

CARRIGALINE DEVELOPMENT PLAN



Cork County Council

1973

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Planning Department

Cork County Council

MARCH 1973

In addition, the complex inter-relationships of these towns with the City together with the implications of industrial expansion in the City environs and Harbour Area, calls for a better understanding of the inter-relatedness of different land uses and activities and of the varying infrastructural demands which operate particularly in regard to transportation, water and sewerage and social facilities. It is becoming increasingly clear that there is an urgent need for an overall land use - transportation strategy for the City and Harbour development area (see Map I) in which future population growth, associated economic activity and land use are incorporated in an appropriate planning policy related to a comprehensive transportation system which is based on consequent travel demand.

This development plan for Carrigaline has been drawn up in the absence of such a strategy and is the second of the "Satellite Towns" for which a development plan has been prepared. Similar plans are now in course of preparation for the remaining towns as part of the statutory review of the County Development Plan at present in progress. These development plans are based on an assessment of the capacity for growth of the individual towns and as such will form an essential input into the evaluation stage of a land use - transportation study if and when it is carried out. The absence of an overall strategy at this point in time does not, therefore, invalidate these plans.

The first part of this report is mainly involved with surveying and analysing the existing land uses and activities and future potential and capacity for growth in Carrigaline. The second part is concerned with formulating a development policy, zoning and specific objectives together with a comment on feasibility.

The contents of the development plan are based on information available at January, 1972. This plan was formally adopted by the Council at its meeting on the 19th day of March, 1973.

CORK CITY & HARBOUR DEVELOPMENT AREA



MAP 1
LOCATIONAL CONTEXT

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PART I. SURVEY AND ANALYSIS.

A / GENERAL BACKGROUND

GENERAL

1.1 Situated 8 miles to the south-east of Cork City, Carrigaline is a settlement that has grown at the eastern bridging point of the Owenboy River before it enters Cork Harbour. The town has traditionally functioned as a service centre for its surrounding agricultural hinterland and has one major industry (Carrigaline Pottery). The population was 772 in 1966 and since then the town has experienced expansion as a residential settlement for the City and Lower Harbour area. It is not an administrative unit in itself, all its Local Government undertakings being the direct responsibility of Cork County Council.

1.2 Proximity to Cork City and the Lower Harbour area is perhaps the most significant factor to be considered when analysing future prospects for the development of Carrigaline. Improved accessibility to the City and the proposed industrial area at Ringaskiddy will render it an attractive location for continued residential and possibly, light industrial expansion. The future growth of Carrigaline will depend on the part it is designated to play in the overall development of the Greater Cork area (i.e. Cork City, its environs and Harbour Area) as well as the internal problems associated with formulating a suitable physical, economic and social structure for the town.


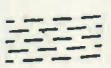
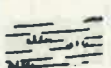



HISTORICAL
BACKGROUND

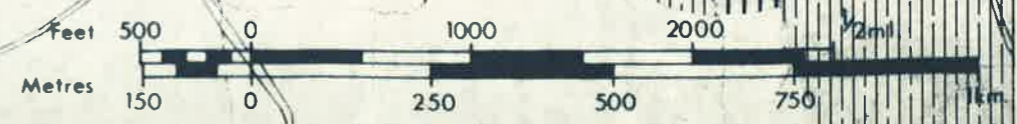
1.3 Much of the early history of Carrigaline is associated with the Castle which was built by the early Norman settlers at the time of the Crusades to guard the ford's strategic location. The Castle has played a significant part in Irish History and has been associated with such family names as the Cogans and Desmond Geraldines. James Fitzmaurice Fitzgerald, leader of the great Munster revolt against Elizabeth I, and who died in 1579, was born in the Castle. The remains of the Castle and environs are still in evidence and constitute an asset of historical and amenity value to the town.

1.4 In the estuary below the village is Drake's Pool, where Sir Francis Drake is reputed to have taken shelter from pursuing Spaniards in 1587. To the west of the Village, on a steep rock overlooking the Owenboy River, is 17th century Ballea Castle, an old stronghold of the McCarthys and one of the oldest inhabited Castles in the country. Other buildings of historic interest in the town are Kilmoney Abbey and St. Mary's Protestant Church, still in use on the northern bank of the estuary.



