

# **CARRIGALINE DEVELOPMENT PLAN**



**Cork County Council**

**1979**



**Planning Department  
Cork County Council**

**CARRIGALINE  
DEVELOPMENT PLAN**

**July 1979**

## INTRODUCTION:

The 1967 County Development Plan's housing policy stated in general that the Council "will seek to gather new houses into existing settlements" and that in particular in relation to the environs of Cork City "the policy will be to induce new development away from the environs of the City into the villages and towns capable of growth in their own right".

The implementation of this policy has led to the development and growth of the "Satellite Towns" in the city environs such as Ballincollig, Carrigaline, Glanmire and Blarney (see Map 1) and to the containment of suburban overspill outside the County Borough. The pace and scale of major speculative housing developments attracted to these towns had however, created planning problems of its own in relation to the shaping of an efficient and pleasant overall physical environment to cater for the increasing population's social and economic needs.

The first development plan for Carrigaline town was prepared in 1973 as an integral part of the County Development Plan. In accordance with the requirements of the Planning Act, this town plan has again been updated in the overall review of the County Development Plan. The contents of this plan are based on information available at Spring 1978.

It is important to note that, since 1973, the strategic planning context, within which these documents are prepared, has been adjusted by the recently published Cork Land Use/Transportation Plan. Prior to this publication, insufficient coherent guidelines existed to indicate the desired and achievable relationships between travel needs and a broad spectrum of land uses, reviewed within the socio-economic framework of the area and of the sub-region. Accordingly, the developmental role of the area under examination in this document, as well as the satellite towns generally, was difficult to establish. However, the Cork Land Use/Transportation plan has clarified these problems and indicated the manner in which they could be approached.. This, in turn, has facilitated the definition of a strategy of planned development, within which the role of each satellite town or developmental area is clearly established. In terms of this document, the Carrigaline Plan has been prepared on the basis of this role definition. The detailing of specific objectives of a developmental and controlling nature have been formulated to achieve this role.

