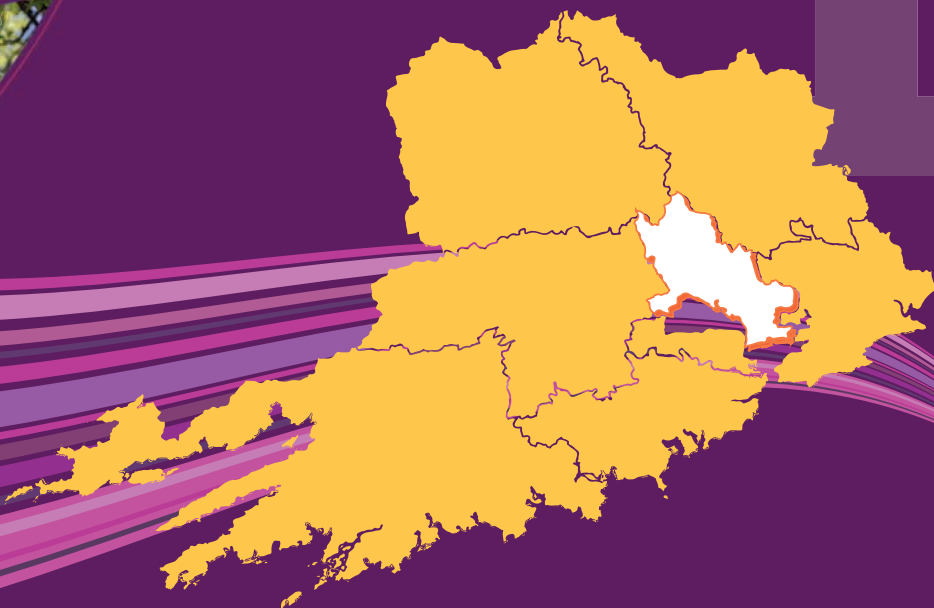




**Cork
County Council**
Comhairle Contae Chorcaí

**Draft
Cobh
Municipal District
Local Area Plan**



16th November 2016

**VOLUME ONE
Main Policy Material**

1



How to make a Submission

The Draft Municipal District Local Area Plan is available from the Council website at www.corkcoco.ie. If required, a hard copy of the document may be inspected between the hours of **9.30 a.m. and 4.00p.m.**, from **Wednesday 16th November 2016** to **Friday 06th January 2017** at the following locations:

- Planning Department, Floor 1, County Hall, Cork.
- Planning Department, Norton House, Skibbereen, Co. Cork.
- Cork County Council Offices, Mallow
- Public Libraries - Please check libraries regarding opening times and availability.

CD copies of the documents may be requested by phone (Tel: 021-4285900) or collected from the Planning Department, Floor 1, County Hall between the hours of **9.30am** and **4.00pm** during the above period.

Submissions or observations regarding the Draft Municipal District Local Area Plan document are hereby invited from members of the public, children, or groups or associations representing the interests of children and other interested parties during the period **Wednesday 16th November 2016** to **4.00pm** on **Friday 06th January 2017**.

Submissions may be made in either of the following two ways:

- On-line via www.corkcoco.ie following the instructions provided

OR

- In written form to the Senior Planner, Planning Policy Unit, Cork County Council, Floor 13, County Hall, Cork. T12R2NC.

All such submissions lodged within the above period and prior to the close of business at **4.00pm on Friday 6th January 2017**, will be taken into consideration in the finalisation of the Municipal District Local Area Plan.



Cobh Municipal District

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Cobh Municipal District

1 Introduction

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1 Introduction

1.1 Introduction

- 1.1.1 Cork County Council sets out its land use planning strategy for the development of the towns and villages of the county in a series of Municipal District Local Area Plans. The most recent Local Area Plans were adopted in 2011. The Plans have a six year life and the Council has now prepared a Draft Cobh Municipal District Local Area Plan which it intends to put out for public consultation with a view to replacing the current local area plans by August 2017.
- 1.1.2 Following the re-organisation of local government in 2014 and the abolition of the Town Councils, the electoral structure of the County is based on eight Municipal Districts; see Table 1.1 and Figure 1.1. A Draft Local Area Plan has been prepared for each of the eight Municipal Districts in the County. The plans set out the detail of the planning strategy and land use zoning as appropriate for each town and village in the Municipal District.

