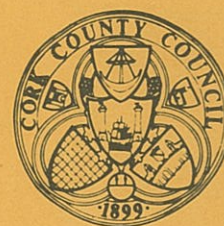


BALLINCOLLIG DEVELOPMENT PLAN



Cork County Council

1979

**Planning Department
Cork County Council**

**BALLINCOLLIG
DEVELOPMENT PLAN**

July 1979

I N T R O D U C T I O N

The 1973 County Development Plan's housing policy was "to consolidate and actively promote the satellite towns strategy as an alternative to overall peripheral expansion of the city". The implementation of this policy has led to rapid growth in the satellite towns, in the environs of the city (see Map 1), and particularly in Ballincollig.

The 1973 Development Plan for Ballincollig was based on an assessment of the capacity for growth of the town. The 1978 Review of the Ballincollig Plan however takes into account the findings of the Cork Land Use and Transportation Study for the Greater Cork Area. The study envisages a significant role for Ballincollig in the context of the Greater Cork Area. It is recommended that the town, which has been essentially a dormitory town for Cork City, be developed into a largely self-contained town, with a 1991 target population of close to 10,000 (including Carrigrohane).

The contents of this Development Plan are based on information available at April, 1978.

This Plan was adopted by Cork County Council on 30th July, 1979.

C O N T E N T S

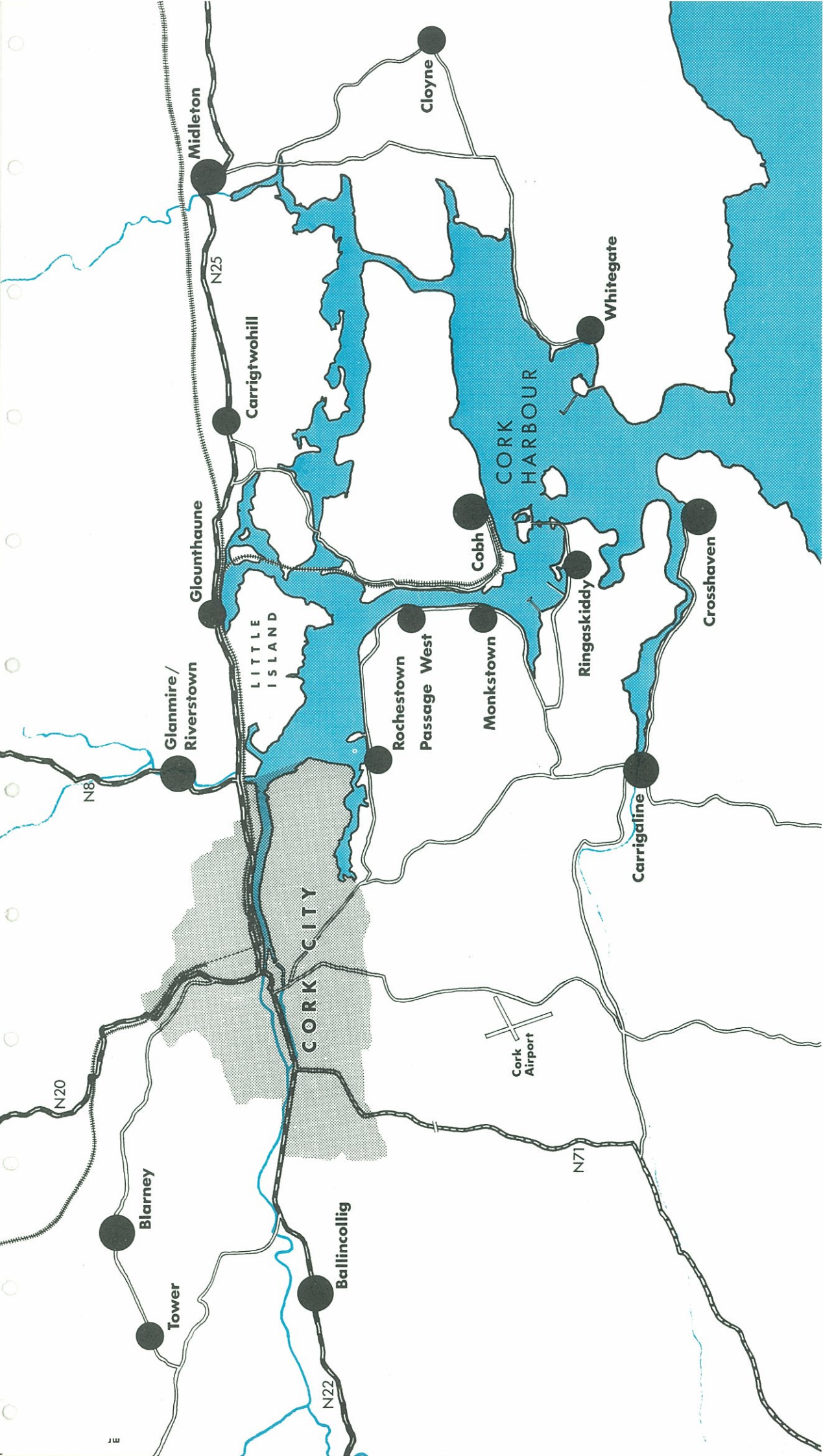
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LOCATIONAL CONTEXT - Cork City & Harbour Development Area

- National primary route
- National secondary route
- Other road
- Railway



PART 1. SURVEY AND ANALYSIS.

