

Submission to the Local Area Plan Review (Bandon-Kinsale Municipal District) From Transition Town Kinsale (TTK)

Outline of Transition Town Kinsale Submission

Part I

1. Integration of National Mitigation Plan (2017)

- Climate action commitments in our Local Area Plan
- Community energy generation
- Climate resilient infrastructure
- Responsible and sustainable development
- Appointment of person responsible for the implementation of the commitments which are made under The National Mitigation Plan and National Adaption Framework in our Local Area Plan (2017-2022)

2. Kinsale Heritage Town

- Appointment of advocate for the findings of both the Strategic Environmental Assessment (SEA) and the Habitats Directive Assessment (HDA)
- Implementation of proposals made in the Kinsale Transportation Study (2009)
- Reassessment of Kinsale Transportation Study with pedestrian mobility as a priority
- River and harbour access

3. Coastal Walkway of Cork

- TTK proposes that Cork be the first county to open a complete trail along its 1100km coastline

4. Waste Management

- Local green waste management

Part II

Comments on specific items in the Local Area Plan Review

1. Evaluate zoning and all planning applications based on forthcoming National Mitigation Plan and National Adaption Framework, and the SEA and HDA for area.
2. Protection of rights of ways in the area
3. Development of key community facilities
4. Walking networks
5. Surface water strategies
6. Enhancement and promotion of biodiversity

Transition Town Kinsale would like to acknowledge the financial support it has received since 2005 both from Kinsale Town Council and Cork County Council. TTK recognises that integrated planning and collaborative work between many stakeholders will be required to achieve the aspirations outlined in this Local Area Plan Review. TTK hopes that processes will be put in place to facilitate this. The health and well-being benefits, as well as the economic benefits, of mitigating and adapting to climate change are being established. Acknowledgement of our moral responsibility leaves us no choice but to shift from aspiration to implemented actions towards achieving our climate action commitments.

Submitted on behalf of Transition Town Kinsale by Elizabeth Creed

Address: The Outpost, Cappagh, Kinsale, Co. Cork **Email:** lizmcreed@gmail.com **Mobile:** 087 2894077

Part I

1. Integration of National Mitigation Plan (2017)

Under the Climate Action and Low Carbon Development Act (2015) the Government is obliged to adopt a National Mitigation Plan by June 2017, on how Ireland will reduce its climate pollution. This Mitigation Plan must take into account the National Policy Position on Climate Action and TTK looks forward to the National Dialogue on this Plan which is to be undertaken. These developments come in the context of the Paris Agreement 2015, the landmark climate deal adopted by 195 countries which came into force on 4th November 2016. The Environmental Protection Agency (EPA) has reported that Ireland's current emissions are 6.6% above 1990 levels, and emissions increased by 3.7% in 2015. Minister for Climate Action Denis Naughten has accepted that Ireland is unlikely to meet EU targets for emissions reduction by 2020.

Ireland is one of only two countries in the EU which will overshoot its 2020 targets for greenhouse gas (GHG) emissions reductions. TTK would argue that this is not acceptable for moral reasons and because of our international commitments. Given the change in leadership in the USA, and thus possibly their position on this global issue, it is even more imperative that the other nations of the world, and as citizens of Ireland we would say especially Ireland, stand up to their commitments.

Investment and funding over the lifecycle of our Local Area Plan needs to be prioritised in context of Ireland's Mitigation Plan, which will outline how Ireland will achieve targets for 2050, and the forthcoming National Adaptation Framework. Adaptation strategies need to develop and express a vision for a well-adapted local community that is resilient to the impacts of climate change (Ref. Climate Act - National Adaptation Framework on Local Adaptation Plans). Climate change is inevitable due to emissions already released into the atmosphere so Ireland need to adapt to reduce exposure to climate risks and reduce emissions at the same time.

The EPA and the Climate Advisory Council describe what is required as "a major societal and economic transformation". The Advisory Council is clear the new National Mitigation Plan should not just focus on our EU targets for 2020 and 2030 but "should outline the roadmap to achieve the 2050 national objective". That objective, set out in the National Policy Position on Climate Action, is an 80% aggregate emissions reduction between the buildings, energy, and transport sectors, and carbon neutrality in agriculture.

To be consistent with the national 2050 objective of an 80% cut in net emissions, this will require year-on-year cuts of 5% per annum starting in 2017. Ireland is already heading towards paying non-compliance costs. This money would be better spent on investing in the future economy of this local area, county and country.

