, it is intended to fund future schemes by means of a public private partnership (PPP) using private money to build and maintain these roads, paid back over a prolonged period by the Exchequer in the form of availability payments.

1.2.7 The TII (Formerly NRA) will also progress a limited number of improvement schemes, together with some relatively low-cost targeted improvements on the national secondary network, where road safety is an issue, and in tourist areas. It is not anticipated that sufficient funds will be in place to commence any other major National Road projects but it should be emphasised that these projects are deferred not cancelled.

1.2.8 Should investment prospects pick up over the medium-term, there are further road projects which can serve to enhance competitiveness and improve enterprise conditions and which will be progressed by the TII in the event of additional resources becoming available.

1.2.9 Investment in the Regional and Local Road Network over recent years has been less extensive. While the constraints of the economy’s fiscal position will not permit major investment in this infrastructure in the medium-term, the Government nonetheless plans to direct significant funding towards the maintenance and rehabilitation of regional and local roads. At present over 85 percent of investment is targeted at maintenance and rehabilitation work and this trend is expected to continue. In addition some limited investment will be directed to important strategic improvement and safety schemes on the local and regional road network.

1.2.10 The report includes the following table which shows the planned investment in the road network in the coming years.

Table 1.1 Analysis of employment locations for employees residing in Bandon

	2012	2013	2014	2015	2016	Total
National Roads	605	278	288	253	252	1,676
R&L Roads	285	250	240	240	240	1,255
Total	890	528	528	493	493	493



1.3 National Spatial Strategy

1.3.1 The National Spatial Strategy (NSS), 2002-2020 is a twenty year strategic planning framework designed to counterbalance disparities in regional development. Cork is classed as a “Gateway” under the NSS. As a Gateway, Cork has a strategic location, nationally and relative to their surrounding areas, and provides national scale social, economic infrastructure and support services.

1.3.2 According to the NSS, of the regional cities, Cork has the most immediate potential to be developed to the national level scale required to complement Dublin. The Cork Area Strategic Plan (CASP) sets a positive agenda for proceeding in this direction, given the emphasis in it on enhancing Cork’s capabilities as a metropolitan, business friendly, public transport based and physically attractive city.

1.4 Smarter Travel

1.4.1 Under Government Smarter Travel policies it would be desirable to promote Bandon as a model town with regards to sustainable travel. Bandon TPREP can give Bandon a substantial head start in making progress towards the government targets and can act as an exemplar town for ensuring this long term objective is realised.

1.4.2 To ensure these long term sustainable travel objectives are met, it is essential that a town centre environment is created where pedestrian and cyclist activities are accommodated and encouraged.

1.4.3 There are five key goals which form the basis of the policy:

- Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport;
- Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks;
- Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions;
- Reduce overall travel demand and commuting distances travelled by the private car; and
- Improve security of energy supply by reducing dependency on imported fossil fuels.

1.4.4 Achieving sustainable transport will require a suite of actions that will have complementary impacts in terms of travel demand and emissions. Although the Policy contains 49 actions, they can be grouped into essentially four overarching actions:

- Reduce distance travelled by private car and encourage smarter travel, including focusing population growth in areas of employment and the use of pricing mechanisms or fiscal measures to encourage behavioural change;
- Ensure that alternatives to the car are more widely available, mainly through a radically improved public transport service and through investment in cycling and walking;



- Improve the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving and alternative technologies; and
- Strengthen institutional arrangements to deliver these targets.

1.4.5 The Government is committed to rural regeneration and throughout the Plan there are individual actions, such as improved bus services in rural areas, which reinforce this ambition.

1.4.6 It is evident from the list of Smarter Travel Objectives that any transport plans and traffic management arrangement developed for Bandon must actively focus on improving the attractiveness of travel by cycling and walking.

1.5 Southwest Regional Planning Guidelines (2010-2022)

1.5.1 The Planning and Development Act 2000 requires each regional authority to prepare regional planning guidelines. To this end, the South West Regional Authority prepared Regional Planning Guidelines for the South West Region in 2004 to act as a regional tier in the hierarchy of plans and policies that influence local plans such as the development plan.