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

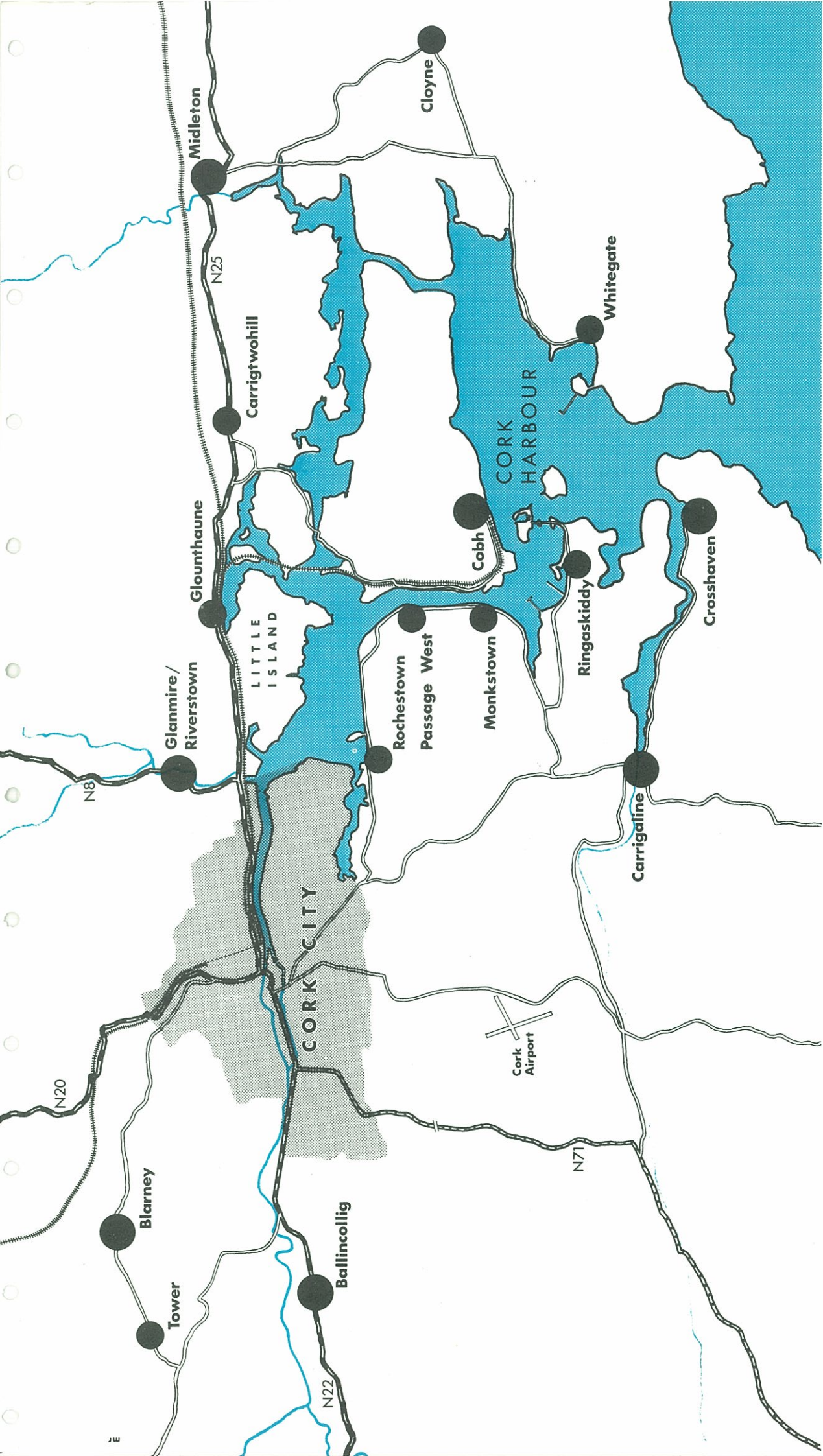
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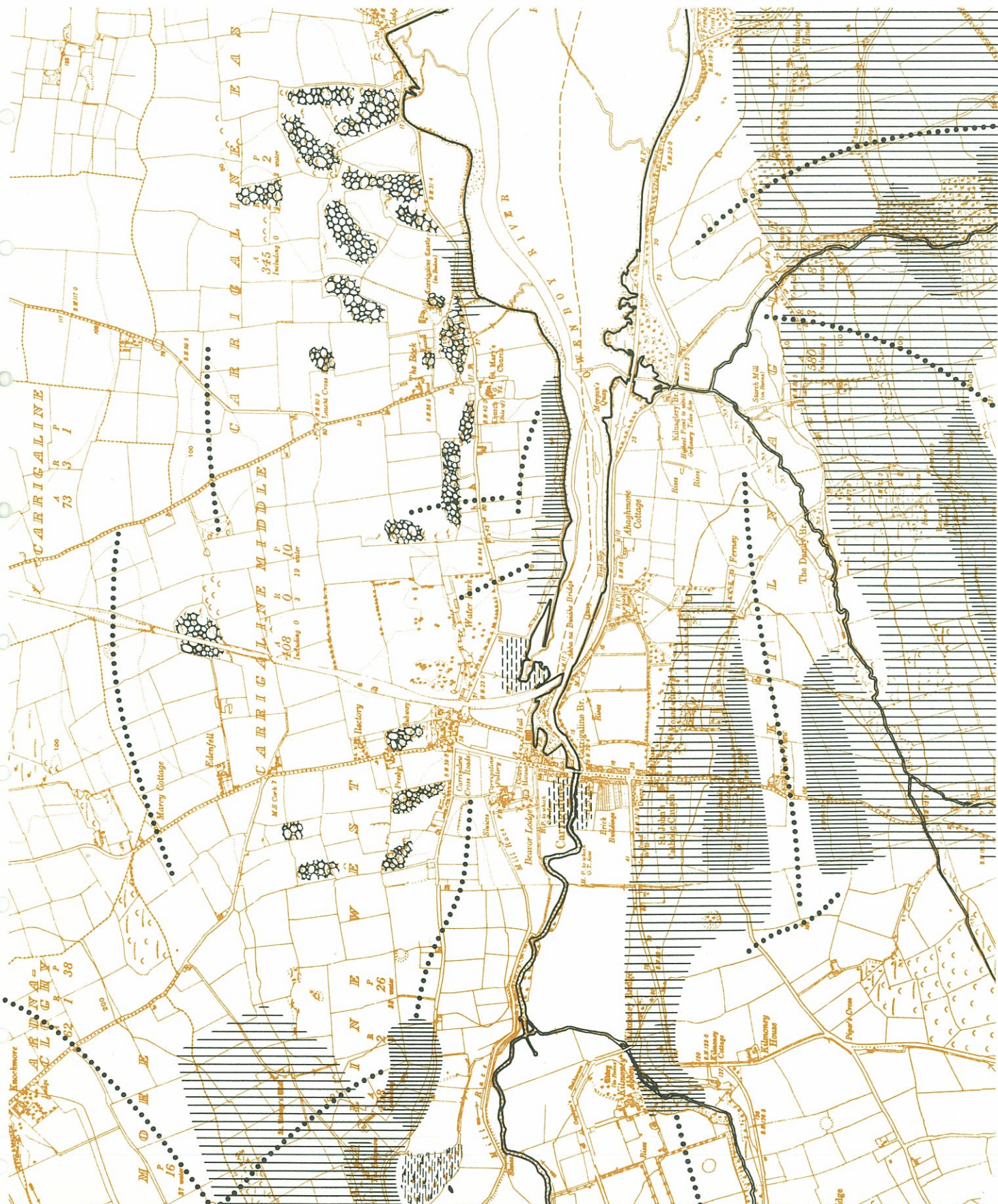


# LOCATIONAL CONTEXT - Cork City & Harbour Development Area

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







# PHYSICAL FEATURES

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



PART 1.