PHYSICAL FEATURES

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



PHYSICAL
FEATURES

1.5 Located in the Owenboy Valley, Carrigaline is protected to the north and south by the east - west Armorican ridges, which are part of the very distinctive ridge and valley formation of south-west Ireland. The Owenboy River enters the estuary at Carrigaline and extends eastwards to flow into Cork Harbour at Crosshaven. The scenery, both along the estuary and on the ridges north and south of the town is very pleasant and unspoilt. The ridges are composed of ancient old red sandstone while the valley is of carboniferous limestone. In the valley, soils consist of limestone and alluvium while on the higher ground they are composed of coarser light brown shingle.

1.6 The Physical Features Map shows the location of local ridge lines, land liable to flood, marsh, rock outcrop, contours, etc. Such features act as constraining or determining forces on the location and scale of future development and are important considerations when formulating a future structure for the town.

EXISTING
TOWN
STRUCTURE

1.7 The structure of the town is at present reasonably compact in that development is located close to the town centre. The Land Use Map shows the location of the existing and proposed (i.e. presently committed by way of planning permissions) areas for residential, commercial and industrial use as well as community facilities, open space and the basic road network in the vicinity of the town. The concentric circles show that the majority of existing development is within $\frac{1}{2}$ mile radius of the town centre.

ESTATE
DEVELOPMENT

1.8 The increased scale of development since 1966 is only now beginning to make a significant impact in determining the future structure of the town. It is evident that while some ribbon development has taken place on the roads adjoining the town, the development of residential estates has been the most significant trend to emerge in recent years. Two such estates are presently under construction at Carrigaline, one just north of Carrigaline Cross Roads and to the east of the link road L.66 to Cork City, and the other at Piper's Cross to the south west of the town.

1.9 It is evident that further estate development will require to be properly integrated within the proposed structure with regard to road networks, services, social facilities, amenities, etc. The development of unrelated and monotonous estates is now becoming a serious planning problem. Carrigaline is fortunate in that it has not yet developed in this regard to any appreciable extent and can hopefully avoid some of the problems created in other areas in the City and its environs.



LAND USE

- | existing | proposed | |
|----------|----------|----------------------|
| | | Residential |
| | | Commercial |
| | | Industry |
| | | Community Facilities |
| | | Public open space |
| | | Main road |
| | | County road |

Feet 500 0 1000 2000 1/2ml.
 Metres 150 0 250 500 750 1km.

B / POPULATION

1.10 The 1966 population of 772 has shown a gradual increase from 375 in 1911. While it is not possible to estimate the rate of future growth, it is evident that it will almost certainly be on a scale unprecedented in the town's history. The 1971 population has been estimated at 1,000 approximately while the present residential commitment of 2,600 (by way of outstanding planning permissions and proposed Council housing) for example, reflects the dramatic expansion which is likely to take place in future years. From the planning point of view, such expansion illustrates the need to control and direct this development in a co-ordinated and systematic manner. The timely provision of facilities and services to cater for the needs of the expanding population is the major problem to be overcome in this regard.

1.11 Of the 1966 population of 772 in Carrigaline, 375 were males and 397 females, giving a percentage distribution of 48.6% males and 51.4% females. This shows a slightly greater percentage males and lower percentage of females than the corresponding figures for the aggregate town areas in the County (including the County Borough) of 47.9% males and 52.1% females. The national average distribution for the aggregate town areas was 47.4% males and 52.6% females while the overall national average distribution was 50.3% of males and 49.7% females.

C / EMPLOYMENT AND INDUSTRY

Table I overleaf shows the main employment outlets in the town as at November, 1970. The Land Use Map shows the location of the most prominent of these together with that of any proposed new development.

MANUFACTURING
INDUSTRY:

1.12 The Pottery, erected in 1928, is the only major industry in Carrigaline. A new factory for Navillus Furniture Manufacturers is at present nearing completion. This factory replaces their present premises at Leitrim Street in Cork City. This development is perhaps significant in terms of the possibility of further industrial decentralisation from a congested City centre. No other significant industrial developments have as yet occurred and the town's future residential growth will most likely be associated with new employment opportunities in the City and in particular with port orientated industries in the Lower Harbour Area. In the latter instance, the town is favourably placed for the location of associated secondary industry.