Municipal District		Population 2011	Main Towns	No of villages
1	Ballincollig - Carrigaline	71,946	Ballincollig, Carrigaline, Passage West/ Monkstown/ Glenbrook, Cork City South Environs, Ringaskiddy	5
2	Bandon - Kinsale	42,454	Bandon, Kinsale	34
3	Blarney - Macroom	43,398	Blarney, Macroom	54
4	Cobh	53,544	Carrigtwohill, Cobh, Glanmire, Little Island, Cork City North Environs. (Monard is proposed new town and a designated Strategic Development Zone)	24
5	East Cork	42,399	Midleton, Youghal	30
6	Fermoy	42,226	Charleville, Fermoy, Mitchelstown	29
7	Kanturk - Mallow	47,305	Buttevant, Kanturk, Mallow, Millstreet, Newmarket	46
8	West Cork	56,530	Bantry, Castletownbere, Clonakilty, Dunmanway, Schull, Skibbereen	67 & 7 Inhabited Islands

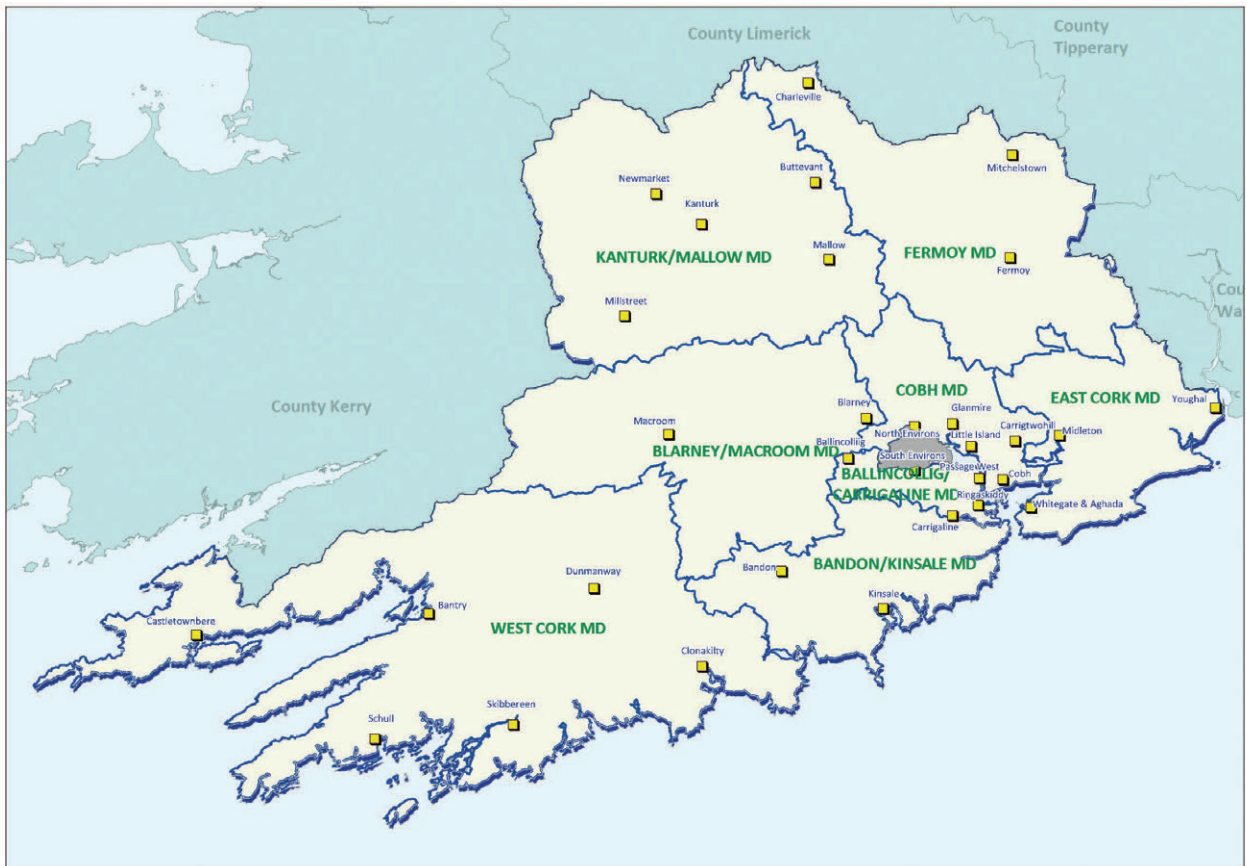


Figure 1.1 Municipal Districts Map

- 1.1.3 This Draft Local Area Plan for the Cobh Municipal District has been prepared, so that once finalised, it will replace the previous Electoral Area Local Area Plans adopted in 2011 and will incorporate and update where appropriate the land use zoning maps and associated policy objectives of the Cobh Town Development Plan, 2009 adopted by the former Town Council.
- 1.1.4 The Draft Plan has been prepared in accordance with the Planning and Development Acts and will be made available to the public from **Wednesday 16th November 2016 to Friday 6th January 2017**, so that their comments and observations can be taken into account before the Draft Plan is either 'amended' or 'made' by the County Council.
- 1.1.5 Whilst this Draft Plan has not yet formally replaced the Local Area Plans made by the County Council in 2011 or the Cobh Town Development Plan 2013, the Planning and Development Acts make provision for it to be taken into account as a material consideration in the determination of applications for planning permission either by the County Council or by An Bord Pleanála.
- 1.1.6 The preparation of this Draft Local Area Plan is an important part of the planning process and focuses on the local-level implementation of the overall strategy for the County set out in the County Development Plan 2014, with which, in law, it is obliged to be consistent. It must also adhere to the core strategies set down in higher level plans such as the National Spatial Strategy and the Regional Planning Guidelines for the South West Region.