Our Local Area Plan needs to refer to how this National Mitigation Plan and the National Adaptation Framework will be devolved locally. Energy generation; land use planning; transport; housing; waste management; economic development and agricultural practices, all need to be considered in this context. Integrated planning and collaborative work will be required to achieve this between many stakeholders and TTK hopes that processes will be put in place to facilitate this. Aspirations in National Policy Documents and in County Development Plans need to be seen as resourced actions in Local Area Plans.

As Cork County is the largest producer of energy in Ireland could it also be the leader in the conversion to a sustainable energy supply and a reduction in GHG emissions. TTK propose that Kinsale, as the birthplace of the global Transition Movement, is well placed to be a pilot town for the development of community energy generation.

County Development Plan (2014)

9.1.2 Cork consumes 12-13% of Ireland's energy output but in 2010 produced 24% of Ireland's energy end use requirements (the rest of Ireland produces 21% and the remaining 55% is imported).

County Development Plan Objective

ED 1-1: Energy

Ensure that through sustainable development County Cork fulfils its optimum role in contributing to the diversity and security of energy supply and to harness the potential of the county to assist in meeting renewable energy targets.

Community sustainable energy generation needs to be considered and supported in this plan and land should be zoned for the development of same. At the launch of the Energy White paper (2015) the Minister for Energy, Alex White, stated *"The State will provide the supports to enable energy consumers to become active energy citizens. Our energy system is going to change from one that is almost exclusively led by Government and utilities, to one where individuals and communities will increasingly be participants in energy efficiency and renewable energy generation and distribution. It's a story that will impact on all our people."*

Options in the Kinsale area that could be considered include:

1. Anaerobic Digestion: District heating for a new development or the production of biofuel. [Ref: Transition Town Kinsale: Feasibility Study Kinsale Community Digester Project (2011) RX3 Funded.]
2. Panel generating scheme adjacent to Water Treatment Plant. Electricity produced could be used locally both in the community centre at Sáile or in the proposed housing to be developed above this area (R04).
3. The potential of Kinsale Harbour and Bandon River as a site for tidal and/or wave energy could be investigated.

All planning for infrastructure should be carried out in context of climate resilience. Though Ireland already anticipates not reaching its emission reduction commitments in 2020 what we do in the next 4 years will impact on our ability to make our committed targets for 2030 and beyond. Ireland also needs to adapt to reduce exposure to climate risks. The economic argument is to do it right 'first time' rather than the more expensive option of fixing later. [Ref. Global Commission report on the economy and climate change (2016), The Sustainable Infrastructure Imperative]

TTK would also propose that:

- only responsible and sustainable investment (i.e. climate proofed and low carbon) should be endorsed by the County Council;
- a person should be appointed who is responsible for the implementation of the commitments, which are made under The National Mitigation Plan and Adaptation Framework, in our Local Area over the next 5 years.

2. Kinsale Heritage Town

Kinsale is valued as a priority heritage town both by those who live there and those that visit. Emphasis is put on the value of this throughout the plan and also on protecting its unique characteristic. Integration of different aspects of the plan is required to do this.

County Development Plan Objective

CS 4-2: Greater Cork Ring Strategic Planning Area

c) Protect and enhance the natural and built heritage assets of Kinsale to facilitate the development of the town as a Principal Tourist Attraction;

2.2.2 (LADR)

Protect and enhance the natural and built heritage assets of Kinsale to facilitate the development of the town as a principal tourist attraction

Transition Town Kinsale acknowledges ongoing improvements to the town's green infrastructure and pavements e.g. the new amenity area at Duggan Bridge and the addition of lighting and upgrading of pavements to this area from town and on to Commoge Marsh (though a pedestrian crossing is needed in this area).

To ensure the town is protected and enhanced over the timeframe of this plan TTK would like to propose the following:

1. That a person is nominated and resourced to be the advocate for the findings of both the SEA and the HDA throughout the planning process. This is suggested in context of Ireland's most recent report to the Convention on Biodiversity where only 8% of habitats are described as in 'favourable condition'.
2. It is essential that the findings from the Habitat Directives Assessment are promoted locally so that this element of Kinsale's heritage can be appreciated.
3. Implementation of proposals made in the Kinsale Transportation Study (2009)
4. Walking networks to increase green space connectivity (see Part II).
5. Formal location for river and harbour access for non-commercial and non-marina users should be established. Though locations are known locally, visitors to the area may not be aware of the most appropriate place to gain access to the river or harbour with small boats and kayaks.