1.5.2 The task of the guidelines is to provide a broad canvas to steer the sustainable growth and prosperity of the region and its people until the year 2022. The plan contains statements and analysis of key economic objectives, together with a set of planning guidelines to be incorporated within the development plans of the local authorities in the region. The strategy covers the South West Region, which incorporates County Cork together with County Kerry. The specific areas that have been identified are divided into four functional areas, namely:

- Greater Cork Area (including Cork Gateway and Mallow Hub);
- Tralee/Killarney Linked Hub;
- Northern Area; and
- Western Area.

1.5.3 Development priorities that have been identified for the Greater Cork Area (which includes Bandon) in these guidelines are:

- Realignment and reinforcement of spatial planning and land use policies;
- Plan for an increase in the population and employment of the Cork Gateway;
- Refocusing of economic and investment strategy;
- Front-loading of infrastructure and implementation of integrated transport strategy; and
- Priority infrastructure investments for the Cork Docklands.

1.5.4 The guidelines also prioritise a number of infrastructural provisions and up-grades for the Greater Cork Area and these include:

- Cork Docklands road and bridge infrastructure;
- The remaining stages of the Cork suburban rail network;
- Upgrading of N25 Cork-Waterford;
- The N28 servicing the major industrial developments at Ringaskiddy; and
- The N25 flyovers within Cork City.



1.6 Cork County Development Plan 2014

1.6.1 The Cork County Development Plan 2014 was adopted by the Members of Cork County Council on the 8th December 2014 and came into effect in January 2015. It is expected to remain in force (subject to any interim variations) until late 2020.

1.6.2 It is a six year development plan for the County that attempts to set out Cork County Council's current thinking on planning policy looking towards the horizon year of 2022. The plan also sets out the overall planning and sustainable development strategy for the county which must be consistent with the National Spatial Strategy 2002-2020 and the South West Regional Planning Guidelines 2010-2022.

1.6.3 The Development Plan is the County's principle strategic planning policy document. Detailed land-use zoning maps for the main settlements of the county are contained in the Electoral Area Local Area Plans and the Special Local Area Plans.

1.6.4 This Plan provides a blueprint for the development of County Cork for the latter part of this decade and the early years of the next. The Development Plan vision and main aims for the County will be underpinned by the core principles of sustainability, social inclusion, quality of design and climate change adaptation.

1.6.5 All of the policies and objectives of this plan are intended to contribute to the delivery of a number of key aims for the county as a whole. They are as follows:

- Enhanced quality of life for all, based on high quality residential, working and recreational environments and sustainable transportation patterns;
- Sustainable patterns of growth in urban and rural areas, that are well balanced throughout the county reflecting the need to reduce energy consumption and greenhouse gas emissions, reduce use of non-renewable resources while taking account of the need to plan for the effects of climate change;
- Sustainable and balanced economic investment, in jobs and services, to sustain the future population of the County together with wise management of the County's environmental, heritage and cultural assets;
- An effective physical and community infrastructure supporting living, economic recovery, enterprise and social integration;
- A quality built environment integrating the conservation of County Cork's built heritage with best practice modern architecture and urban design;
- A network of enhanced natural resources of clean water, biodiversity, nature conservation areas, landscape, coastline, greenbelts, parks and open spaces, and agricultural land;
- Responsible guardianship of the County so that it can be handed on to future generations in a healthy state.

1.6.6 As set out in Chapter 1 of the Development Plan, there are four main strategic planning areas in the county. They are as follows:

- County Metropolitan Cork Strategic Planning Area;
- Greater Cork Ring Strategic Planning Area;
- North Cork Strategic Planning Area; and
- West Cork Strategic Planning Area.