A / GENERAL BACKGROUND

GENERAL:

1.1. Situated 5¼ miles west of Cork City in the picturesque Valley of the Lee, Ballincollig straddles the Cork - Macroom section of the National Primary Route N.22. It is not an administrative unit in itself, all its Local Government undertakings being the responsibility of the County Council. Proximity to Cork City is perhaps the most significant factor to be considered when analysing future prospects for the development of Ballincollig. Accessibility to the City and Harbour area render it an attractive location for continued residential and industrial expansion. The future growth of Ballincollig will depend largely on the role it has to play in the overall development of the Greater Cork Area. The Land Use and Transportation Study findings indicate that the town will grow to a population of 9,000 approximately by 1991. It is envisaged that employment will increase by 2,250 by 1991.

HISTORICAL

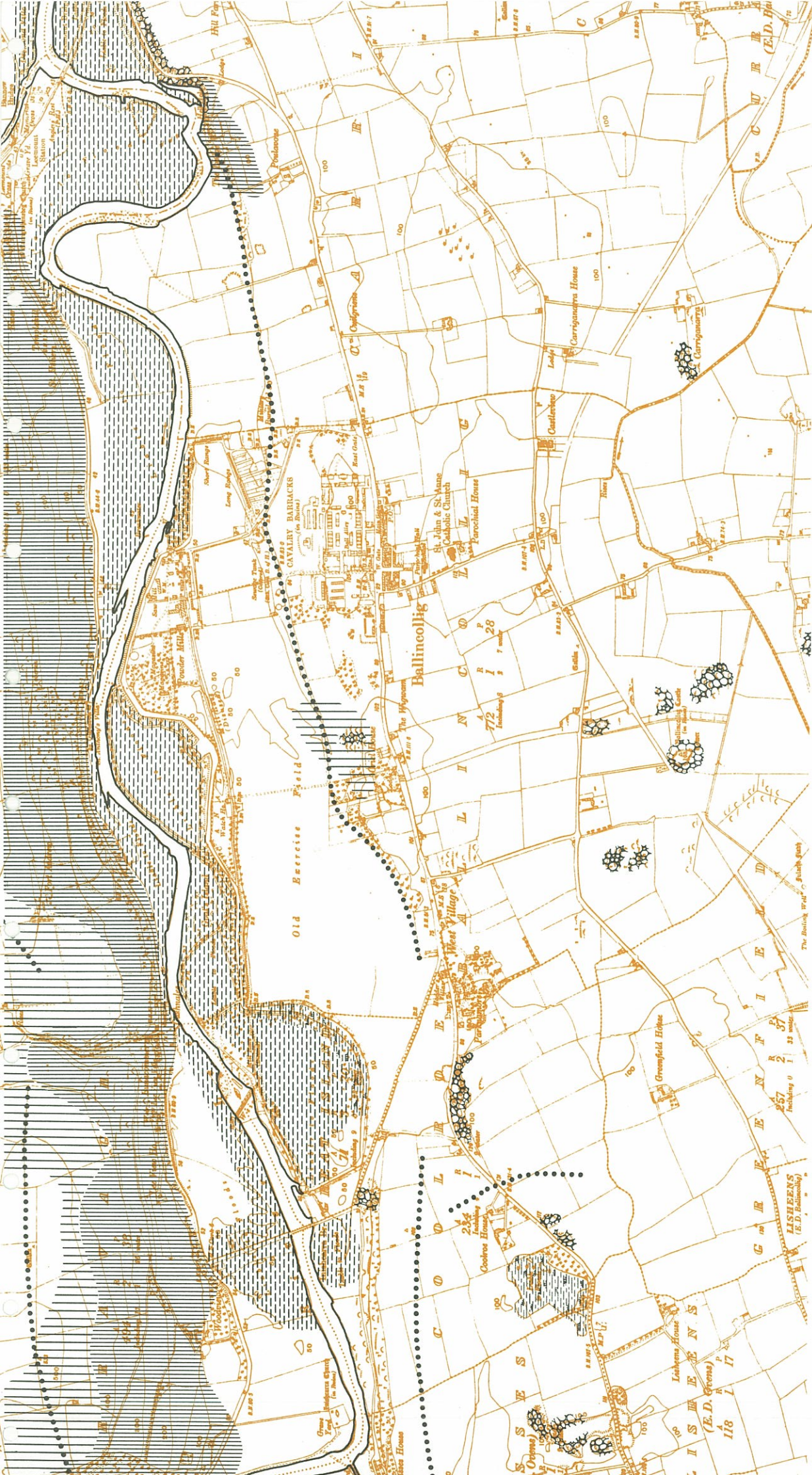
BACKGROUND

1.2 Ballincollig is a former British Artillery Depot. It also once served as the main police training depot for the province of Munster. One mile to the south-west, on a high limestone shelf lie the ruins of Ballincollig Castle, 14th century home of the Barrett Family which was garrisoned both by Cromwell and James II. Its massive keep is a prominent feature in the local landscape. Other prominent sites on limestone outcrops include Carrigrohane Castle and Abbey, an old McCarthy stronghold, to the east.

PHYSICAL

FEATURES:

1.3 To the north and south lie the old red sandstone Armorican ridges, running east-west, and part of the very distinctive ridge and valley formation of the south west. The valley itself consists of carboniferous limestone overlain by alluvium with traces of boulder clay deposited by the greater Cork / Kerry glaciation. The sand and gravel quarries around Ovens are the result of fluvial outwash from the lesser Cork / Kerry glaciation. The most significant physical feature is the imposing backdrop of Temple Hill lying across the River Lee to the north and forming part of the old red sandstone ridge which continues eastwards to the north of the City and Glounthaune. Between the town and the river, a localised limestone ridge runs east-west through the Department of Defence property, outcropping again at Carrigrohane Castle. Other localised ridges occur between the West Village and the confluence of the Lee and Bride and across the National Primary Route south of Inniscarra Bridge - (see Physical Features map).