Item 3 above 'Implementation of proposals made in the Kinsale Transportation Study' will be expanded. Low-cost proposals made in this study should be planned for immediately:

- Waterfront link Road
- New Town Centre One-way system
- Pedestrian improvements
- Town Centre calming
- Improved Delivery management

Consideration also needs to be given to the change in traffic flow in the town due to the relocation of SuperValu and the Primary Care Centre.

The development of the Kinsale Northern Relief Road and Western Relief Road are listed as 'medium to long term' in the County Development Plan. TTK would advocate that for the protection and enhancement of the heritage town priority for the development of the Northern Relief Road needs to be changed to short term as outlined in [3.2.1.6 It is also important that the infrastructural projects planned for the town are carried out](#). Revaluation of the need for the Western Relief Road should be based on assessment of impact of Waterfront link road etc..

As in our previous submission on the Kinsale Transportation Study TTK would suggest that this study was somewhat flawed as it allowed for increased car use, rather than reduced car use. TTK would propose that management of mobility within the town centre be reconsidered with pedestrians been given mobility priority.

Our Local Area Plan could lead the way for other towns in Ireland with policies to actively discourage driving in the town centre unless necessary e.g. 30Km speed limit in town centre and 50km zone 'stretched out'. The construction of speedbumps or other strategies on relevant sections of road may help reduce vehicle speed e.g. on Duggan Bridge. Not only will the town become a pleasanter place to walk around (leading to increased footfall!) air quality will improve leading to the follow-on health benefits for all. Improved walking networks and slowing of traffic in the area of the town will also bring the add-on benefit of a more active community; many people do not walk or cycle on roads within and adjacent to the town as they are considered 'too dangerous'. This would be 'low cost' to implement and would be a key step in developing the improved urban landscape that the Local Area Plan aspires to.

An immediate impact from such policies could be that more children walk to school. This would reduce congestion, improve mental and physical well-being and reduce air pollution in the local area as well as reducing GHG emissions. One could even suggest that the benefits to children who do walk to school currently are being negated by the exposure to the heavy vehicular activity adjacent to all our schools! As outlined in both the Transportation Study (2009) and the LAPR an improved pathways network will increase the connectivity in the town; creating linkages between housing estates, schools and amenities. TTK would encourage the prioritisation of same.

An outline of plans to be implemented to encourage use of public transport and the development of same for the area needs to be included as per the County Development Plan Objectives:

Encourage the move to a 55% level of non-car based transport within the Cork Gateway, Hubs and other main towns and a 20% level of non-car based travel for journeys within rural areas of the County as set out in the South West Regional Planning Guidelines.

Specifically for rural transport the following is acknowledged in the County Development Plan that 'local communities are best placed to identify their rural transport needs and to address them'. The Local Area Plan needs to outline how this could be done and how enhanced rural transport be implemented.

3. Coastal Walkway

TTK is delighted to see the progress that is being made in the development of Greenways etc. and looks forward to the development of the Cork-Kinsale route. TTK has previously highlighted cycle routes in the Kinsale area which could be simply highlighted with signage to promote cycling in the area. The Military Trail which is being proposed for Cork County could include a cycle trail of the Kinsale Battlefield.

TTK would like to propose that Cork be the first county to open a complete coastal trail along its 1100km of coastline as per the following objectives:

County Development Plan Objective

TO 7-1: Walking/Cycling and Greenways

Promote the development of walking and cycling routes throughout the County as an activity for both international visitors and local tourists in a manner that is compatible with nature conservation and other environmental policies.

County Development Plan Objective

TO 9-1: Tourist Facilities

c) Support environmentally sensitive smallscale tourism enterprises including agritourism enterprises and ecotourism initiatives that are developed in conjunction with established rural activities such as, fishing, walking, cycling, mountain biking, surfing, equestrian sports and other activities where these are compatible with environmental legislation. County Development Plan Objective

CS 4-4: West Cork Strategic Planning Area

d) Recognise the international importance and the importance to the region's tourism economy, of the scenic and landscape qualities of the coastal and upland areas, particularly along the peninsulas in the southwest and to protect these landscapes from inappropriate development.