SURVEY.

GENERAL  
BACKGROUND:

1.01 Situated 8 miles to the south east of Cork City, Carrigaline is a settlement that has grown at the eastern bridging point of the Owenaboy River before it enters Cork Harbour.

1.02 Traditionally a service centre for the surrounding hinterland, Carrigaline has now become an expanding "satellite town" for the residential overspill of Cork City. Its proximity to Cork City and the industrial area of Ringaskiddy will render it attractive for future residential development.

PHYSICAL  
FEATURES:

1.03 The main physical features are shown in Map 2. Carrigaline is enclosed to the north and south by ridges. The ridges comprise of old red sandstone while the valley of the Owenaboy River comprises of carboniferous limestone. The valley is low lying and subject to flooding.

NATURAL  
AMENITIES:

1.04 The river valley and esturary are the principal amenity resource. The amenity areas and facilities are shown on Map 3. As well as the estuary and river valley substantial woodland and scenic landscape exist on the northern estuary road and in the vicinity of Kilmoney Abbey.

FEATURES OF  
HISTORICAL  
AND ARCHAEL-  
OGICAL VALUE:

1.05 Buildings and groups of buildings which make up an important contribution to the visual and historic character of the town are listed in Table 1:

T A B L E 1.

<u>LOCATION</u>	<u>ITEM</u>	<u>TYPE</u>	<u>IMPORTANCE</u>
Curraghbinny Road	Carrigaline Castle.	Historical	National.
Curraghbinny Road	St. Mary's Church & Abbey.	Hist. & Arch.	Regional.
Kilmoney	Kilmoney Abbey	Hist. & Arch.	Regional.
Town Centre.	St. John's Church.	Hist. & Arch.	Local.
Town Centre	'Sutton Grain-stores'	Hist. & Arch.	Local.

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RECREATIONAL FACILITIES:

1.06 The principle recreational facilities are the G.A.A. club, the pitch & putt club, the badminton clubs, table tennis clubs and the cinema.

TOWN STRUCTURE:

1.07 The structure of Carrigaline is at the moment reasonably compact in that development is located close to the town centre. The town structure is defined by the roads converging at the river crossing. Between Carrigaline Cross and the junction with Kilmoney Road, there is a high density of development which gives way to the new residential areas to the north and south of the town centre.



LAND-USE: 1.08 The main land use features are a compact linear commercial zone in the town centre, residential development to the north and south and scattered areas of industrial development. Community facilities are grouped close to the town centre.

POPULATION: 1.09 The population of Carrigaline in 1971 was 951 of this 47.7% were male and 52.3% female. There had been a 13.3% increase in population in the five years 1966 - 71.

1.10 Recent estimates indicate a rapid increase in the Carrigaline population. An 1976 estimate calculated from the register of electors gave a figure of 2,570. This shows an 170% increase over the period 1971-76. The present population is estimated to be approximately 3,000.

1.11 Population projections for Carrigaline based on the 1976 estimate, indicate that the population will grow to 7,490 by 1991. The projection made by the Land Use and Transportation Study indicated a growth to 8,500 by 1991.

EMPLOYMENT: 1.12 An estimated 592 people were engaged in non agricultural employment in 1976.

1.13 Since 1973 three new manufacturing industries have been established in Carrigaline. These have provided 90 new jobs for the area. The present numbers employed with the major manufacturing firms are listed below in Table 2.

T A B L E 2.

MAIN MANUFACTURING OUTLETS 1978.

NAME	PRODUCT	No. of Employees.	
		Male	Female
Carrigaline Pottery	Pottery	128	192
Hele Interior Furniture	Furniture	20	2
Biocon Biochemicals	Chemicals	38	12
Roger's Engineering		3	-
O'Driscoll Boatyard	Boats	30	-
Carrigaline Co-op	Dairy Produce	17	4
Corlins Packaging	Stationery Office Equipment	6	6
		242	216
			= 458



- 1.14 The C.L.U.T.S report has indicated that the majority of local employment growth (75%) will be in the services and construction sectors. These jobs will be in support of industry at Ringaskiddy and service employment related to population growth.

EDUCATION:

- 1.15 Carrigaline has three primary schools at present, 2 girls schools and one boy's school. The new girl's school consists of 16 classrooms while the old school has 6 classrooms, 2 of which are prefabs. The boy's school has 5 classrooms, 1 of which is a prefab. In regard to post-primary provision Carrigaline is served by the neighbouring towns of Passage West and Crosshaven for Secondary and Vocational Education.