- 1.6.7 The plan sets out a vision and supporting strategy that directs significant future growth into the Metropolitan Cork Area, while protecting the critical mass that allows other settlement areas to continue to provide essential local services and quality of life.
- 1.6.8 The strategy facilitates a number of key regional objectives as set out in CASP and national planning guidance, including:
- Protection of existing regional assets;
 - Facilitating the orderly provision of supporting infrastructure;
 - Maximising benefits arising from infrastructure investment;
 - Supporting the regions socioeconomic goals;
 - Creating places capable of providing high quality of life;
 - Protection of the environment including the protection, restoration and enhancement of water and biodiversity resources.
- 1.6.9 The scale and diversity of County Cork requires a strategy to carefully match the individual potential of the main areas that make up the County. The plan sets out the County strategy in relation to four ‘Strategic Sub Areas’ that best reflect the differing mix of socioeconomic, cultural and environmental issues that define the main areas within the County.
- 1.6.10 The Greater Cork Ring Strategic Planning Area is the area previously referred to as the ‘CASP Ring’. It lies outside Metropolitan Cork and includes the town of Mallow and the ‘Ring’ towns of Bandon, Fermoy, Kinsale, Macroom and Youghal. Each town supports a substantial rural hinterland consisting of several villages, smaller settlements and individual dwellings.
- 1.6.11 In term of Network of Settlements, The County Development Plans sets the following objective for these Ring Towns:
- “To provide a better balance of development throughout the Greater Cork Ring Area, and fulfil their economic potential as quality urban centres providing employment, shopping, services and public transport for their rural hinterland so that they can become the location of choice for most people especially those with an urban employment focus.”*
- 1.6.12 In respect to retail for these town settlements, the aim is to support the vitality and viability of the Ring Towns and to ensure that such centres provide an appropriate range of retail and non-retail functions to serve the needs of the community and respective catchment areas.
- 1.6.13 The Development Plan’s strategy for these Ring Towns is to establish an appropriate balance in the spatial distribution of future population growth, in line with this Core Strategy, so that Bandon, Fermoy, Macroom and Youghal can accelerate their rate of growth and achieve a critical mass of population to enable them to maximise their potential to attract new investment in employment, services and public transport.
- 1.6.14 In terms of employment from Bandon, the Development Plan’s focus is on local catchment employment and an infrastructure programme to service identified supply of land for future employment development focused on medium to small business/industry.
- 1.6.15 The plan considers mineral extraction as important to the economy of the county for which there are distinct clusters at locations along the Bandon River from Dunmanway to Innishannon.



- 1.6.16 Under the Protection of Tourist Assets, the Development Plan identifies The Bandon and Lee River Valley as an important recreational amenity and fisheries areas.
- 1.6.17 The Development Plan's objectives for Regional and Local Roads is to enhance the carrying capacity and safety profile of these roads which include the R586 (Bandon to Bantry).
- 1.6.18 Cork has an extensive network of historical urban centres ranging from crossroads settlements, small villages to substantial towns. Seventeen Historic towns are identified in The Urban Archaeological Survey of County Cork (1995), which includes the town of Bandon. Of particular importance and interest are the four medieval Walled Towns of Bandon, Buttevant, Kinsale and Youghal.
- 1.6.19 The critical medium/long term infrastructure requirements for Bandon include the reservoir and WWTP upgrade.
- 1.6.20 The population target for Bandon-Kinsale municipal district is to grow the population from 42,454 as recorded in the 2011 census to 46,003 in year 2022.

1.7 Bandon Electoral Area Local Area Plan(2011 Vol.1 2nd Edition Jan 2015)

- 1.7.1 This Local Area Plan has been prepared in accordance with the Planning and Development Acts and was formally made by Cork County Council at its meeting on the 25th of July, 2011.
- 1.7.2 Cork County Council is currently proposing to amend the Bandon Electoral Area Local Area Plan to provide further policy guidance on dealing with retail developments in Bandon Town. Public submissions are currently being sought.
- 1.7.3 The strategic aims set out for Bandon in the Plan are to encourage continued growth and expansion of its employment and service functions so that Bandon can continue to act as a Gateway to West Cork. It is also important that the town centre continues to develop as the primary location for retail and services development and that the infrastructure is delivered which is required for the town.
- 1.7.4 In terms of road infrastructure, public transport and connectivity, the Plan places Bandon within the Strategic Transportation Improvement Corridor linking Cork City with Clonakilty as was designated in the County Development Plan 2009. The proposed study for a bypass of Bandon to be commissioned by the National Roads Authority is presently in abeyance because of national economic difficulties. In addition, the completion of the relief road to the south of the town needs further promotion, and an indicative line showing the route that this road might take is identified on the zoning map for Bandon.
- 1.7.5 The town itself suffers from conflict between through and local traffic and as an interim measure there is a need to find some short to medium term solutions to removing the volume of through traffic from the town. The requirement for a second bridging point in the town is also an important issue in assisting the future direction of growth in the town and its environs. Consideration could also be given to the provision of long term car parks on the edge of the town which could help to relieve the congestion in the town centre.
- 1.7.6 For the most part, industrial and enterprise development is encouraged to develop toward locations that will minimise the adverse impact of additional traffic on the town centre.