County Development Plan Objective

RCI 9-5: Coastal Amenities

a) Maintain and improve County Cork's beaches to a high standard and develop their recreational potential as publicly accessible seaside amenity facilities, in accordance with the principles of proper planning and sustainable development.

County Development Plan Objective

EE 8-1: Agriculture and Farm Diversification

Encourage the development of a dynamic and innovative, sustainable agricultural and food production sector by:

- *Supporting appropriate proposals for sustainable tourism development. See Chapter 8 Tourism*

County Development Plan Objective

GI 4-1 : Countryside Recreation

To support the diversification of the rural economy through the development of the recreational potential of the countryside in accordance with the National Countryside Recreation Strategy.

8.1.10 The Cork County Council Tourism Department was established in March 2012 and has made substantial progress on a number of tourism initiatives including the following;

- *In the future, it will be important to concentrate on innovative tourism products that maximize the potential of the County's natural amenities and marketing in order to secure the full contribution of tourism to economic growth.*

Examples of this can be seen along the Dingle and Cornwall peninsulas or the coast line of Wales. Joined up thinking and collaboration with landowners would make this a feasible goal in the short-term. This would be a wonderful addition to 'Trails for Tourism' A policy to maximise the economic benefit to the county. Initially this pathway could start at Ringaskiddy or from Kinsale (beginning of the wild Atlantic way).

To this end the County Council would need to consider the Protection of rights of way along the coast-line:

County Development Plan Objective

GI 4-2: Rights of Way

Where requested, give consideration to the need to preserve public rights of way which give access to seashore, mountain, lakeshore, riverbank or other place of natural beauty or recreational utility, under the provisions of Section 14 of the Planning and Development Act 2000 (as amended).

Rights of Way

13.4.6 Public rights of way are an important amenity, economic and tourism asset to the County. The Council recognises the importance of maintaining established rights of way and supporting initiatives for establishing walking routes and general accessibility.

13.4.7 The Planning and Development (Amendment) Act 2010 introduced a new mandatory requirement for Development Plans to include an objective for the preservation of public rights of way which give access to seashore, mountain, lakeshore, riverbank or other places of natural beauty or recreational utility.

13.4.8 The Council do not intend to carry out an appraisal of all Rights of Way in the County, given the considerable legal and administrative difficulties envisaged in establishing an accurate register.

However, the Council is required to consider any request received for the formal inclusion, for the first time, of a provision in the Development Plan relating to the preservation of a specific Public Right of Way under Section 14 of the Planning and Development Act 2000 (as amended).

Coastal Walkways in Kinsale area could include:

- Development of a Coastal Walk Route from Jamesfort/Dock to Sandycove and on to Garretstown/Old Head in cooperation with landowners as was used for the Seven Heads and Sheeps Head Ways. This would join up with Garrylucas to Garretstown Walk already in place.
- Charles Fort to James Fort is currently a well walked route.
- Charles Fort to Preghane Point, Hangmans Point and onto Ballymacus Strand and Ferry Point at Rathmore with land owners co-operation. There is a heritage site (Wedge Tomb) at Ballymacus, known as The Prince's Bed.
- Extend Charlesfort/Preghane eastward toward Oysterhaven, Novohal Cove and Robert's Cove.

Other possibilities for trails could include walks adjacent to Bandon river e.g. at Shipool Castle & Shipool Wood and Dunderrow Forest. There is also the potential of a looped walk south of Dunderrow in Ballywilliam area if it could be linked upstream at the Old Bridge subject to co-operation of land-owners. These would complement the walkways which have already been earmarked along former railway lines in the area.

4. Waste Management

There is a limited recycling facility in Kinsale which could be improved. TTK would prioritise the development of a local green waste site. The by product (compost) could be used locally to nurture the green space in the town.

Part II

Comments on specific items in the Local Area Plan Review

Chapter 1- Introduction

1.1.4

Identifying critical planning issues and choices now faced Availability of infrastructure - Need to protect and conserve the environment

- The Local Area Plan should be planning for a transition to a low carbon climate resilient future from now – in line with the Provisions of the Paris Agreement and the sustainable development goals (SDGs).
- Reassessment of residential developments in Kinsale which were granted planning permission but were not started or have not been completed. For example Convent site on Winter's Hill in context of traffic levels which will be created.
- Innovative planning requirements on housing developments in the area e.g. district heating and roof integrated photovoltaic panel installation.
- Rights of ways need to be protected with regard to connectivity of town and heritage access, e.g. Charles Fort and Preghane Point area including access to the heritage site at Ballymacus, James Fort and green routes in the town area.
- Revaluation of zoning and development in proximity to Commoge Marsh especially given potential exposure to flooding risk and impacts on a wetland habitat, and other areas highlighted in HDA's.
- Zoning for allotments within walking distance of residential areas.