HOUSING:

- 1.16 Between 1971 and April 1978 approximately 650 houses were built in the Carrigaline area. Over 110 of these were provided by the Local Authority in the first stage of the Mount Rivers development. The remainder are semi-detached houses built by the private sector in the various estates surrounding the town. A number of private detached houses have been built along the approach roads.

WATER  
SUPPLY:

- 1.17 The present rate of water consumption in Carrigaline is approximately 250,000 gallons per day. This figure includes both domestic and industrial usage. Carrigaline has two main sources of water supply:

- (i) the Owenboy River from which 0.5 m.g.d. are extracted.
- (ii) the Lee-Ballea/Innishannon Scheme has a capacity to supply 5 m.g.d. This scheme supplies Pfizer with 3 m.g.d. and the remaining 2 m.g.d. are used for domestic and industrial purposes. A 10" watermain pipe connecting onto the 18" at Shannon Park Cross Roads supplies Carrigaline.

Supply is well above demand and can be extended to cater for future growth and expansion in Carrigaline.

SEWERAGE:

- 1.18 The capacity of the existing sewerage scheme is been exceeded. The system consists of two tidal storage tanks from which sewerage is discharged into the estuary on an out-going tide.
- 1.19 Future demands will be met with the completion of the new Carrigaline Sewerage Scheme. The scheme is designed for a population of 32,000. It will consist of two interceptors on either side of the Owenboy River conveying the flows downstream to Kilnagleary Bridge. At this point the southern interceptor will be brought under the estuary to the northern flow and the combined flow will then be carried one mile further downstream to Rabbit Point where it will be discharged.
- 1.20 The sewage will pass through a diffuser with comminution before discharge. Provision is made for more comprehensive treatment of sewage in the future. The scheme is estimated to take 3 years to complete.

REFUSE  
DISPOSAL:

- 1.21 The collection of domestic refuse is carried out on a weekly basis at Carrigaline. Refuse material is no longer used for landfill on the estuary side on the Crosshaven Road. All material is removed to the Council's tiphead site on the Kinsale Road.

TELECOMM-  
UNICATIONS:

- 1.22 Carrigaline has at present an automatic exchange with a capacity of 1,000 lines. The present total number of connections is 600. The exchange is linked through the Cork City Central Exchange for non-local calls. The capacity of this trunk link will be substantially increased and enable the trunk requirements for Carrigaline in the future to be met. The Department of Posts & Telegraphs is presently negotiating for a possible site for the erection of a new exchange with a capacity of 5 - 10,000 lines. This exchange will serve Ringaskiddy and should serve the future needs of Carrigaline.



ELECTRICITY: 1.23 The Electricity Supply is at present obtained via a substation to the north of the town which transforms a 38 K.V. supply to a 10 K.V. high tension single or three phase supply for domestic and other requirements. A new sub-station is planned for the south-west of the town of equal capacity which should cater for future population expansion and concomitant industrial, commercial and residential requirements.



















ROADS: 1.24 Due to its location on link route L.66 which connects Cork with the coastal area around Crosshaven, the problem of through traffic reaches significant proportions particularly during the summer months. Realignment of the Carrigaline - Hilltown Cross roads in conjunction with an inner-relief road for the town constitutes the major proposed road works.

PARKING: 1.25 Parking provision in Carrigaline is inadequate. The problem is further accentuated by the lack of suitable off-street parking sites in the town. Car parks are recommended for 3 sites in the town and their development should reduce the problem considerably.

PUBLIC TRANSPORT: 1.26 C.I.E. has an average daily service of 15 buses serving Carrigaline from and to Cork City. The provision of an express bus service to the city and a new bus service between Carrigaline and Ringaskiddy will enhance the accessibility of the town.