- 1.7.7 Public transport in Bandon is provided by private and public bus operators. Improved pedestrian and cyclist facilities will also reduce the need for local car journeys by improving opportunities for walking and cycling – especially school journeys and through the promotion of ‘walking buses’.
- 1.7.8 Currently, the majority of the new residential zoned areas are to the north of the Bandon River. When these areas are developed (most have permission), it will result in the majority of the population living north of the river and it will be necessary to improve the linkage of these new areas to the town centre.
- 1.7.9 In terms of problems and opportunities in infrastructure, the Plan highlights important issues for the town which include internal traffic management and the completion of the southern relief road.
- 1.7.10 The possibility of including provision for a Northern By-pass has considerable merit and it is envisaged that this would provide a longer term solution to the traffic management situation in the town. It has also been suggested that this route would form part of a more strategic bypass of the town based on the National Primary Route Network. More detailed assessment will be required when the funding commitment has been agreed by the respective parties, and a detailed route feasibility study is carried out. A detailed traffic and transportation study is required for the town to consider a second river crossing and alternative options for future traffic management within the town. When this study is completed it is proposed to promote an amendment to the local area plan to protect the routes identified in the study.
- 1.7.11 Another critical factor is accessibility within and around the town, both serving the needs of those carrying out their day to day business and also for those looking for additional recreational options (jogging routes etc.). An additional pedestrian bridging point has been identified in the Bandon Action Programme (2008) from the Glasslynn Road to Watergate Street and this is also included in the zoning map for this settlement. It is anticipated that the area around the Glasslynn Road will form an important part of the town centre expansion area and allow for an extension of the river corridor amenity area which was established in previous plans.
- 1.7.12 In terms of the town centre itself, proposals have been made for the improvement of a number of important spaces in the town either through main streetscape proposals or general road improvements.
- 1.7.13 Three public civic spaces have also been identified as having the potential to provide better amenities in the town. These are the Shambles area to the north of the town centre and Ballymodan Place and the Gallows Green to the south of the town. The proposals for these spaces include the provision of tree planting, specialised paving treatment, signage, seating and protective bollards.
- 1.7.14 In recent years the main approach to the town from Cork City has become less active with the exception of the new fast food restaurant immediately within the development boundary to the east. A number of sites are now underutilised and it is the intention of the planning authority to encourage their sensitive redevelopment by providing key landmark buildings where appropriate and using the opportunity to provide more commercial / leisure activities including the provision of a hotel, both to suit the passing tourist trade and in addition to service the existing residential population. Where appropriate these sites have been identified on the zoning map for the settlement. A number of road improvements and treatments have been identified in the Bandon Action Programme (2008) and these should be put in place when the necessary funding is available.



- 1.7.15 In terms of Planning Proposals, the Plan states that Development on lands directly south of the town is more sensitive, due mainly to its topography. Another important factor is the completion of the southern relief road.
- 1.7.16 The Plan include a Zoning Map which indicates the provision for future roads and walkways.