1.1.5

Current issues impacting on the community

Land use planning strategy – zoning needs to be considered for community energy generation (Ref. Item 1 – Integration of national Mitigation Plan, Energy White Paper (2014)).

Any other matters not specifically mentioned under which the public consider relevant to the future planning strategy for the area –

- Local Area Plan should be developed in context of the forthcoming National Mitigation Plan and National Adaption Framework, Climate Change Advisory Council and EPA reports. The Adaption plan required for each Local Authority should lead to devolved targets in each Local Area Plan.
- Appointment of person responsible for the implementation of the commitments which are made under The National Mitigation Plan and National Adaption Framework in our Local Area Plan (2017-2022).
- Assure that protected buildings, habitats are moved from Town Council Registers to County Council Registers.
- Alignment of plan to SEA and HDA.

1.3.5

Habitat directive assessment and zoning – preservation of species

Advocate/ person responsible for HDA findings throughout the planning process.

1.3.8

Aging population

Development of sheltered housing in proximity to the town centre with assigned zoning.

Chapter 2 – Planning Strategy

Agriculture to remain as the principal rural land use

Promotion of sustainable agricultural practices and with regard to the National Mitigation Plan and National Adaptation Framework.

Chapter 3 – Main Settlements

3.1.1

Where will people live?

With the proposed development of supported housing (R04) promote sustainable design. Include roof integrated photovoltaic panel installation and district heating system e.g. anaerobic digestion at adjacent community utility site (see also Item 1- Integration of national Mitigation Plan) - Energy White Paper (2015).

Evaluate potential use of vacant property in the town area e.g. Guardwell Hostel:

- Consideration to be given to housing for older people in proximity to the town centre.
- Consideration to be given to housing for those who may come to Kinsale as part of Ireland's resettlement Process.
- Consideration to be given for those who have been priced out of the rental market.
- Consideration to be given to the many students who come and live in Kinsale while studying at Kinsale College.

See also Part I regarding incomplete residential developments in the Kinsale area.

Our Local Area Plan needs to have devolved resourced targets towards achieving the following over the next 5 years:

County Development Plan (2014)

3.3.2 In planning for future development through the Local Area Plan process and in assessing future development proposals the Council will seek to implement and promote the series of aims, outlined in the Guidelines, which seek to create high quality places which:

- *Prioritise walking, cycling and public transport, and minimise the need to use cars;*
- *Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience;*
- *Provide a good range of community and support facilities, where and when they are needed;*
- *Present an attractive, well maintained appearance, with a distinct sense of place and a quality public realm;*
- *Are easy to access and to find one's way around;*
- *Promote the efficient use of land and energy and minimise greenhouse gas emissions;*
- *Provide a mix of land uses to minimise transport demand;*
- *Promote social integration and provide accommodation for a diverse range of household types and age groups; and*
- *Enhance and protect the built and natural heritage.*

Where will people work

TTK would advocate:

- Support for the development of community energy generation (see also Item 1- Integration of National Mitigation Plan; Ref. Energy White Paper 2015)
- Support for the development of walking networks and a Cork County Coastal Trail which will boost tourism and associated economic activities (see also Item 2 – Coastal Walkway).
- Support for responsible and sustainable investment i.e. climate proofed and low-carbon.

Are there sufficient community facilities and public places

TTK would like to see the following prioritised with resources as per the County Development Plan Objectives listed below.

- Development of the Mill Building as a library, performance space and art centre
- Support for the maintenance of the Temperance Hall.
- Support for the further development of Sáile; connectivity with amenity area at Commoge Marsh along 'Bee Bole Wall' and to Cappagh (reestablishment of right of way); maintenance of the road leading into the Sáile site.
- Create a bird-watching amenity at Commoge Marsh.
- Connectivity of the new Town Park planned off New Road and Saile and the new site at Duggan Bridge and that the landscaping of these areas to be designed to promote biodiversity.
- Reestablishment of Art Work by Eilís O'Connell 'The Great Wall of Kinsale' to its original state.