TABLE 3 : MAIN EMPLOYMENT OUTLETS

Name of Firm	Address	Products	Where Sold	Number of Employees	
				Male	Female
Carrigaline Pottery	Carrigaline	Pottery	Home and Export	114	118
Roberts Engineering	Carrigaline	Machine Repairs	Locally	2	0
Navillus Furniture Manufacturers	Leitrim St. Cork - moving 1971.	Furniture	26 Cos.	15	4
Carrigaline Co-op.	Carrigaline	Dairy Products Co-op Stores	Locally	20	3
Corlins Packaging	Church Road	Office Equipment Printing	32 Cos.	2	3
Gayline Construction	Carrigaline	Building Construction	Co. Cork.	9	1
				162	129
TOTAL				<hr/>	
				291	

SERVICE
EMPLOYMENT

1.13 Service employment will grow naturally in association with industrial development and population growth. The Cork Sub-Regional Study has estimated that one manufacturing job creates 1.35 service jobs. Because of the dormitory nature of Carrigaline, 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.

D / SERVICES

WATER
SUPPLY

1.14 The existing serviced areas are shown on the Services Map. The water supply serving Carrigaline, Monkstown, Passage West and Ringaskiddy is extracted from the Owenboy River at the rate of 0.5 m.g.d. Present daily consumption in Carrigaline is 55,000 g.p.d. of which 1,400 is used by the Pottery and Creamery. The Lee - Ballea Scheme, Stage I, at present nearing completion, will supply an additional 1.5 m.g.d. from the Owenboy and is designed mainly to cater for the Pfizer Project at Ringaskiddy but will, in the short term, at least, provide some spare capacity for the Carrigaline supply.

1.15 Further large-scale industrial expansion at Ringaskiddy would require large volumes of water which could only be made available from the proposed City and Harbour scheme, based mainly on abstraction from the River Lee. If this scheme were implemented, it would provide an adequate supply to cater for long-term residential and industrial growth in the Carrigaline - Ringaskiddy area.

SEWERAGE

1.16 With the present and committed scale of population growth in Carrigaline, the disposal of sewage will shortly become a major constraint on further development. The existing system consists of two tidal storage tanks from which untreated sewage is discharged into the estuary on an out-going tide. The capacity of these tanks is now being exceeded, particularly during the wetter seasons and consideration must now be given to the provision of adequate treatment facilities and the expansion of the drainage network to cater for anticipated growth.

REFUSE
DISPOSAL







1.17 The collection of domestic refuse is carried out on a weekly basis at Carrigaline. Over the years the material has been used for landfill on the estuary side of the road to Crosshaven. The inadequacies of this method in the event of further expansion at Carrigaline will necessitate the acquisition of a more suitably located dump or of a change in the method of disposal.





75
63

SERVICES

-  Existing water supply
-  Existing sewered area
-  Proposed extension of sewered area
-  Sewerage outfall
-  Sewerage installation
-  Water supply installation

Feet 500 0 1000 2000 1/2 ml.
Metres 150 0 250 500 750 1 km.

Based on the Ordnance Survey by permission of the Government 108/70 Feb. 1971

ELECTRICITY

1.18 The electricity supply is at present obtained via a substation to the north of the town which transforms a 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 demand and no major difficulty is envisaged in catering for future population expansion and concomitant industrial, commercial and residential requirements.

TELECOMMUNICATIONS

Carrigaline has at present an automatic exchange with a capacity of 240 lines. The present total number of connections is 175. The exchange is linked through the Cork City Central Exchange for non-local calls. The capacity of this link is being substantially increased by the provision of a new trunk cable between Cork and Carrigaline which is scheduled for completion in 1972. The scale of present residential commitments is likely to absorb the surplus terminal capacity of the existing exchange in the very near future.