PHYSICAL FEATURES

-  River
-  Ridge line
-  Marsh
-  Land liable to flooding
-  Slope 1:10
-  Slope 1:5
-  Rock outcrop

0 1.5 kilometres 1 mile

 N

EXISTING
TOWN
STRUCTURE

1.4 The former artillery depot is owned by the Department of Defence. It occupies 376 acres in extent, and is centrally situated between the through route and the River Lee. This special ownership of such a large tract of land had distorted the pattern of development and produced an unbalanced land usage. The town structure is exceptionally linear in character and is an extreme example of uncontrolled ribboning which straddles the through route for a distance of 1.75 miles. Much of this ribboning, while mainly a product of the large Department of Defence ownership, reflects also Ballincollig's growing popularity as a dormitory settlement for Cork City and of a reluctance to develop in depth. Its proximity to and ease of communications with the City, its pleasant and quiet rural setting in the landscape of the Lee Valley and (hitherto) relatively lower cost of suitable sites for residential development, have been important factors in this respect. Its attraction for residential development is demonstrated by a present commitment to 957 houses (approx). This figure includes a total of 350 Local Authority houses.

1.5 The above comments on the structure of the town are illustrated on the Land Use Map. This sprawl has been accentuated by industrial developments to the west of the town, outside the zoned area.

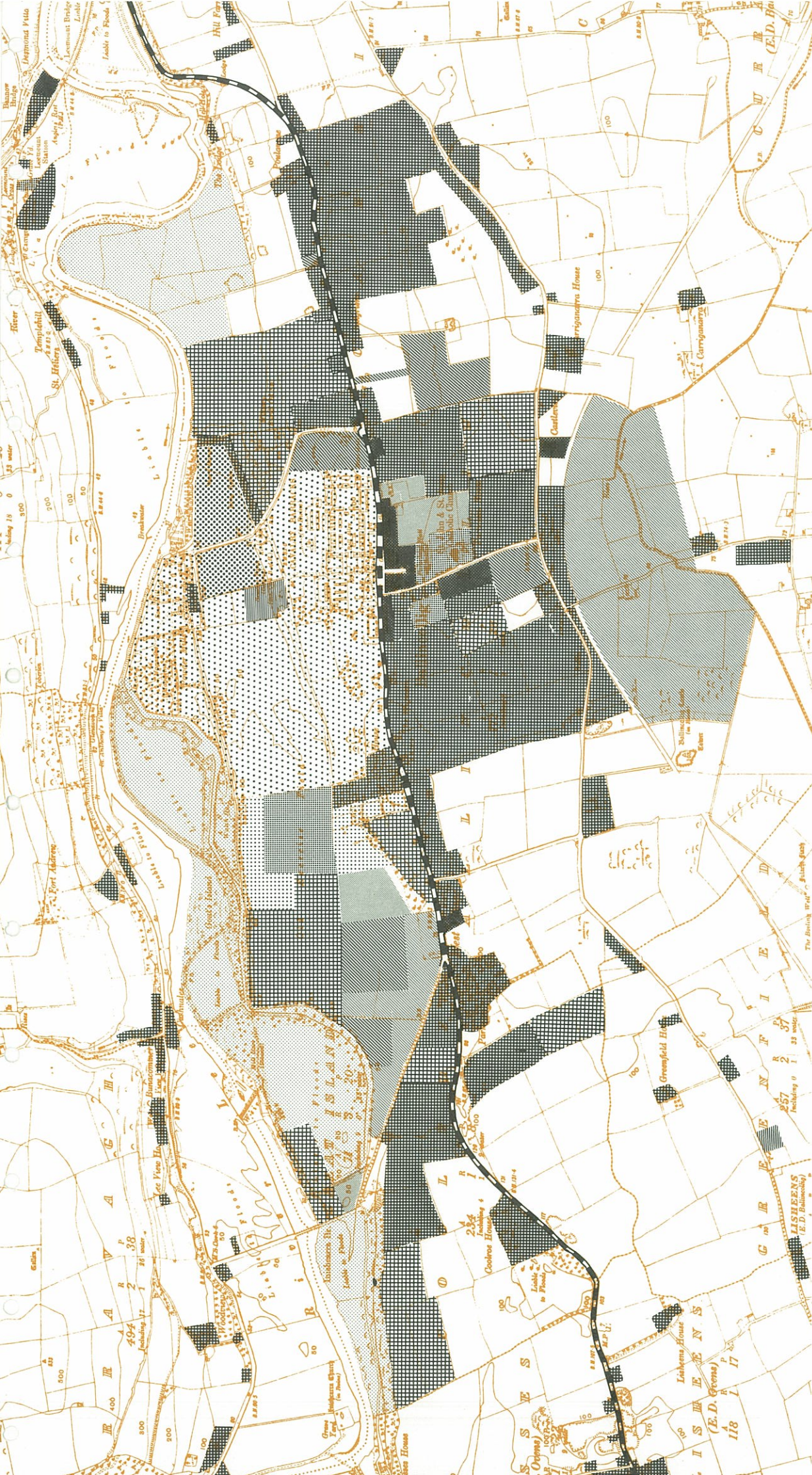
B /
POPULATION

1.6 The population of Ballincollig/Carrigrohane in the last Census of 1971 was 2,110. The estimated population in 1976 for Ballincollig/Carrigrohane was 5,442. This estimate is based mainly on newly completed dwellings since 1971 i.e. 850 dwellings approx. This represents an increase of 175% for Ballincollig town and an increase of 158% for Ballincollig/Carrigrohane.

1.7 The 1978 population of Ballincollig is estimated to be 5,786 approx. Existing commitments by way of outstanding planning permissions would if completed increase the present population by 3,828.