- 1.1.7 This plan has been prepared taking the year 2022 as its 'horizon' year so that there can be the best degree of alignment between with the Regional Planning Guidelines for the South West Region 2010, and the County Development Plan 2014. The Planning & Development Acts make provisions for the review of this plan, normally commencing at the latest 6 years after the making of the plan, but in certain circumstances formal commencement of the review of the plan can be deferred up to

a maximum of 10 years from the date on which the plan was originally made. It is intended that this plan will remain in force, subject to the provisions of the Acts, until such time as the County Council give formal notice their intention to review the plan and for the whole of the appropriate period allowed for that review under the Acts.

- 1.1.8 The Draft Plan provides an easily understood but detailed planning framework for sustainable development responding to the needs of communities within the Municipal District. It aims to deliver quality outcomes, based on consensus, that have been informed by meaningful and effective public participation. The plan sets out proposals for the delivery of the physical, social and environmental infrastructure necessary to sustain the communities of the area into the future.

1.2 Form and Content of the Draft Plan

- 1.2.1 This plan consists of a Three Volumes. **Volume One Main Policy Material** includes both a written statement and relevant illustrative material including maps, diagrams and plans. There are seven main sections, these are:

- **Section 1: Introduction:** This section outlines the local area plan process and explains the background to the plan and core principles that have contributed to its preparation.
- **Section 2: Local Area Strategy:** This section sets out the overall strategy for the Municipal District as a whole including growth and population targets, the settlement structure and key environmental considerations.
- **Section 3: Main Towns:** This section sets out the planning proposals, including land zoning, for the main towns of the Municipal District.
- **Section 4: Key Villages:** This section sets out the planning proposals for the Key Villages of the Municipal District.
- **Section 5: Villages, Village Nuclei and Other Locations:** This section sets out the planning proposals for the Villages, Village Nuclei and Other Locations of the Municipal District.
- **Section 6: Putting the Plan into Practice:** This section deals with the implementation of the Local area Plan.

- 1.2.2 **Volume Two Environmental Reports** includes the SEA Environment Report including the Strategic Flood Risk Assessment and the Habitats Directive Screening Report.