E / COMMUNICATIONS

GENERAL

1.20 Because of its location on link route L.66 which connects Cork with the coastal area around Crosshaven, the problem of through traffic in Carrigaline reaches significant proportions, particularly during the summer months. Provision for a relief road, while most likely in the very long term only, must nevertheless form an essential consideration in formulating a future structure for the town. Improvements in the general road network surrounding the town will be necessary if large scale expansion takes place. In particular, general accessibility to Cork City and the Ringaskiddy area will need substantial improvement and require to be adequately related to an external road network for the City environs and Harbour area. In regard to the internal circulation system, the provision of a new link road across the estuary along the old railway line, would do much to minimise congestion in the town centre in the short and medium term.

PARKING

1.21 Parking provision in Carrigaline is inadequate, particularly during the summer months when holiday traffic is at its peak. The creation of off-street parking space in the town centre is now required.

PUBLIC
TRANSPORT

1.22 C.I.E. has an average daily through-town service of 18 buses each way to and from Cork City.

F / HOUSING

HOUSING
CONSTRUCTION
(1966 - 1971).

1.23 Since 1966, 55 dwellings have been constructed and are now occupied in Carrigaline while a further 24 are at present under construction. Present residential commitments by way of outstanding planning permissions and proposed Council housing accounts for a further estimated 640 dwellings giving a total population commitment of 2,600 approximately. The Local Authority commitment accounts for a proposal in respect of 100 dwellings on a 10 acre site at Mount Rivers near the town centre. Ministerial approval has been granted for the first 50 of these and contract documents are now being prepared.

ESTATE
DEVELOPMENT

1.24 The development of estates is only now beginning to emerge in its traditional form but so far has not presented any serious planning problems. The need for diversity in house types, layout of estates, etc. in order to reduce visual monotony and promote a more balanced social structure in the town, is evident while proximity to existing and proposed services and facilities is an essential requirement in promoting a compact and efficient town structure.

BLIGHTED
AREAS

1.25 The problem of blight in the central area will need to be considered when formulating a structure plan and detailed development objectives for the town. In the central area, four buildings were observed to be in bad condition, ten fair, while the remainder were classified as good. The Parochial Hall, in particular, was noted as being in an extremely blighted condition. Blighted areas are important when considering access points to future development areas and in the provision of parking facilities. In general, the removal of blight is important in the improvement of the overall appearance and character of the town.