1.8 If population growth in Ballincollig continues at its present rate, the population is estimated to reach 11,359 approx. by 1991. The Land Use Transportation Study, however, has set a target population of 9,000 - 9,500 for 1991. These projections indicate that further services and infrastructure will be required in the future to facilitate the growth of the town.

1.9 A census carried out by the Ballincollig Community Association in April 1976 has indicated that there are nearly twice as many children under five years old as in the national average for this age group. This will put extra demands on facilities such as primary schools, recreational areas etc.



- Residential (existing)
- Residential (proposed)
- Open space (existing)
- Open space proposed

- Commercial (existing)
- Commercial (proposed)
- Special ownership

- Industrial (existing)
- Industrial (proposed)
- Public utility

- Community facilities (existing)
- Community facilities (proposed)
- National primary route



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LAND USE

C / EMPLOYMENT AND INDUSTRY:

MAIN

1.10 A number of new industries have been established since 1971, two of which have located outside the town at Ovens. Greater consideration should be given to the future expansion and location of industries within the overall land use structure of the town.

EMPLOYMENT

1.11 Main employment outlets in the town (see Table 1) show a preponderance of male employment and a low activity rate. Only light industry with low effluent and pollution characteristics should desirably locate in Ballincollig, due to the location of Cork City's Waterworks downstream of the outfall. The availability of suitable land and good accessibility to the labour market outlets of Cork City and Harbour area, are the main factors which render Ballincollig an attractive location for industry.

OUTLETS:

SERVICE

1.12 There are 26 commercial establishments in the town which employ approximately 55 people. The garrison in the Department of Defence property also contributes to the commercial and social life of the town.

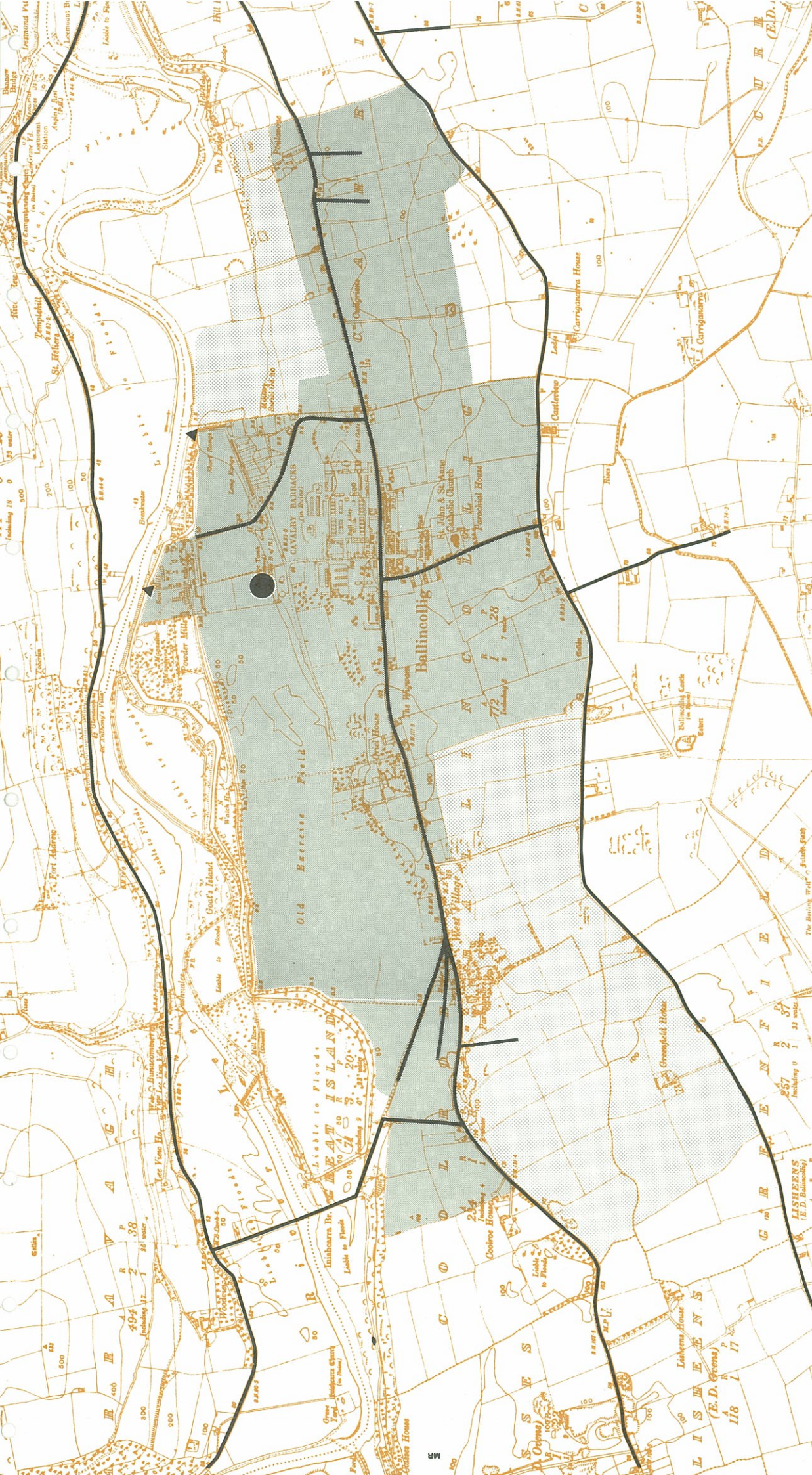
EMPLOYMENT:

1.13 It is evident that service employment will grow with further industrial expansion and population growth. The Cork Sub-Regional Study has estimated that one manufacturing job creates 1.35 jobs in services and one agricultural job creates 0.78 service jobs. Because of the dormitory nature of Ballincollig, however, such factors are likely to indicate maximum assessment of potential employment in services. Service employment will, in fact, depend largely on population growth and the extent to which private commercial establishments will locate in the town.