- 1.2.3 **Volume Three** consists of the **Draft Local Area Plan Map Browser**. The aim of the Map Browser is to give the public access to large scale detailed local area plan policy map versions of all the small scale land use zoning maps contained in the Local Area Plan, Volume One “Main Policy Material” and also provide information on Municipal District Boundaries, Strategic Planning Areas, Countywide Flood Risk, Regeneration Areas in main towns and the Metropolitan Cork Strategic Land Reserve proposals. This allows the public to be better informed about the policies contained in the plan and how they affect their Municipal District.

- 1.2.4 It should be noted that Volume One: Main Policy Material is the only published printed volume, with Volumes two and Three and other supporting documentation relating to the Local Area Plan appearing on an accompanying CD. All three volumes are available on the County Council’s website at www.corkcoco.ie

- 1.2.5 The Planning & Development Acts require planning authorities, before making a local area plan, to consider the likely significant effects on the environment of implementing the local area plan. In order to satisfy this obligation, an Environmental Report on the significant environmental effects

arising from the implementation of this plan has been prepared and is available for public comment in tandem with this draft plan.

- 1.2.6 In addition, this Draft Plan has also being screened to determine whether or not its implementation will give rise to any significant effects on 'Natura 2000' sites through the Appropriate Assessment process and a Habitats Directive Screening Report has been prepared and is available for public comment in tandem with this Draft Plan.

1.3 Purpose of the Plan

- 1.3.1 The Planning and Development Acts set out the matters that must be included in a Local Area Plan. Consideration can only be given to matters that relate to the proper planning and sustainable development of the area. In summary, the statutory requirements are that the plan must:

- Be consistent with the objectives of the development plan;
- Consist of a written statement and a plan or plans which may include objectives for the zoning of land for the use solely or primarily of particular areas for particular purposes; or
- Such other objectives, in such detail as may be determined by the planning authority, for the proper planning and sustainable development of the area to which it applies, including detail on community facilities and amenities and on standards for the design of developments and structures;
- Indicate the period for which it is to remain in force.

- 1.3.2 In addition, local area plans must also:

- Through their core strategy, take cognisance of the County Development Plan and relevant aspects of the Regional Planning Guidelines; in terms of population projections, housing strategy, settlement strategy, boundary of the settlement as adopted in the development plan, economic development, flood risk assessment, climate change and biodiversity strategies.
- Include policies and objectives which provide guidance on climate change and support the conservation of biodiversity which are essential components of sustainable development.
- Must be consistent with the planning guidelines issued by the Minister for the Environment Heritage and Local Government under Section 28 of the Planning and Development Acts.
- Comply with appropriate regulation regarding the Strategic Environmental Assessment and Appropriate Assessment of the plan in accordance with Article 6 of the Habitats Directive. The SEA & AA processes for a local area plan should be informed by & incorporate the relevant results & findings of the SEA & AA for higher level plans.

1.4 The Process That Has Been Followed

Public Consultation

- 1.4.1 In order to commence the review process, Cork County Council decided to publish a Preliminary Consultation Document for each Municipal District, setting out the key issues that need to be considered in the preparation of the new local area plans. A period of public consultation ran from 14 December 2015 – 25 January 2016 during which the public were invited to make submissions / observations. The consultation documents were made available on line via the Council’s website, in divisional offices and libraries and on CD.
- 1.4.2 The public consultation stage was advertised in a number of ways:
- An advertisement was placed in a number of Newspapers circulating locally;
 - A notice was placed on the Cork County Council website;
 - Notification was issued through Cork County Council’s twitter feed;
 - Notification was issued through Cork County Council’s Facebook account;
 - Prescribed authorities were notified.
 - Notifications, posters, leaflets and CDs were circulated to libraries to display.
 - A press release was issued to the media and resulted in a number of press articles being published.
- 1.4.3 In all, a total of 97 submissions were received in response to the Preliminary Consultation Document for the Cobh Municipal District. In April 2016, the Chief Executive issued a report to the Elected Members of the Council detailing the issues raised in those submissions and the Chief Executive’s Response in terms of the issues which should inform the preparation of the new Local Area Plan for the Cobh District. A copy of this report is available as a background document to this draft plan. Members were subsequently briefed the main issues arising from the submissions at a Municipal District Committee meeting on the 16th May, 2016 where a full discussion on the report took place so that Members views could be taken into account in the preparation of this draft plan.
- 1.4.4 This Draft Plan is now available for public consultation from Wednesday 16th November 2016 to Friday 6th January 2017, so that the public or other interested stakeholders and statutory consultees have the opportunity to submit their comments and observations. These matters will then be considered and a decision made as to whether it is necessary to amend the Draft Plan to reflect the issues raised.