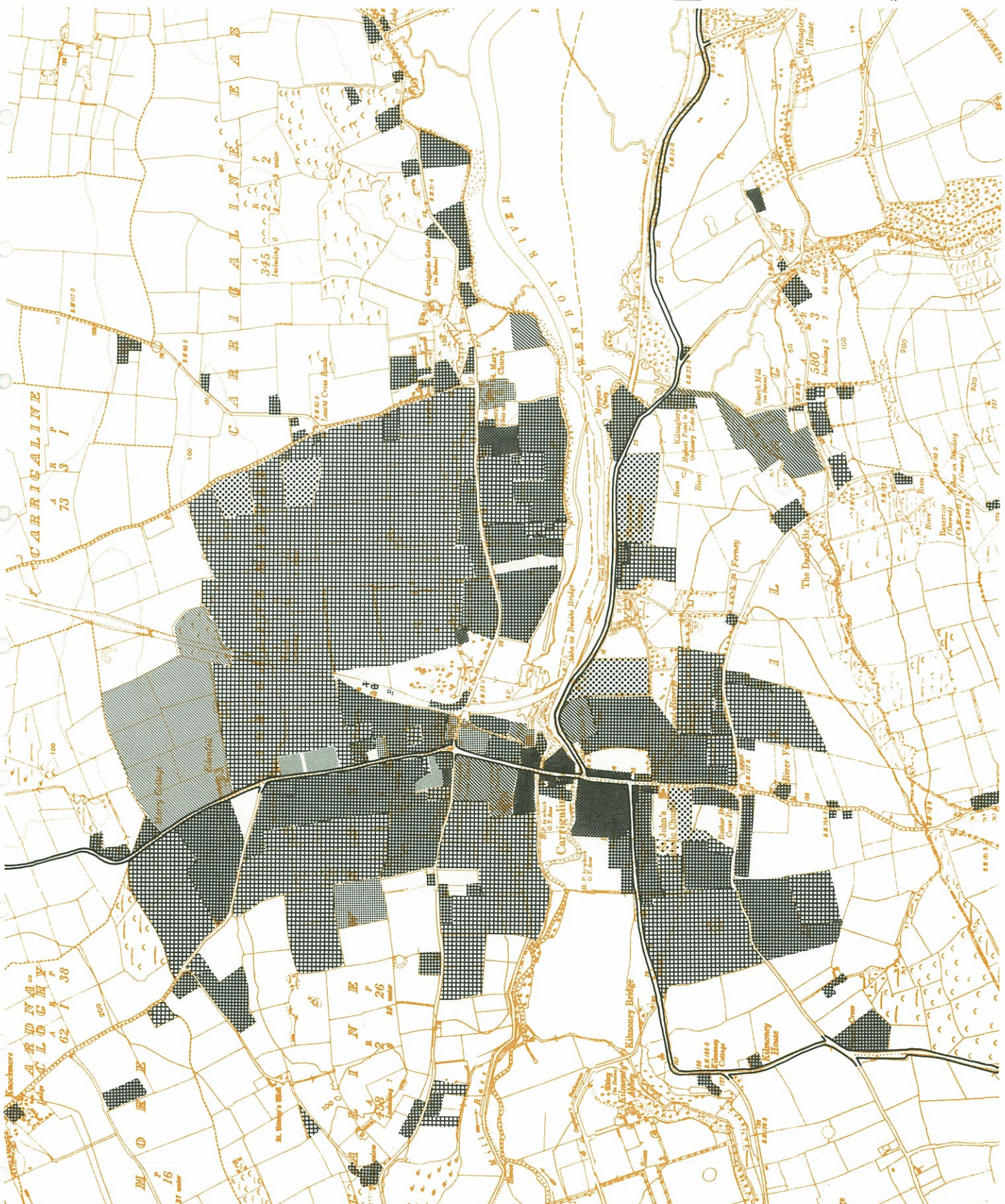


# AMENITIES and COMMUNITY FACILITIES

-  Area of landscape and recreational value
-  Shrubs, trees, woodland of scenic value
-  Open space
-  Scenic route
-  Playing field
-  Pitch and putt course
-  Structure of historic/architectural interest
-  Church (R.C.)
-  Church (C.of I.)
-  Cemetery
-  Primary school
-  Garda station
-  Courthouse
-  Dispensary
-  Post office
-  Hall
-  Bank
-  Cinema







# LAND USE

- existing
- proposed
- Residential
- Commercial
- Industrial
- Community facilities
- Open space
- Main road





- SUB-REGIONAL 2.01 The 1967 County Development Plan stated that  
ROLE: the Council's housing policy for the future was to induce new development away from the environs of the City into the villages and towns capable of growth. The implementation of this plan led to the development and growth of Carrigaline as one of the "Satellite Towns" in the city environs. Since then it has experienced rapid growth in population from residential development. This growth is anticipated to continue at the same rate over the next 5 years. An improved and expanded infrastructure in the Carrigaline area plus the growth and proximity of Ringaskiddy as an industrial and employment base will secure this growth.
- INDUSTRIAL 2.02 The Cork Land Use/Transportation Study report  
LOCATION: estimated that by 1991 55 acres of land will be necessary to provide for future industrial development. The Development Plan has provision for 75 acres in its industrial zoning.
- RESIDENTIAL 2.03 The increase scale of development since 1966 is  
DEVELOPMENT: only now beginning to make a significant impact in determining the future structure of the town. The development of residential estates has been the most significant trend to emerge in recent years. This trend has brought with it planning problems associated with housing estate development. The scale of development is such that lower order retail outlets and centres will have to be located in residential developments. The C.L.U.T.S. report has estimated that a total of 210 acres for residential development are necessary to accommodate the projected population for 1991. The present development plan has zoned approximately 388 acres for future residential development.
- TRAFFIC: 2.04 A number of factors contribute to the existence  
of a serious traffic problem in Carrigaline. The large amount of through traffic due to Carrigaline's position on the link route



between Cork and the coastal area around Crosshaven. This flow reaches significant proportions during the summer months.