T A B L E 1.

MAIN EMPLOYMENT OUTLETS.

NAME	PRODUCTS	Male	Female	Total
Boston Insulated Wires Ltd.	Insulated Wire.	10	1	11
Byrnes (C.F.U.)	Bacon & Pork Products.	116	48	164
Data 100	Computer Parts			128
Malting Co.	Malt	17	3	20
Moremiles	Tyre Remoulds	9	0	9
O'Regan Precast	Sand, gravel & concrete blocks	38	2	40
Raybestos Manhattan.	Disc brake pads.	37	4	41
Topps Ltd.	Chewing gum products	123	107	230
John A. Woods Classis.	Sand, gravel, concrete products, tarmac.	160	0	160
John A. Woods (Maintenance) Ballincollig.	Maintenance depot.	60	0	60
		510	165	863



SERVICES

-  Sewered area
-  Proposed sewered area
-  Water supply
-  Sewerage installation
-  Sewer outlet



D / SERVICES

WATER
SUPPLY: 1.14 The existing serviced areas are shown on the Services Map. (Map 4). The existing water supply system is adequate to cater for present demand which is currently 0.80 - 0.85 million g.p.d. for the Ballincollig and Blarney areas. A total of 1.1 million g.p.d. can be made available without any extensions to the existing works, which serve an area of 25 square miles. The area will need to be supplied from the City and Harbour Water Supply Scheme in 3 - 4 years time. This will require a reservoir south of the town and will be capable of providing a water supply to ensure satisfactory provision for any future needs in the area.

SEWERAGE: 1.15 The existing sewerage system is now at full capacity and caters for a population of some 5,000. A new drainage scheme has been designed for the town. Stage 11 is presently under construction and will service industrial and residential zones in the development area. The entire scheme if implemented would have capacity for a population of 25,000 including industrial requirements. It is also intended to expand treatment works to cater for build-up of domestic and industrial loading. Only light industry generating a low volume and a high quality effluent, should desirably locate in Ballincollig.

REFUSE
DISPOSAL: 1.16 A weekly collection is undertaken and the refuse is disposed of by dumping in the city dump at Black Ash, Kinsale Road.

ELECT-
RICITY: 1.17 The Electricity supply is at present obtained via a number of substations in the City's western suburbs which transform the 38KV supply to a 10KV high tension single or three phase supply for domestic and other requirements. The generation and distribution capacities are at present ahead of requirements and no major difficulty is envisaged in catering for future population expansion and its concomitant industrial, commercial and residential requirements.

TELECOMM-
UNICATIONS: 1.18 The existing automatic exchange has a capacity of 20,000 lines. There are 1,203 working lines and spare capacity of 797 lines. A site has been reserved in the West Village to cater for long term needs. A new exchange may be required towards the end of the five year period of this plan. This would be an exchange with initial capacity of 5,000 lines, and ultimate capacity of 10,000 lines.

E / COMMUNICATIONS:

GENERAL: 1.19 The long term provision of relief route appears necessary due to the town's location on a national primary route and the through traffic problems associated with its unduly linear form. A long-term proposal for a relief route to the south of the town has been made. This should alleviate the problem of through traffic.

PARKING: 1.20 Through traffic apart, there are no apparent problems with circulation and parking in Ballincollig in the town centre. There is provision in the town centre for a limited amount of on-street car parking. This appears adequate at present due to the limited amount of services available there but future expansion of facilities will require commensurate provision of off-street parking accommodation.

An outline permission for a Shopping Centre has recently been granted for the centre of the town. Off-street parking accommodation will be provided as part of this development and should be adequate to cater for additional traffic generated.

PUBLIC TRANSPORT: 1.21 C.I.E. has an average daily service of 19 buses each way to Cork City.

F / HOUSING:



















HOUSING CONSTRUCTION:
(1971-'76) 1.22 Over the five year period 813 (approx.) new dwellings have been constructed in Ballincollig. Of these, 60 have been constructed by the Local Authority, and the remainder by private enterprise. The present commitment to private residential development by way of outstanding planning permissions accounts for a further 557 dwelling units. Local Authority plans are being prepared for a further 350-400 dwelling units to be built over the next five year period.

ESTATE DEVELOPMENT: 1.23 The bulk of new housing construction has taken place mainly through the development of large private residential estates. Estate development has occurred in a rather dispersed and unrelated manner and a more integrated form of such development is clearly desirable. An obvious need exists to diversify house sizes and types, layout etc. in order to reduce visual monotony and produce a more balanced social structure in the town. The Council has produced a formal document entitled "Guidelines for Residential Estates, July 1977", which outlines the Council's regulations and standards for the design of housing estates. These standards as set out in this document shall be required in future development.

G / SOCIAL FACILITIES:

GENERAL: 1.24 Because of its proximity to Cork City, Ballincollig avails of, and is served by, many of the facilities of the City. Hospitals, secondary and higher education facilities and many urban recreational outlets are within 15 - 20 mins. travel time.



- AMENITIES and COMMUNITY FACILITIES**
-  Amenity/recreation open space
 -  Area of landscape and recreational value
 -  Area of scientific interest
 -  Shrubs/trees/woodland of scenic value
 -  Structure of historic/architectural interest
 -  Cemetery
 -  Church R.C.
 -  Primary school
 -  Community school
 -  Post office
 -  Gárdá station
 -  Pitch and putt course
 -  Playing field
 -  Bank
 -  Hall
 -  Scenic viewpoint
 -  Scenic route
 -  Parking



1.25 The location of the principal facilities are shown on the Amenity and Social Facilities Map No. 5. With the present rapidly expanding population it is clear that additional facilities are urgently required. A new Community School (capacity 800 pupils) has recently been provided, and there are plans for a County Library and another Primary School.