How to make a Submission

- 1.4.5 The Cobh Municipal District Draft Local Area Plan is available from the Council website at www.corkcoco.ie. If required, a hard copy of the document may be inspected between the hours of 9.30 a.m. and 4.00p.m, from Wednesday 16th November 2016 to Friday 6th January 2017 at the following locations:
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- 1.4.6 Submissions or observations regarding the Cobh Municipal District Draft Local Area Plan document are hereby invited from members of the public, children, or groups or associations representing the interests of children and other interested parties during the period Wednesday 16th November 2016 to 4pm on Friday 6th January 2017.
- 1.4.7 Submissions may be made in either of the following two ways:
- On-line via www.corkcoco.ie following the instructions provided;
- OR
- In written form to the Senior Planner, Planning Policy Unit, Cork County Council, Floor 13, County Hall, Cork. T12R2NC.
- 1.4.8 All such submissions lodged within the above period and prior to the close of business at **4.00pm on Friday 6th January 2017**, will be taken into consideration in the finalisation of the Cobh Municipal District Local Area Plan.

1.5 Plan Context

- 1.5.1 This Draft Local Area Plan has been informed by the current plans adopted in 2011 and by changes in national planning policy, legislation, government guidelines etc which has taken place in the interim and by changes in local circumstances, needs etc.
- 1.5.2 Since the adoption of the current Local Area Plans/Cobh Town Development Plan 2013, there have been significant changes in a number of key areas affecting the preparation of the new draft plan, particularly:
- Reform of local Government and the abolition of Town Councils.
 - Improvements in the national economic outlook;
 - Establishment of Irish Water, thus removing responsibility for the management of and investment in water services infrastructure from Local Authorities.
 - Changes in the overall approach to the financing of public investment in the provision and future maintenance of critical infrastructure. New finance models for delivery of infrastructure.
 - Ongoing delivery of new information on flood risk management from the national CFRAM programme (Catchment Flood Risk Assessment and Management). Data from the CFRAM programme has informed an update of the flood risk zone maps for the Local Area Plan Review process.
 - Introduction of the Urban Regeneration and Housing Act 2015, which provides for the inclusion in Local Area Plans of objectives for the development and renewal of areas identified as being in need of regeneration.
 - Housing Land Supply issues.
 - Changes in the overall approach to the financing of public investment in the provision and future maintenance of critical infrastructure.
 - A significant increase in concerns over the incidence and effects of flooding.
 - Need for sustainable transport.
 - Vacant Sites Register.

1.6 Overall Approach - Key Policies

1.6.1 This section of the plan set out key policy on a number of overarching issues.

Role of the Cork County Development Plan 2014

1.6.2 It is a requirement of the Planning and Development Acts that Local Area Plans must be consistent with the objectives of the development plan for their County. The Cork County Development Plan 2014 sets out the blueprint for the development of the county, underpinned by the core principles of sustainability, social inclusion, quality of design and climate change adaptation. The County Development Plan includes over 200 objectives on a range of issues including:

- Housing,
- Rural, Coastal and Island Development;
- Social and Community facilities;
- Economy and Employment;
- Town Centres and Retail Development;
- Tourism;
- Energy and Digital Economy;
- Transport and Mobility;
- Water Services, Surface Water (including Flooding) and Waste;
- Heritage;
- Green Infrastructure and Environment;
- Zoning and Land use.

1.6.3 The objectives of the County Development Plan have not been repeated in this Local Area Plan and so the two documents must be read together when planning a development. All proposals for development, put forward in accordance with the provisions of this Local Area Plan, must demonstrate compliance with the objectives of the County Plan. Some objectives such as those in Chapter 3, Housing, may only be applicable to a particular class /type of development, while other objectives such as those in relation to Transport and Mobility, Water Services, Surface Water (including Flooding) and Waste, Heritage or Green Infrastructure and Environment, for example, will be applicable to all classes/types of development. It is up to each applicant to familiarise themselves with the requirements of the various objectives included in the County Development Plan and make provision for them, as appropriate, as part of their development proposal.