The growth of service and retail facilities and subsequent increase in internally generated traffic within the town centre.

The absence of adequate off-street parking sites to cater for this internal traffic growth.

SERVICES:

- 2.05 The water supply has been augmented and extended and there is sufficient capacity for the projected growth in demand. The sewerage capacity is being exceeded at the moment but with the completion of the proposed new sewerage scheme over the next few years, the catchment area will dramatically increase and the projected growth in demand can be accommodated.

AMENITIES  
AND OPEN  
SPACES:

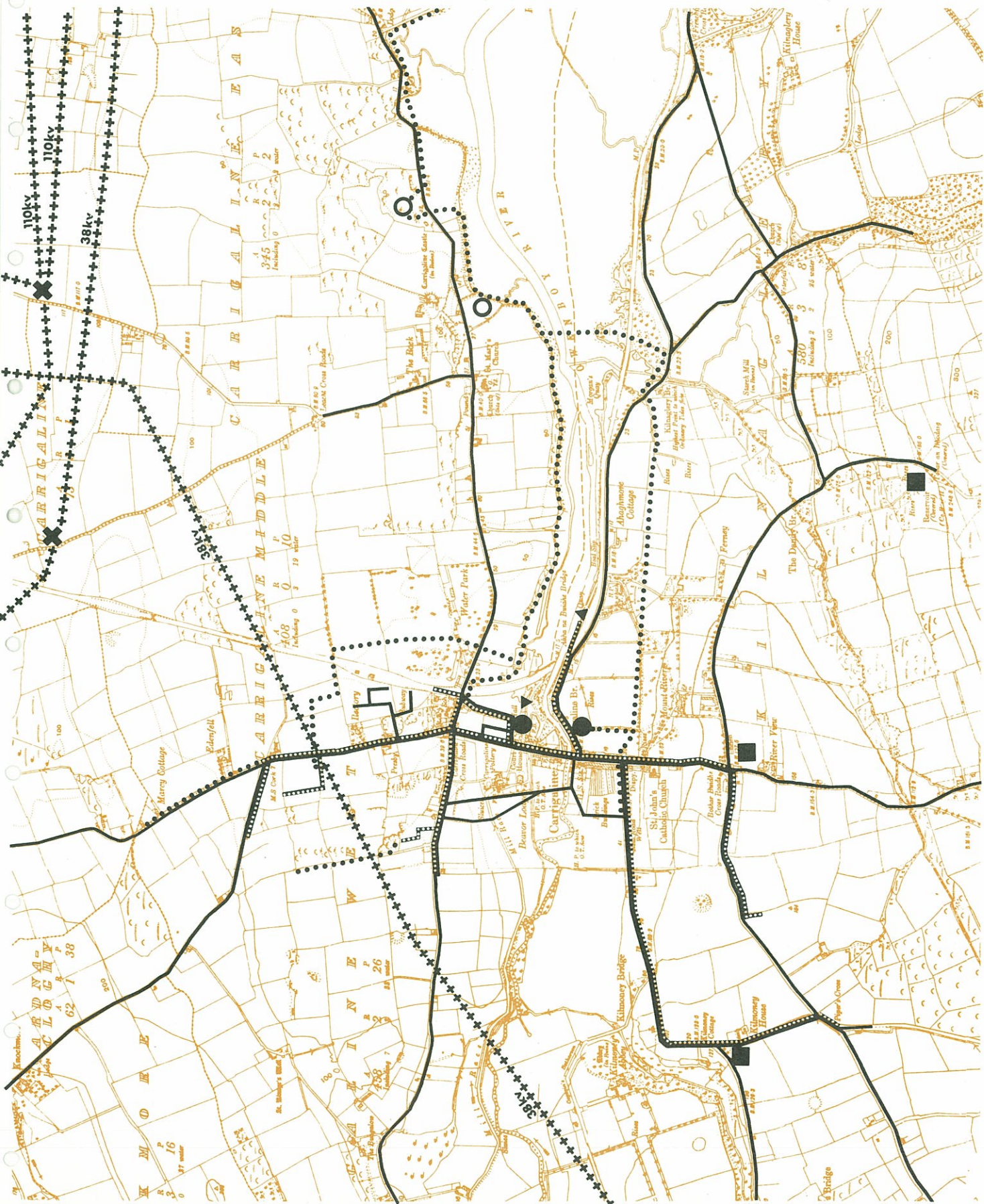
- 2.06 A substantial increase in the provision of public open space is needed, if the town is to have adequate recreational facilities. Up to 40 acres (16 ha.) of open space, 50% of which should be reserved for public playing fields is estimated as being required. There is need for a town park to be developed in a central location. Additionally, local amenity parks, 2.5 acres (1 ha.) to 10 acres (4 ha), should be provided convenient to new residential development on the south-east and west of the town.
- 2.07 The C.L.U.T.S. report estimates that by 1991 educational needs at primary level will require a doubling of present requirements.
- 2.08 Post primary needs must be viewed in the context of provisions at Passage West and Crosshaven as well as Carrigaline. The C.L.U.T.S. report considers that in such a context the facility currently planned for the town should be adequate for needs arising until well into the 1990's