County Development Plan Objective

SC 1-1: Social and Community Infrastructure Provision

a) Support the provision of social and community facilities which meet the current and future needs of the entire population.

b) Secure lands for social and community facilities and encourage the provision of facilities suitable for intergenerational activities, which are accessible to all members of the community, through initiatives in partnership with community groups and sporting organisations.

County Development Plan Objective

SC 2-1: Multi - Use Community Facilities

Support the provision of Multi Use Community Facilities which encourage sharing amongst community groups and are designed for multi use activities and future sharing.

County Development Plan Objective

HE 6-1: Arts

a) Provide for balanced development of an arts infrastructure that meets the cultural and artistic needs of communities, supports creative activity and enhances cultural, economic and social life in communities

b) Consider proposals for development of arts spaces and facilities including performance, exhibition, studio and other arts related facilities in appropriate locations, where proposals are in accordance the other policies and objective of this plan.

c) Encourage the provision of arts, cultural and entertainment facilities, the commissioning of new works of art for the public realm in association with new development proposals, where appropriate.

Town centre - vibrancy and viability

Implementation of Kinsale Transportation Study proposals as highlighted in Part 1; prioritise pedestrian mobility in town centre and reassess traffic given the expansion of the town to the New Road area. The intersection at The White House Hotel has 'major log-jam' potential (minor ones have happened!).

Our Local Area Plan needs to have devolved resourced targets as to how the following will be implemented over the next 5 years?

County Development Plan (2014)

TCR 2-1: Town Centre

h) Encourage and prioritise an urban framework approach for those town centres which are experiencing unique challenges such as heritage constraints, traffic and transportation issues, etc. centres.

3.2 Kinsale

3.2.3.4

Improving the network and connectivity of areas of open spaces

Tourism experience & place to do business

Cork County Council needs to protect all established right of ways and consider them in both zoning and planning applications e.g. connectivity with Saile (including Kinsale's Community Orchard) to Cappagh and directly to Commoge Marsh (along Bee Bole Wall); green road connecting Compass Hill and Commoge Marsh; Ballymacus Lane to Ballymacus Strand; lane to Ferrypoint.

12.5.6 Historic rights of way constitute an important amenity and economic asset. They enable enjoyment of the County's cultural heritage and high quality landscape and are important for tourism development and recreation. The Council will encourage the preservation of the existing historic public rights of way within the County. See Chapter 13 Green Infrastructure and Environment Paragraph 13.4.6 to 13.4.9 "Rights of Way"

Transition Town Kinsale propose the development of a Looped Walk of the town (or a series of walks) which would integrate its heritage network, biodiverse zones and edible food and birds 'n bees planting. TTK has carried out this planting throughout Kinsale to promote awareness of both food security and the importance of biodiversity.

Planting has taken place in the following locations:

- New Road opposite Supervalu
- Garda station
- Hippy Murphy Park
- Lower O'Connell Street at Bruno's Restaurant
- Convent hill
- Fruit and Nut trees at Eltin's Wood, The Orchards and Compass Quay.
- Community Orchard at Sáile

Grounds of Kinsale College could also be included.

TTK would advocate for similar planting in the following areas:

- New amenity area at Duggan Bridge
- Enhancement of green area at Municipal Hall
- Planned Town park on New Road

Historical heritage Walks have been highlighted in John Thuiller's book Walkers' Pocket Guide to Kinsale and District'. Routes in the town are also available on 'The Kinsale Maps'. Another potential trail could be from the McCarthy Brothers Memorial on Pier Road to the location of their home at Lower Cove.

County Development Plan Objective

SC 5-2: Quality Provision of Public Open Space

a) Public Open Space within Residential Development shall be provided in accordance with the standards contained in "Cork County Council Recreation & Amenity Policy", the "Guidelines on Sustainable Residential Development in Urban Areas" and "Making Places : a design guide for residential estate development. Cork County Council Planning Guidance and Standards Series Number 2".

b) Promote the provision of high quality, accessible and suitably proportioned areas of public open space and promote linking of new open spaces with existing spaces to form a green infrastructure network. See also Chapter 13 Green Infrastructure and Environment.

3.2.4.3

Implementation of these plans is required as highlighted in Item 2: Kinsale Heritage Town.