1.6.4 It should be noted that any reference to development in this plan should be considered to refer to sustainable development.

Approach to Town Council Development Plans

- 1.6.5 The Electoral, Local Government and Planning and Development Act 2013 introduced a number of amendments to the Planning & Development Act 2000 to give effect to the dissolution of the Town Councils (Cobh, Clonakilty, Fermoy, Kinsale, Macroom, Mallow, Midleton, Skibbereen, Youghal). One of the main effects of the legislation was to extend the life of Town Council Development Plans until the next making of a Development Plan for the County, which in Cork's case is December 2020.
- 1.6.6 Given that many of the Town Development Plans date from 2009 and are now quite out of date, the Council has decided to proceed on the basis of preparing new Local Areas Plans which plan for the development of each town, and its environs, as one integrated unit. It is proposed to Vary the Town Development Plans, such that the zoning provisions and associated policy objectives of the Town Development Plans are updated and incorporated into the new Local Area Plans. The Town Plans will remain in force but the relevant zonings provisions will be those of the new Local Area Plan. In the event of a conflict between the provisions of a Town Development Plan, and the provisions of the County Development Plan 2014, or the new Local Area Plan 2017, then the County Development Plan / Local Area Plans 2017, take precedence.

Settlement Network

- 1.6.7 In order to develop policies and objectives that are appropriate to the needs and future potential of particular settlements, this plan uses the concept of a 'network of settlements' to help ensure that the proposals for future development are matched to proposals for the provision of physical and social infrastructure. The principles for this approach are set out in Chapter 2 of the County Development Plan 2014.
- 1.6.8 The settlement network of the county comprises:
- Cork Gateway (City environs) and the metropolitan towns of Ballincollig, Blarney, Carrigaline, Carrigtwohill, Cobh, Glanmire, Passage West, Midleton and the proposed new town at Monard.
 - Main Towns / Strategic Employment Areas.
 - Key Villages,
 - Villages, Village Nuclei and Other Locations.
- 1.6.9 Further details of the Strategic aims for each level of the settlement network are provided in Chapter 2 of the County Development Plan 2014. The settlement network for this Municipal District is detailed in Sections 3, 4 and 5 of this Plan.

Urban Expansion Areas

- 1.6.10 The Electoral Area Local Area Plans in 2011 made provision for the preparation of Urban Expansion Areas in Metropolitan Cork. Nine sites have been identified as shown on the attached map and listed below:-
- Stoneview in Blarney
 - Monard SDZ
 - Ballyvolane in North City Environs
 - Ballinglanna – Dunkettle in Glanmire
 - Carrigtwohill North in Carrigtwohill
 - Water-Rock in Midleton
 - Cobh North in Cobh
 - Shannonpark in Carrigaline
 - Ballincollig South (Maglin) in Ballincollig