SUMMARY OF  
CONSTRAINTS  
AND DETER-  
MINANTS:

2.09 A number of factors will act as constraints and determinants as the town develops:-

- (i) Physical features i.e. steep slopes, rock outcrops, marshlands and lands liable to flooding. (see map 2.)
- (ii) Areas already developed or committed to development i.e. the existing town structure and planning permissions which have not yet been taken up.
- (iii) The serious traffic problem will create serious communications and environmental problems particularly in the town centre. In the long term this problem can only be resolved through the provision of a relief route to the east of the town.
- (iv) Many other factors will affect the pattern and extent of the town's growth including the actual growth of population and employment, the role of public and private investment and the availability of land.





# SERVICES

- Water supply
- Water supply installation
- - - - - Sewer line (existing)
- ..... Sewer line (proposed)
- Sewerage installation (existing)
- Sewerage installation (proposed)
- ▼ Sewerage outfall
- + + + + + Electrical power line
- ✕ Electrical installation





PLANNING POLICY:

GENERAL:

3.01 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 recreational 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 the single system.

In determining the proposed development area, physical features, present development, commitments, serviced and economically serviceable areas as well as general planning principles were taken into account.

POLICY:

- 3.02 It is the policy of the Council,
- (i) to promote the growth of the town as a residential, service, social and industrial centre consistent with its role in the overall development of the City environs and Harbour Area;
  - (ii) to settle the pattern of future internal growth through the designation for the use of particular areas for particular purposes and to appropriate servicing of selected areas;
  - (iii) to 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;
  - (iv) to generally improve the physical character and environment of the town with particular regard to the preservation, extension and improvement of its riverside and estuarial amenities.

ZONING  
GENERAL:

3.03 The statutory map of the Development Plan (Map No. 6), for Carrigaline illustrates the Council's objectives relating to zoning, utility services, roads, amenities, renewal and other matters.

Map No. 6 indicates policy rather than detail and should not, therefore, be used to take measurements. If any conflict should exist between the written statement and the plan, the written statement shall prevail.



- LAND-USE: 3.04 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 1963 Act.
- PRIMARY OR SOLE USE: 3.05 Land is zoned for primary and sole uses. Where a sole use is stated, land will be strictly limited to such use. Where a primary use is stated, other uses, which would not inhibit the primary use may be considered.
- INTERPRETATION: 3.06 Use-Zones are outlined on the Zoning and Objectives map. This map should be interpreted by referring, through map reference numbers, to the relevant paragraph in the written statement (lightly printed numerals e.g. 3.04) and to the list of specific objectives (bold numerals e.g. 18).
- DEVELOPMENT CHARGES: 3.07 Under Section 26, (2), (g) of the 1963 Planning Act, conditions may be attached to planning permissions requiring contributions towards Council expenditure facilitating the proposed development.
- RESIDENTIAL ZONES: 3.08 The areas zoned for residential uses are primary use zones. Where necessary, shopping and community facilities will be allowed. Landscaped open spaces will be required and conditions relating to open space will be enforced under Section 25 of the 1976 Planning Act.
- 3.09 Where Action Area Plans have been prepared for residential zones it is the intention of the Council to promote development of these areas in accordance with the Action Area Plan objectives.
- 3.10 In residential areas which will be provided with public drainage, all developments must connect to the sewer network. Applications may be refused on grounds of prematurity.
- 3.11 In some areas residential development may be permitted even though public drainage will not be provided. Such developments must comply with health and sanitary services regulations and density may be restricted to 4 dwellings per acre.

3.11 Factors such as topography, ground conditions and proximity to roads, watercourses and other developments may impose more severe limitations.

3.12 In all areas design and layout of residential development must be integrated with the visual character of the town and in accordance with specifications outlined in the Council's publication 'Guidelines for Housing Estates'.

COMMERCIAL

ZONES: 3.13

Areas zoned for commercial use are primary use zones - residential development will also be considered. Infill development must be integrated with the scale and detail of the street facade. Where sufficient off street parking cannot be provided, contributions may be required towards Council expenditure on public car parks.