G / SOCIAL FACILITIES




















GENERAL

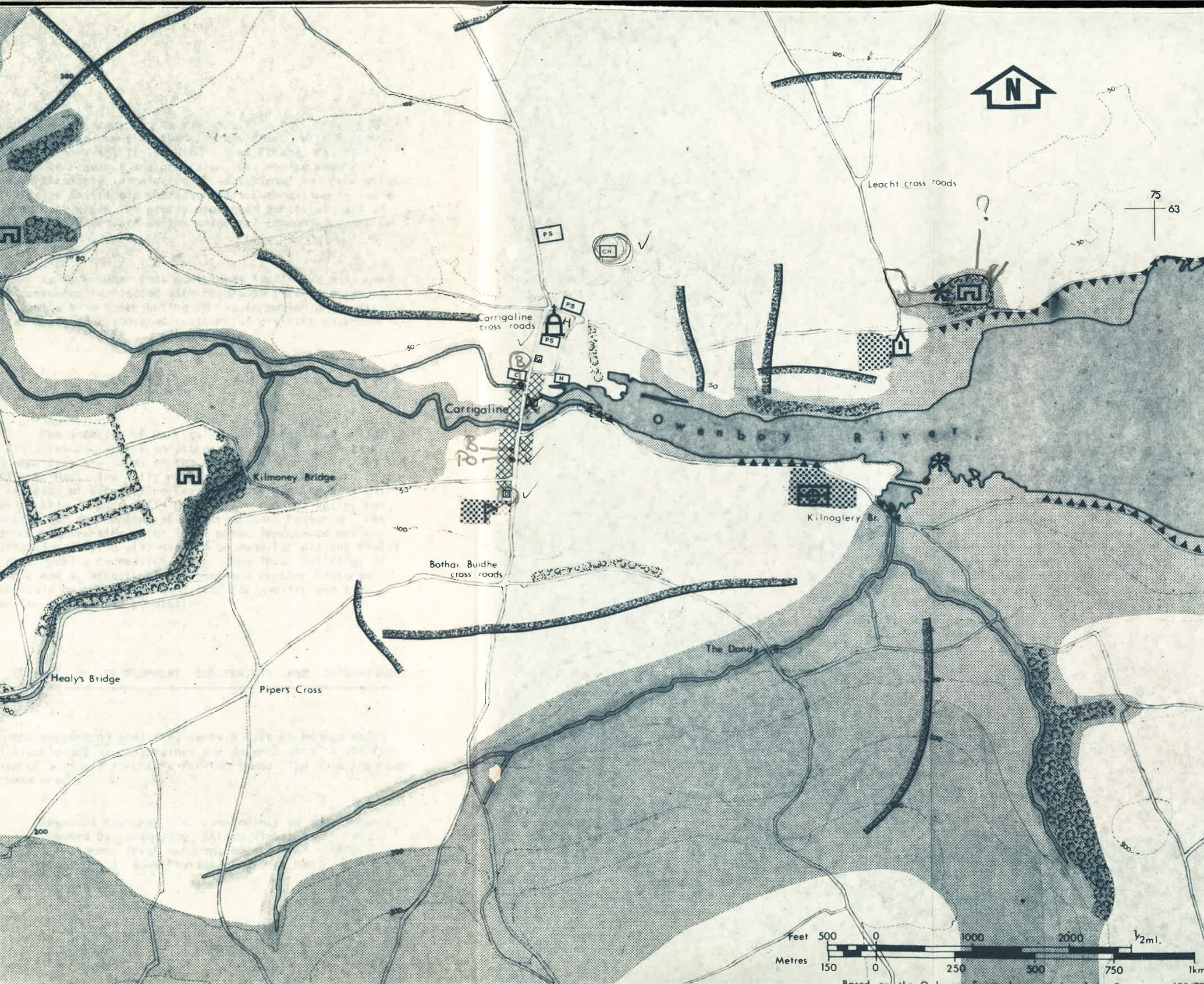
1.26 Because of its proximity to Cork City, Carrigaline avails of, and is served by many of the facilities of the City. Hospitals, secondary and higher educational facilities are within 30 minutes travel time. Provision for social facilities in Carrigaline is also closely related to those in Crosshaven; 4 miles to the east of the town.

EXTENT AND
ADEQUACY

1.27 The location of the principal facilities are shown on the Amenities and Social Facilities Map. The town has a good range of facilities in relation to its present size.

AMENITIES AND SOCIAL FACILITIES

-  Public open space
-  Areas of landscape & recreational value
-  Shrubs, trees, woodland of scenic value
-  Playing field
-  Pitch & putt course
-  Scenic route
-  Scenic viewpoint
-  Buildings of historic/architectural interest
-  Ridge line
-  Church (R.C.)
-  Church (C.of I.)
-  Court house
-  Primary school
-  Hall
-  Dispensary
-  Gáarda station
-  Main shopping area
-  Post office
-  Cinema



Indeed it would appear to be better off in this respect than other comparable towns in the city environs. With a growing population, however, it is evident that further facilities will soon be required and provision must now be made for these particularly in relation to educational and recreational facilities. Existing primary school accommodation is now at full capacity while the poorly appointed Parochial Hall is structurally inadequate as the principal community centre in the town.

1.28 It is evident that additional facilities will need to be conveniently located with regard to future residential areas, while also contributing to the formation of a distinct central area and associated residential district centres.

H / AMENITY

GENERAL

1.29 The location of Carrigaline in a synclinal valley and tidal river gives it an attractive setting. The existing amenities are shown on the Amenities and Social Facilities Map. The hilly outcrop known as "the rock" in the vicinity of Carrigaline Castle, is of particular significance in this respect while part of the Owenboy Valley has potential for development as a recreational resource. The creation of riverside walks is of prime importance while additional provision will need to be made for playing fields and other public recreation areas. The local buildings of historic and architectural interest are further features which could be more fully exploited for amenity use to cater for an expanded population.