Green Infrastructure

TTK would support the policies outlined to enhance public spaces and link green infrastructure including along the Pier Road and Long Quay. Please refer to suggested looped walk above.

3.28

Surface Water

People in our community living in areas which are considered to be at risk of increased flooding are already experiencing the economic consequences, through the non-availability of house-insurance to a prospective buyer of their home. TTK would support, as a long term strategy for flood prevention, green engineering and 'soft strategies' such as forestation in the river catchment area; wetland management, consideration of alternative agricultural techniques and protection of green spaces as per the Flood Directive which requires that:

'Flood risk management plans shall take into account ... areas which have the potential to retain flood water, such as natural floodplains, the environmental objectives of Article 4 of Directive 2000/60/EC, soil and water management, spatial planning, land use, nature conservation ...'

A catchment-based context for managing risk;

- More pro-active flood hazard and risk assessment and management, with a view to avoiding or minimising future increases in risk, e.g., from development in floodplains; and*
- Increased use of non-structural and flood impact mitigation measures.'*

These green engineering or soft-strategies reduce the need to build flood protection and will maximise the natural capacity to 'soak up' or attenuate water in order to protect critical infrastructure from flooding. This is critical given future climate change scenarios which predict increases in precipitation and rising seas levels [Ref. Ireland's Sixth National Communication to the UNFCCC (2014)]. Our Local Area Plan needs to address this issue, with resourced actions that will be taken over the next 5 years.

In 2014, The Department of Environment, Community & Local Government issued the European Union (Water Policy) Regulations 2014, placing new obligations on local authorities to co-ordinate the catchment management and public participation elements of the Water Framework Directive. The Local Area Plan should highlight how the Bandon Catchment is been protected and the area enhanced as per the Water Framework Directive.

Chapter 4 - Environmental Assessment and Habitat Directive Assessment

TTK suggests the following:

- Habitat inventory needs to be included in the Local Area Plan and made available locally.
- Current zoning need to be revaluated in context of the HDA and climate projections e.g. site at Commoge Marsh zoned Enterprise.
- Inclusion of The Prince's Bed (Wedge Tomb) at Ballymacus as a Heritage site.
- Consideration of further Natura 2000 sites in the area based on the HDA.
- Consideration of the introduction of the red squirrel to woodland in the Kinsale area.
- Council to adopt policy of 'no weed killer' as a measure to promote biodiversity; implementing a 'trim only' policy where required.

Notes

1. It has been reported to TTK that rare orchids grow in the Charles Fort area.
2. Sites of invasive Japanese Knotweed which have been observed by TTK's Edible Landscaping Group:
 - Extensive growth opposite SuperValu on New Road
 - Opposite Kinsale Hostel driving towards Lidl
 - Corner at crossroads beyond fire station on R605 towards Barrack Street (on RHS opposite green area)
 - End of Long Quay – area in front of access to woodland
 - Towards R607 opposite county council offices

To Conclude:

Stop Climate Chaos, a coalition that campaigns for Ireland to do its fair share to tackle climate change, has identified “5 tests” to help evaluate whether or not the National Transition Statement and the draft National Mitigation Plan amounts to credible climate action.

5 Tests for Ireland's climate action plans

1. Does the new plan add up to doing our fair share?
2. Does it start the phase out of fossil fuels?
3. Does it ramp up renewable energy and kick-start community ownership?
4. Does it put agriculture on a path to carbon neutrality?
5. Does it realign transport investment to reduce emissions?

These questions must also be asked of our Local Area Plans. Climate action is the right thing to do and is an aspiration in the Local Area Plan Review. TTK would like to see definitive targets included. Climate action will impact positively on all key strategies in the County Development Plan e.g. protect biodiversity and boost the economy through job creation. [Ref. Unlocking opportunity – The business case for climate action in Ireland. Report by the Irish Corporate Leaders on Climate Change]

County Development Plan Objective

CS 5-1: Climate Change Adaptation

The County Council will promote sustainable settlement and transportation strategies in urban and rural areas, including the promotion of measures to;

- a) reduce energy demand in response to the likelihood of increases in energy and other costs due to long term decline in non-renewable resources,*
- b) reduce anthropogenic greenhouse gas emissions, and*
- c) address the necessity for adaptation to climate change, in particular, having regard to location, layout and design of new development.*