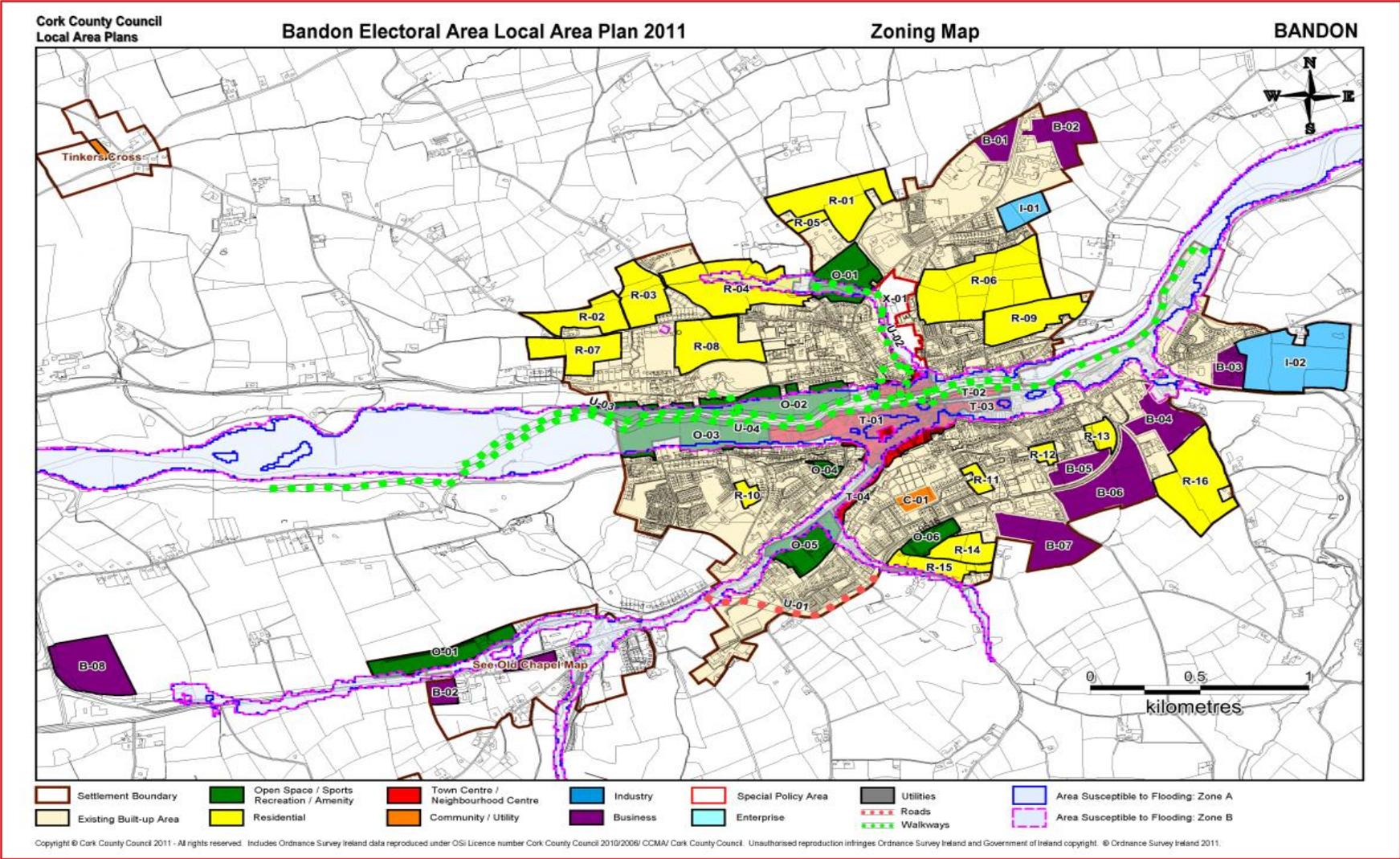


Figure 1.1 2011 Zoning Map for Bandon



Cork County Council
Comhairle Contae Chorcaí



1.8 Walking & Cycling Strategy for Bandon – Active Travel Town

- 1.8.1 Bandon is designated as an Active Travel Towns in County Cork, one of four such towns including Kinsale, Fermoy and Youghal. The development of walking and cycling strategies is an initiative for each town to become recognised, both by its own residents and visitors as towns that are creating a high quality walking and cycling urban environment and are changing the travel habits of their own populations.
- 1.8.2 Following an introductory, Section 2 of the plan references a separate document on the inventory of the existing walking and cycling infrastructure. Section 3 outlines the consultation process and Section 4 contained a generic outline of best practise in terms of cyclist and pedestrian needs.
- 1.8.3 Section 5 deals more specifically with Bandon and contains recommendations for improvements to the existing network. Section 6 outlines a project implementation plan with cost estimates.
- 1.8.4 The report contains a comprehensive set of active mode measures which the Bandon T-PREP will assess in the context of the wider plan proposals and incorporate into the preliminary designs if appropriate.

1.9 Bandon Action Programme

- 1.9.1 The Bandon Action Programme was prepared by Matrix Associates in 2008. The report was commissioned by Cork County Council and the Bandon Action Group, with the aim of preparing a comprehensive and integrated package of projects to improve Bandon town centre.
- 1.9.2 The programme was established to promote action on issues identified in the Local Area Plan. It sets out an integrated strategy for enhancement of the town, combining a series of measures to reinforce its obvious assets and heritage attributes; to improve the pedestrian/traffic environment; to make it attractive to visitors and to consolidate both its shopping and business character.
- 1.9.3 The report establishes potential priorities and timescales for action and delivery, consistent with the course of the town sewerage scheme and the funding sources potentially available to the project.
- 1.9.4 Following an introductory section in Chapter 1, Chapter 2 traces the context of the town and background influences. Chapter 3, informs the course and findings of a rigorous urban analysis conducted to appraise land use and heritage/amenity conditions. A review of road network, traffic, parking and pedestrian conditions is examined within Chapter 4.
- 1.9.5 The key issues, constraints and opportunities requiring action are identified in Chapter 5. Chapter 6 identifies strategic routing options to assist the passage of through traffic around the town. Chapter 7 presents a series of core traffic management strategies fundamental to the improvement of the town's pedestrian and trading/ visitor environment. A package of streetscape and public space measures are presented in Chapter 8.