1.26 A proposal for a shopping centre of 30,000 sq. ft. located behind the main shopping area is presently under consideration. ~~Future~~ provision of facilities should be located, so as to strengthen the existing commercial centre of the town and also to assist in the growth of distinct residential districts.

1.27 The Ballincollig Community Association and the local chapter of the Chamber of Commerce have both taken an active role in the life of the town since their formation.

H / AMENITIES:

GENERAL:

1.28 The existing amenities are shown on the Amenities and Community Facilities Map. The most significant feature with regard to amenity in the town, is the present under utilisation of the River Lee as a recreational outlet. The recreational demands of a growing population would suggest that such a resource can no longer be neglected and that an overall policy for developing the amenity and recreational resources of the Lee Valley is required.

1.29 The acquisition by the Council of part of Department of Defence lands in the town provides an ideal opportunity to develop appropriate parts of these lands for recreational use. Land has been set aside for playing fields, a pitch and putt course, a lake, a caravan and camping site, and for other sports facilities. The opening up of this extensive riverside recreational area could attract use from residents of the west city and elsewhere.

I / SUMMARY OF DEVELOPMENT CONSTRAINTS AND DETERMINANTS:

1.30 From the preceding analysis, certain factors emerge which will clearly act as constraints and determinants in the formation of a viable structure plan for the town. The more important of these are : -

(1) Physical Features i.e., constraints on development imposed by topography (steep slopes etc.) and land forms (rock outcrop, marsh, land liable to flood etc.) In Ballincollig, however, none of these will act as serious constraints and are significant only with regard to isolated areas of land (see Physical Features Map.)

(2) Areas already developed and committed to development i.e. the existing built-up area and areas committed to development in the future by way of outstanding planning permissions (see Land Use Map).

(3) The present level and location of services has a decisive role to play in determining the extent and pattern of future growth. The economic provision of services in otherwise suitable and conveniently servicable areas, constitutes a major determinant in attracting development to these areas. The Sewerage Scheme being carried out for Ballincollig now at Stage 11, will service lands to the east, west and south-west of the existing developed area, and will thus direct future growth towards these areas. The pipeline for the City and Harbour Water Supply Scheme will pass to the east and south of the town and will require a wayleave of 100 feet, thus entailing its preservation free from building development.

(4) The heavy volume of through traffic, paralleled by a substantial growth in local traffic, will, in the future, present a major communications and environmental constraint in the town.

(5) The problem of Department of Defence ownership of the extensive lands of the Military Barracks, has, until now, been a major constraint on development at the northern side of the town. Acquisition of most of these lands by the Local Authority, will contribute greatly to providing a more balanced town structure through the development of these lands for residential and recreational use.

1.31 Numerous other factors will play varied parts in dictating the extent and pattern of future growth in the town. The attractiveness of the area itself, the availability of land, housing and community facilities, the extent of public and private investment etc. will all function as factors which will ultimately determine the Ballincollig of the future.

PART 11. DEVELOPMENT POLICY, ZONING AND SPECIFIC

OBJECTIVES, FEASIBILITY.