I. SUMMARY OF DEVELOPMENT CONSTRAINTS AND DETERMINANTS.

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

- (I) Physical Features i.e. constraints on development imposed by topography (steep slopes etc.) and land forms (rock outcrop, marsh, land liable to flood etc.) (See Physical Features Map).

- (2) Areas already developed and committed to development i.e. the existing town structure and areas likely to develop in the future by way of outstanding planning permissions (see Land Use Map).
- (3) The present level and location of services frequently has a decisive role to play in determining the extent and pattern of future growth. The economic provision of services in the otherwise suitable and conveniently serviceable areas constitutes a major determinant in attracting development to these areas. In an area of topographical diversity, such as Carrigaline, this factor is of considerable significance in directing the future pattern of services, and would appear to encourage a compact structure centred around the existing town centre with future growth being phased in accordance with the requirements of such a strategy. The restricted capacity of the sewage treatment works, however, acts as a major constraint on development generally in Carrigaline and requires immediate resolution through the provision of a suitable treatment works and concomitant servicing of particular areas designated for development (see Services Map).
- (4) The heavy volume of through traffic, particularly during the summer months, coupled with growing internal generation 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. In the short and medium term the development of a related internal distribution network to cater for local and through traffic, will be required. In this context, the provision of a new section of distributor route along the old railway line linking the Ringaskiddy and Crosshaven roads across the Owenboy Estuary, would be a key factor in the reduction of internal traffic congestion.
- (5) 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, community facilities, and the extent of public and private investment will all function as factors which will ultimately determine the Carrigaline of the future.

PART II. 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.

ELEMENTS

2.2 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 the 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 river-side and estuarial amenities.

B / DEVELOPMENT AREA

GENERAL

2.3 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. The constraints and determinants imposed by these factors have been outlined in Part I.

2.4 The development area mainly includes the land within the drainage catchment area of the town and generally encloses an area within $\frac{3}{4}$ mile radius of the town centre. Its eastern boundary is largely determined by the location of the future long term relief route.

C / ZONING AND SPECIFIC OBJECTIVES

GENERAL

2.5 The statutory map of the Development Plan (Map No. 6) for Carrigaline 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 Local Government (Planning and Development) Act, 1963) and objectives set out in the written statement of the Development Plan for the County, shall have application to the Development Plan for Carrigaline.

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.

(i) ZONING OBJECTIVES

LAND
USE

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 1963 Act.

PRIMARY
OR SOLE
USE

2.8 Where a primary use for an area is stated, this use will be the principal land use within that area. Where a sole use for an area is stated, such use will be strictly limited in order to provide essential supporting uses for the primary use areas. The sole use area must be protected from intrusion of uses which could lead to an under provision of supporting uses. Unless land use in a particular area is stated to be solely one use, applications for use 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 use for which use zones are reserved, are set out in the schedule of use zoning (Table 2) overleaf.

2.10 Indicated on Map No. 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. The provision of services over so large an area will necessarily take many years and 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 permission 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 considered desirable 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 the 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.

TABLE 2 : SCHEDULE OF USE ZONING OBJECTIVES.










DEVELOPMENT TYPE	PURPOSE OF ZONE	USE OF ZONE	MAP SYMBOL
Residential	To provide for residential development and to preserve and improve residential amenity.	Primarily Residential	A
Residential	To provide for the development of a residential community.	Primarily Residential	B
Educational	To provide for educational and related facilities.	Primarily Educational	C
Central Area	To provide for shopping, commercial and community development.	Primarily central area uses.	D
Industrial	To provide for light industry, warehousing and wholesaling.	Primarily light industrial and related uses	E
Open Space	To provide for recreational open space and ancillary structures.	Primarily Recreational	F
Open Space	To preserve an area of high amenity.	Primarily Agricultural	G



ZONING OBJECTIVES

symbol	purpose of zone
A ■	to provide for residential development and to preserve and improve residential amenity
B ■	to provide for the development of a residential community
C ■	to provide for educational and related facilities
D ■	to provide for shopping, commercial and community development
E ■	to provide for light industry, warehousing and wholesaling
F ■	to provide for recreational open space and ancillary structures
G ■	to preserve an area of high amenity