- 1.9.6 A series of amenity and heritage programmes is presented in Chapter 9, to include opportunities for enhancement of the amenity of the river and waterfront, as well as potential for the strengthening of key pedestrian connections, for attention to the historic town wall and to key buildings and to event and market potential in the town.



- 1.9.7 Opportunities and demands for regeneration or redevelopment within the town, for the improvement of town centre services, tourist facilities and for marketing potential are identified in Chapter 10. A review of the consultation process is outlined within Chapter 11 with particular attention paid to the feedback received from the public exhibition held.
- 1.9.8 The framework for delivery of the Action Programme, outlining the prioritisation of the various measures and in phase with the imminent implementation of the sewerage works is contained in Chapter 12.
- 1.9.9 The report contains a comprehensive set of measures - particularly in relation to town centre public realm improvements, delivery of new road infrastructure and implementation of HGV management strategies, which the Bandon T-PREP will assess in the context of the wider plan proposals and incorporate into the preliminary designs if appropriate.

1.10 Bandon Town Wall Conservation Management & Interpretation Plan

- 1.10.1 The Conservation, Management and Interpretation Plan for Bandon Town Wall was prepared by Tobar Archaeological Services and Carrig Conservation for Cork County Council and the Irish Walled Towns Network through the Heritage Council.
- 1.10.2 The purpose of the Plan is to provide a reference document which should be central in planning all future work to the walls.
- 1.10.3 The key aims of the Plan are as follows:
- improving public awareness, knowledge and appreciation of the Walls;
 - identifying issues for development control and for future development along the circuit such as ACAs;
 - short and long term management of the Walls;
 - defining clear guiding principles against which any new development proposals or new ways of using the Walls can be evaluated;
 - identification, following a condition survey, of areas of the Walls in need of attention (with recommendations for the repair, conservation and protection of the Walls within a phased programme);
 - the preparation of initiatives for access, interpretation and education related to the Walls and their setting.
- 1.10.4 The Plan served to highlight many important issues relating to the 17th century town, its walls and how they function within the modern town, which are in need of redress. Primarily it demonstrates the importance of Bandon, both historically and culturally, within a regional and National context.
- 1.10.5 Given that Bandon has thus far not benefited from the implementation of any focussed conservation or interpretation of its town walls, it is essential that any future work is undertaken holistically and not in a piecemeal manner. In order to ensure the success of implemented actions, Bandon must become a 'destination' in its own right.
- 1.10.6 The portrayal of the town as a welcoming, fun, educational and historical destination to the cultural tourist is paramount. Equally, Bandon must prove itself to be that