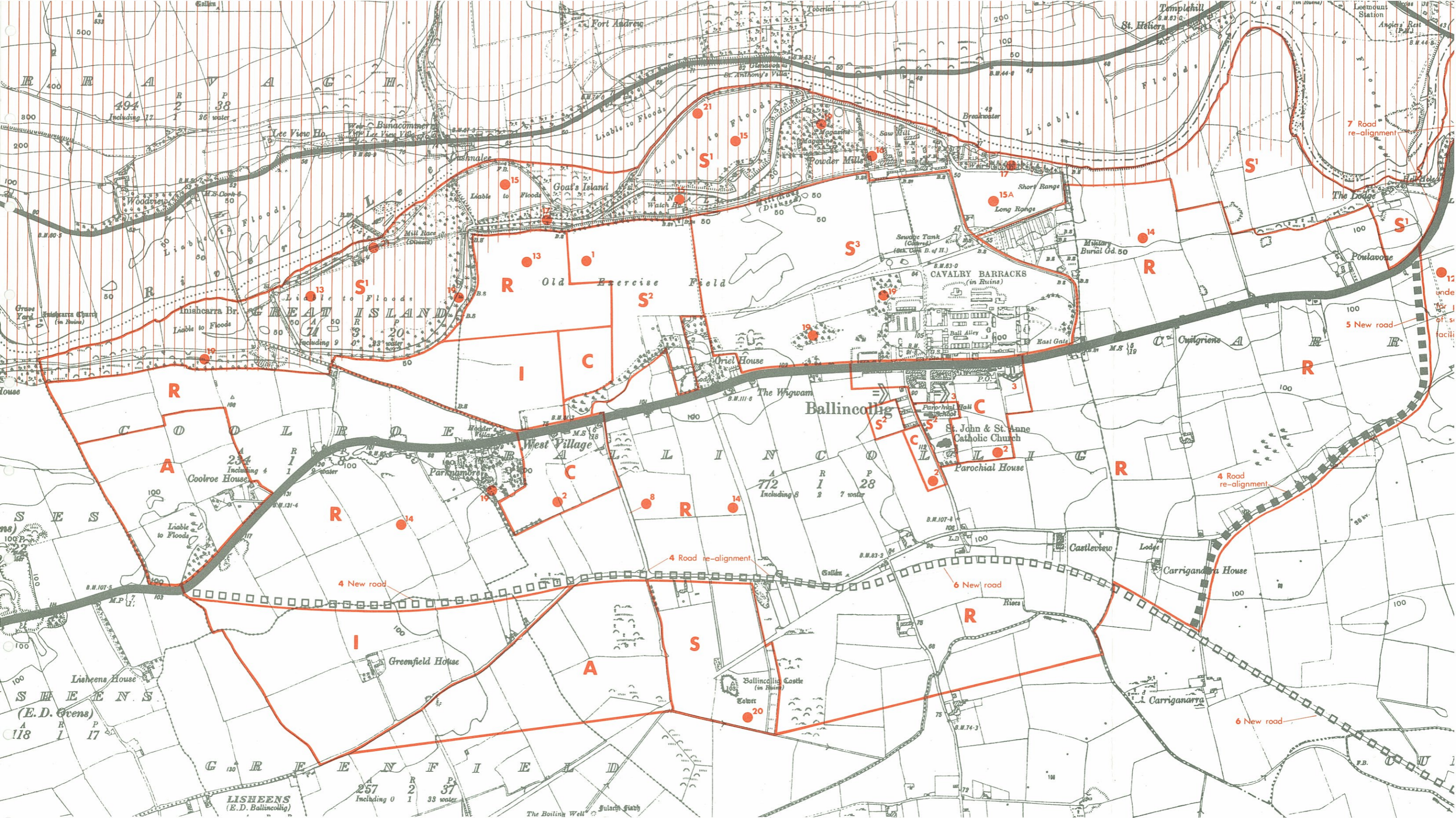
A / DEVELOPMENT POLICY

GENERAL

2.1 The basic aim of this development plan is to provide a framework for the guidance of future development so as to produce a living, working and recreating environment of high quality and to ensure a future urban structure in which all its various parts will play their roles as interrelated elements of a single system.

2.2 The broad elements of the development policy can be summarised as follows. It is the policy of the Council to -

- (I) promote the growth of the town as a light industrial, service and social centre consistent with its role in the overall development of the Greater Cork Area, as envisaged by the Cork Land Use and Transportation Study, and to endeavour to provide the necessary services required.
- (II) determine the pattern of future growth ~~through~~ the designation for the use of particular areas for particular purposes and the appropriate servicing of selected areas.
- (III) make proposals for the improvement of central area facilities to serve as the hub of the expanded town.
- (IV) make proposals for dealing with future traffic, taking into account the need to secure a high standard of accessibility for those using motor vehicles, and a pleasant, safe and convenient system for those on foot and using bicycles.
- (V) indicate the pattern of districts, or environmental areas, which appear to be more or less self-contained as a basis for both the distribution of community facilities and the location of the road network.
- (VI) generally improve the physical character and environment of the town with particular regard to the preservation, extension and improvement of its amenities where appropriate.



LAND USE ZONES

- R Residential - 755 acs.
- A Agricultural - 105 acs.
- I Industrial - 106 acs.
- C Commercial - 52 acs.
- S Open space - 466 acs.
- Scenic landscape

OBJECTIVES

- Specific objective
- Distributor road
- Access road
- Access point

EXISTING

- National primary route
- Link road

Reference number (e.g. 16) relates to list of objectives



ZONING and OBJECTIVES

Ballincollig Development Plan

June 1979

B / DEVELOPMENT AREA

GENERAL

- 2.3 In determining the proposed development area, physical features, present development, future commitment, serviced and economically servicable areas as well as general planning principles were taken into account. The constraints and determinants imposed by lack of these factors have been outlined in Part 1.
- 2.4 The development area basically includes the land bounded by the river to the north, and the old railway line to the south.

C / ZONING AND SPECIFIC OBJECTIVES:

GENERAL:

- 2.5 The statutory map of the Development Plan (Map No. 6) for Ballincollig is self explanatory and illustrates the Council's objectives relating to zoning, utility services, roads, amenities, renewal and other matters. The clauses relating to general policy (as provided for in the Act) and objectives set out in the written statement of the Development Plan for the county, shall have application to the Development Plan for Ballincollig.
- 2.6 Map No. 6 indicates policy rather than detail and should not, therefore, be used to take measurements. Approximate geographical location is indicated rather than site detail. If any conflict should exist between the written statement and the plan, the written statement shall prevail.

ZONING:

- (1) ZONING OBJECTIVES:
- 2.7 The use zoning states the purpose for which particular areas of land may be used. Development applications will be considered having regard to the proper planning and development of the area as prescribed in the development plan, and to the general provisions of Section 26 of the Act.
- 2.8 Where a primary use for an area is stated, this use will be the principal land use within that area. Applications for uses which would not inhibit the primary use may be considered. Such permissions may be granted if the Planning Authority considers that the proposed use or development would not be detrimental to the primary use objective for the area and that it would conform with proper planning and development. In planning primary use objectives in this way, it is hoped to encourage and facilitate development in a positive manner.

PURPOSES
OF
ZONING:

- 2.9 The purpose of each use zoning is denoted on the Zoning and Specific Objectives Map No. 6. The primary or sole uses for which use zones are reserved, are set out in the schedule of use zoning (Table 2) overleaf.
- 2.10 Indicated on Map 6 are the development areas where it is an objective of the Council to make major drainage available in order to promote the proper planning and development of the area. It should not be assumed that because an area is indicated as a development area and indicated for a use purpose that development applications will receive immediate permission because they appear to comply with the various requirements of the Plan. The introduction of drainage into these areas will be on a phased basis and until such time as drainage is available in any area, the Council will normally refuse permissions for development.
- 2.11 Where lands have been or are in the future made capable of development through the provision of drainage and other infrastructure by the Council and are not being so developed, it will be the policy of the Council to secure the initiation of such development by agreement and if necessary compulsorily to acquire such lands and develop or make arrangements for their development under Section 77 of the Act.