SPECIFIC OBJECTIVES

	Zone boundary		T6 Access points
	U1 action area boundaries		Public housing
	Sewage works		S1, S2 Social facilities
	T1(i), T1(ii) Car Park		L1, L2, L3, L5 Amenities
	T2, T7(i), T7(ii) Roads		

January 1972

CARRIGALINE DEVELOPMENT PLAN

Scale: 6" to 1mile

Map 6

(ii) SPECIFIC OBJECTIVES

Specific development objectives for the town are shown on Map No. 6 and are listed hereunder. In the absence of any specific statement to the contrary, the period of these objectives should be taken as five years from the making of the plan.

UTILITY SERVICES

U.1 To provide for the preparation of an augmentation scheme for an expansion of the capacity of the existing sewage disposal system and sewer network to accommodate future development. Include an investigation of the feasibility of providing a comprehensive treatment works and a separate surface water drainage system.

* U.2 To ensure the provision of an adequate water supply from Stage I of the Lee - Ballea scheme to accommodate the requisite growth during the period of the plan.

* U.3 To seek the alleviation of seasonal flooding of the riverside areas immediately upstream and downstream of Carrigaline Bridge.

* U.4 To provide for the erection of a public convenience.

COMMUNICATIONS AND TRAFFIC

T.1 To promote the development of an off-street car park-
(i) in the vicinity of Carrigaline Cross Roads,
(ii) near Carrigaline Bridge.

T.2 To preserve route and investigate the feasibility of providing a new section of primary distributor road along the old railway line linking the Ringaskiddy and Crosshaven roads.

T.3 To improve alignment and vision at dangerous junctions as the need and opportunity arises.

T.4 Promote the development of an integrated pedestrian network within the development area.

* Denotes objectives not shown on Map No. 6.

- * T.5 To restrict multiple access onto the road network in accordance with the requirements of the proposed circulation system.
- T.6 To preserve access to backlands in the vicinity of points shown; sufficient land to allow carriageways, footpaths and vision to standards ruling at the time of development.
- T.7 To preserve free from development -
 - (i) a proposed link road adjoining the designated industrial area to the north of the town and connecting the existing main Carrigaline route to the long-term eastern relief route.
 - (ii) the proposed long-term relief route to the east of the town.

In both cases, to prepare preliminary designs of the alignments and estimates of the costs involved.

T.8 To improve accessibility to Cork City through re-alignment of Link Road L.66.

HOUSING

- R.I. To proceed with proposed public housing development on 10 acre site in Council's ownership at Mount Rivers.
- * R.2 To secure the preparation of an action area plan for at least one residential community within the development area.
- R.3 To seek to acquire and service a site for private housing development.

OBSOLESCENCE,
RENEWAL AND
REDEVELOPMENT.

O.I Prepare an action area study for the central area providing for the renewal and (where necessary) redevelopment of obsolete properties.

INDUSTRY

- * W.I Examine the feasibility of acquiring and servicing a site for industrial development.

SOCIAL
FACILITIES

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

* Denote objectives not shown on Map No. 6.

S.2 To provide for the reservation of an adequate area for a post-primary school campus including for related community facilities.

- * S.3 To encourage and where feasible assist local community effort towards the provision of a social and recreational centre to meet the town's expanding needs in this regard.

AMENITIES

L.1 To provide for the visual improvement of the river-side areas to the immediate east and west of Carrigaline Bridge.

L.2 To preserve free from development continuous strips of open space of suitable width along both banks of the river and estuary in order to facilitate the provision of riverside walks; include for the provision of access points to these strips.

- * L.3 To seek to acquire for public use the areas designated for recreational open space and ancillary structures.
- * L.4 To provide for the preservation of trees and woodlands.
- L.5 To provide for the conservation of the colony of calcareous plants in the vicinity of "The Rock" to the immediate east of the town.
- * L.6 To seek where appropriate the proper landscaping of all new developments to improve their visual and general environment.
- * L.7 To secure the improvement of public lighting facilities in the town.

* Denotes objectives not shown on Map No. 6.

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.