destination to those who visit so that they will leave having engaged in a meaningful way with the town as a whole and perhaps more importantly return in the future and recommend this place to others.

1.11 Bandon River Drainage Scheme

1.11.1 A Flood Relief Scheme is being advanced by the Office of Public Works (OPW) in partnership with Cork County Council for Bandon Town. This scheme will help alleviate serious flooding of Bandon Town.

1.11.2 There are 5 distinct stages involved in OPW Flood Relief Schemes;

- Stage 1: Feasibility & Preferred Option Selection.
- Stage 2: Environmental Assessment & Planning.
- Stage 3: Detailed design, tender process & award of construction contract.
- Stage 4 & 5: Construction & Handover.

1.11.3 The Scheme is currently at Stage 3: Detailed Design, Tender & Procurement.

1.11.4 The proposed works comprising the Preferred Option for the Bandon River (Bandon) Drainage Scheme are generally as follows;

- Site Investigation works (complete)
- Deepening and dredging of the riverbed
- Underpinning of Bandon Bridge;
- Replacing the existing pedestrian bridge;
- Provision of flood defence walls along Bandon River and the Bridewell River;
- Provision of flood defence embankments downstream of Bandon Town;
- Improvements to the existing flood defences on the Bridewell River;
- Improvements to the flood defences at the Bandon wastewater treatment plant;
- Provision of removable flood barriers in certain areas;
- Upgrade of an existing culvert and the provision of flood defences at the Mill Stream;
- Provision fish pass and fish counter at Bandon weir;
- Miscellaneous ancillary works.

1.11.5 The majority of the proposed works are located on the banks and within the channel of the Bandon River. The works on the river channel extend downstream of Bandon Town for 3.6km (O'Driscoll's Bridge). Proposed works on the banks of the Bandon River extend from the weir to the wastewater treatment plant. The improvements to the flood defences on the Bridewell River are located in the town centre along Market Quay. The new flood defences on the Bridewell River will be located along the Clonakilty Road to the south west of Bandon Town centre. The proposed works on the Mill Stream culvert are located on the outskirts of Bandon town close to Old Quay Road.

1.11.6 Subject to ministerial approval, the works are expected to start in the Summer of 2017 and due to be completed by the end of 2018. The Bandon TPREP study will need to take cognisance of both the design and timescale for implementation of the drainage scheme.

1.12 Bandon Watermain and Sewerage Network Project

1.12.1 It is proposed to upgrade the existing sewerage network for Bandon Town. The overall scheme comprises 14km of foul, storm and flood relief sewers, 1 no. foul and 3 no. stormwater pumping stations and associated rising mains.



- 1.12.2 At present the underground pipe network in Bandon is a combined system that takes sewerage and storm water. The scheme was originally designed to separate the systems so that the foul sewage discharges directly to the sewerage treatment plant and the stormwater goes directly to the river. The scheme was to be constructed on a phased basis and through a number of contracts. Work had commenced on the main phase of the scheme but was suspended in 2012.
- 1.12.3 Irish water have now taken charge of the scheme from Cork County Council and they have included the scheme in their Proposed Investment Programme 2014-2016. They are currently reviewing the scheme and are working on a re-design on Phase 2 of the scheme (the underground pipework).
- 1.12.4 Irish Water carried out a cost benefit analysis on the scheme and now intend to re-design the scheme and proceed with a combined pipe system because it is more cost-effective to treat all discharge at the treatment plant. Irish Water have indicated that the new start date – once the redesign has been complete – will be the second half of 2016, with an expected 2 year construction duration.



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