INDUSTRIAL 3.14  
ZONES:

Areas zoned for industrial uses are primary use zones. Applications will be assessed in the context of the capacity of the traffic and sanitary services networks, acceptable standards of noise and dust emissions and the visual impact on the landscape.

AGRICULTURAL

USES: 3.15

Agricultural zones include areas marked 'A' on the zoning and objectives map and areas not indicated for any use. While agriculture is a primary use, other uses may be considered under exceptional conditions.

Where an area of land is not indicated for any purpose on the Zoning and Objectives map, the use of such land shall be deemed to be primarily agricultural.

OPEN SPACE 3.16  
AREAS:

These areas are designated solely as open space. No development will be allowed unless it is necessary for recreational uses. Strict conditions of siting, layout and design will be imposed on any permitted development.



- 3.17 Educational, Community and Recreational development will be allowed in areas primarily zoned as open space.
- 3.18 It is the intention of the Council to ensure the development of proper open space and play area facilities within residential areas.

SCENIC  
LANDSCAPE:

- 3.19 Scenic landscape is marked on the Zoning and Objectives Map by vertical hatching. Scenic areas zoned for agriculture will be used solely for that purpose while strict conditions relating to siting, design and landscaping will be imposed in areas zoned for development.

SPECIFIC  
OBJECTIVES:

- 3.20 Specific Objectives, numbered in bold type on the Zoning and Objectives map, are listed below. Some of these will be implemented by the Council, directly or indirectly. Others will depend on individual or collective action by persons or organisations.

TRAFFIC  
AND  
ROADS:

1. To secure sites for the provision of off street parking:
- (i) South - east of Carrigaline Bridge.
  - (ii) at rear of Connell's Supermarket.
  - (iii) adjacent to the Community Hall.
2. To preserve a route for the proposed development of an inner relief road for the town as shown on the map.
3. To improve alignment and vision at dangerous junctions as opportunity arises.
4. To promote the development of an integrated pedestrian network within the development area.
5. To restrict multiple access to the backlands in the vicinity of points shown. This will involve reserving road frontage sufficient to allow carriageways, footpaths, and sightlines to Council standards.
6. To preserve free from development sufficient land for upgrading and realignment of roads from Ballyhemiken Bridge to St. Mary's Church.
7. To introduce a traffic management plan for the town centre.

SERVICES :

8. To implement the construction of the new sewerage scheme for Carrigaline.
9. To investigate the feasibility of providing a comprehensive treatment works for sewage disposal for the future.
10. To ensure the provision of an adequate water supply for the area and accommodate future growth.
11. To seek the alleviation of seasonal flooding of the riverside areas.
12. To provide for the erection of a public convenience.
- 12 A. To upgrade public lighting in the town centre and to extend it to all residential areas outside the town.

HOUSING:

13. To design and construct the second phase of public housing on the Mount Rivers site.
14. In the design and layout of residential areas development is to be in accordance with the specification outlined in the Council's publication 'Guidelines for Housing Estates'.
15. To encourage and promote the design of mixed housing types within residential estates so as to avoid monotony of layout.
- 15 A. To provide all roads leading to residential areas with adequate footpaths.

OBSOLES-  
CENCE  
RENEWAL &  
DEVELOPMENT:

16. To prepare an action area study for the central area providing for the renewal and (where necessary) redevelopment of obsolete areas.

SOCIAL  
FACILITIES:

17. To reserve suitable sites in residential communities for primary schools and other necessary social facilities and to promote the provision of these facilities as required.



18. To promote the provision of social facilities in residential areas in accordance with the proposals outlined in the Action Area Plan for residential communities in Carrigaline.

(i) Waterpark: 1 post primary and 1 primary school.

(ii) Mount Rivers: 1 primary school.

19. To carry out a feasibility study for the future development of a recreational and community centre within the town centre.

19A. To assist in the provision of a library.

19B. To assist in the provision of a fire-station.

AMENITY:

20. To provide riverside walks.

21. To secure access to riverside strips.

22. To secure the development of a town park in the Waterpark area.

23. To provide a park and recreational facilities at Mount Rivers.

24. To ensure the provision of proper open-space and play area requirements within residential developments.

25. To preserve the following features of Architectural and Historical interest.

Ballea Castle.  
Carrigaline Castle.  
Kilmoney Abbey.  
St. Mary's Church Abbey.

25A. To develop the area of old worked-out sandpits to the south of Waterpark as amenity open-space.

INDUSTRY:

26. To prepare guidelines for industrial location in the rural environs.

FINANCE:

27. 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 not be confirmed by the responsible Minister of Government, objectives so affected will be excluded from statutory implementation.
  
28. 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.