LAND NOT
INDICATED
FOR ANY USE:

- 2.12 Where an area of land is not indicated for any purpose on the zoning and specific objectives Map No. 6, the use of such land shall be deemed to be primarily agricultural.

NON-
CONFORMING
USES:

- 2.13 All uses established before 1st October, 1964, conflicting with the use zoning provisions of this Development Plan, shall be non-conforming uses. While the continuation of such uses will be generally discouraged, it is appreciated that continuity of use may from time to time require minor building extensions on or in land on which the use existed on 1st October, 1964. Such works may be permitted provided the continued use does not prejudice the proper planning and development of the area and the preservation and improvement of the amenities thereof.

(11) SPECIFIC OBJECTIVES:

- 2.14 Specific development objectives for the town are also shown on Map No. 6 and are listed hereunder. In the absence of any specific statement to the contrary the period of this plan should be taken as being 5 years from the making of the plan.

TABLE 2 SCHEDULE OF ZONING OBJECTIVES.

<u>DEVELOPMENT TYPE</u>	<u>PURPOSE OF ZONE</u>	<u>USE OF ZONE</u>	<u>MAP SYMBOL</u>
Residential	To provide for residential development.	Primarily Residential Use.	R
Industrial	To provide for industrial development.	Primarily Industrial Use.	I
Commercial	To provide for commercial and community development.	Primarily central area uses.	C
OPEN SPACE:	S 1 Recreational Open Space. S 2 Community Facilities. S 3 Special Owner-ship.	Primarily Amenity Use.	S 1,2,3.
AGRICULTURAL:	To preserve areas suitable for agriculture only.	Primarily Agricultural Use.	A

Note:

The Zoning and Objectives Map shows parallel vertical lines. These are superimposed on relevant areas where scenic landscape must be preserved. Where parallel lines run off the edge of the map, this indicates that zoning continues until the ridge-line.

- 2.14 Note: It is likely that Specific Objectives No. 6 and 8 (listed on following page) will become LONG TERM OBJECTIVES and will not therefore be realised within the 5-year term of this Plan.

Note also: The Council will be responsible for the implementation of all Specific Objectives, except Nos. 2 and 3 which will relate more to the private sector.

- * - Denotes objective not indicated on Objectives Map.

UTILITY SERVICES:

- * 1. Complete Stage II and III of the Ballincollig Sewerage Scheme servicing land to the north-east of the town and to the Westcourt and Coolroe developments to the west (See also Services Map).

COMMUNICATION LINKS AND TRAFFIC:

- 2. Provide parking facilities for users of proposed shopping centre and users of Church and Parochial Hall.
- 3. Reserve corridor for the provision of a new network of streets serving new commercial development between St. John and St. Anne's Church and the Main Street.
- 4. Reserve route for new section of primary distributor to the north of Greenfield House. In addition, include an adequate reservation for the realignment of the remainder of this primary distributor route.
- 5. Preserve free from development the proposed link road joining the National Primary N.22 with the County Road at Poulavone Cross.
- 6. Reserve route along old railway line for proposed relief route south of the town to the Bandon Road, and for link up with primary distributor at Carrignarra House.
- 7. Improve the road between Carrigrohane and Poulavone Cross.
- 8. Improve the road linking the West Village with the County Road (to Crookstown).
- * 9. Improve vision at dangerous junctions and corners as the need and opportunities arises.
- * 10. Promote the development of an integrated pedestrian network within development areas, linking residential areas with service areas.

- * 11. Restrict multiple access on to the road network in accordance with the requirements of the proposed circulation system.

HOUSING:

- 12. To zone land westward of Minister's Cross for residential use on the completion of investigations into the provision of a sewerage scheme for that area.
- 13. Proceed with Local Authority housing development on County Council lands in the west village.

SOCIAL FACILITIES:

- 14. Reserve areas in the residential district centres for schools and for other social facilities as required.
- 15. Develop lands on riverside for playing fields, pitch and putt course, tennis courts, and other sports facilities.
- 15 A. Retain playing fields in the "Long Range", for football pitches.
- 16. Acquire lands around Powder Mills from the Department of Defence for industrial archaeological museum, to be developed in conjunction with the other archaeological remains.
- 17. Rehabilitate canals and incorporating mills, for development of industrial archaeological museum.

AMENITIES:

- 18. Provide laybys for viewing the riverside area along Main Road T.29 from Inniscarra Bridge and Leemount Cross roads.
- 19. Preserve trees and woodlands at locations indicated.
- 20. Preserve area of botanical and geological interest containing limestone flora.
- 21. Preserve area of botanical and ecological interest along river bank containing mentha species of regional importance.

D / FEASIBILITY

FINANCE

2.15 The implementation of the development objectives mentioned above are based on the assumption that the necessary capital moneys, permissions and approvals will be forthcoming from central government sources. Should such money not be available, or should compulsory acquisition of lands etc. not be confirmed by the responsible Minister of Government, objectives so affected will be excluded from statutory implementation.

2.16 The Council, considering the capital expenditure necessary for the provision of infrastructure, in particular that for roads and sanitary services, to accommodate the estimated population growth, will require contributions towards expenditure as provided in the Local Government (Planning and Development) Act, 1963.

COST

2.17 Detailed cost estimates have not been included in this plan. Such costing is possible only at the stage where more detailed design for roads, services, housing layouts, social facilities etc. have been drawn up. While no such study has been carried out, it is clear that a well planned compact type structure offers opportunities for minimising development costs particularly in relation to provision of infrastructure, while also producing other social, economic and environmental benefits. The alternative is to allow a sprawling and unrelated settlement to develop, thus producing an unplanned, unattractive and inefficient environment.