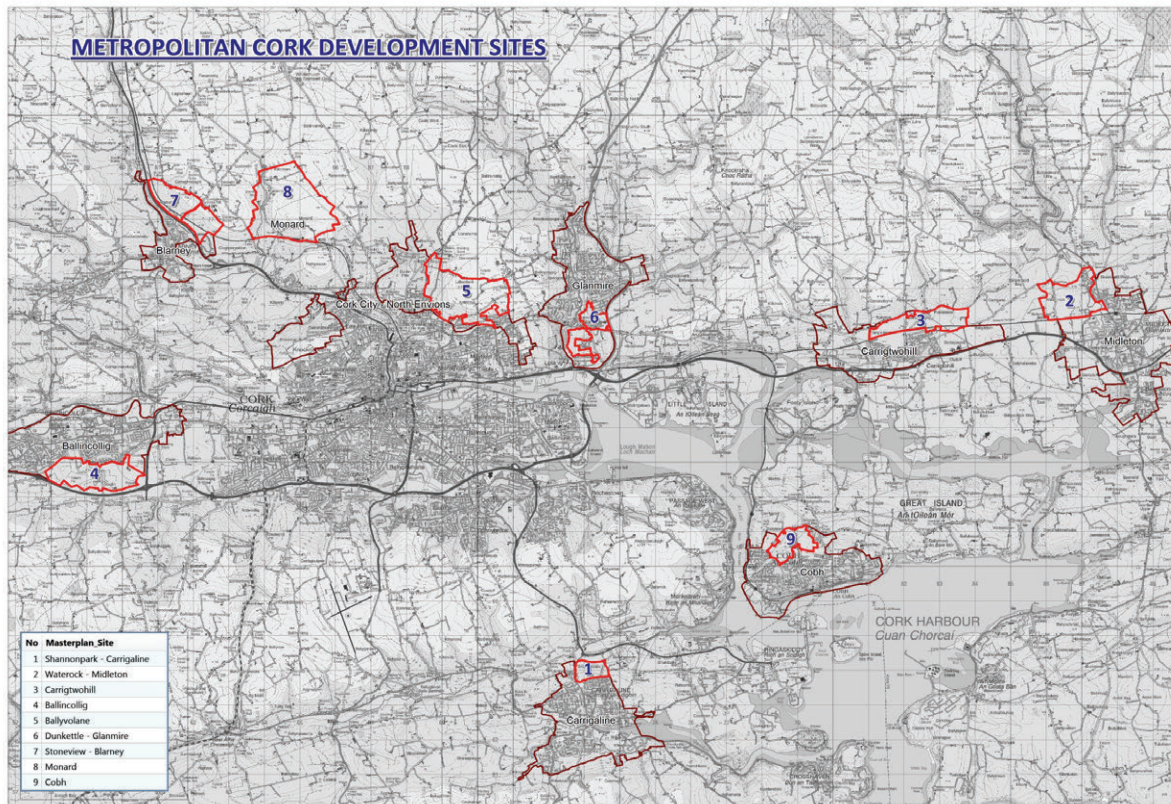


Figure 1.2: Metropolitan Urban Expansion Areas

- 1.6.11 The County Development Plan 2014 identified a series of tranches for the implementation of these urban expansion areas with the first tranche being Water-Rock, Carrigtowhill and Shannonspark. These Urban Expansion Areas were prepared during 2014/15 and adopted as Amendments to the 2011 Local Area Plans in December 2015. The plans identified detailed zoning plans for individual parcels of land for residential, open space, educations and community/retail development. More detailed Transport Assessments were carried out on these sites together with an Indicative Ecological Assessment, which assisted in the preparation of zoning plans and phasing programmes. Accompanying the zoning plans are a set of specific objectives and phasing and implementation programme for the delivery of key infrastructure (water, roads and Stormwater drainage).
- 1.6.12 The second tranche of urban expansion areas were identified by the County Development Plan as Ballincollig, Ballyvolane, Dunkettle and Stoneview. The third tranche is Monard and Cobh. Monard SDZ Planning Scheme was approved by An Bord Pleanála in 2016 with minor modifications and forms the basis of delivery of the 5000 houses and ancillary development on the site.
- 1.6.13 Stoneview Master Plan was prepared by the landowners and planning permission was granted for a portion of the land in 2008. These permissions have lapsed and there is a need to reconsider the master plan and implementation proposals.
- 1.6.14 Taken together, these Urban Expansion Areas have the capacity to deliver almost 11,000 housing units in the Metropolitan Cork area and the development of the planning and implementation strategy to secure their delivery will continue as a County Council priority during the lifetime of this Local Area Plan. The County Council has set up a specialist housing and infrastructure delivery team to expedite this work. The proposals for these sites may be modified at the amendment stage of the relevant local area plan as more up to date information, particularly regarding transport, water services and other infrastructure becomes available.

- 1.6.15 On these sites, because of their scale and the often complex patterns of land ownership, the County Council intends to take a leading role in the delivery of core transport and water infrastructure in order to facilitate the accelerated delivery of housing. The County Council is at an advanced stage in discussions with funding agencies that will facilitate the design and construction of the new road, water services and storm water infrastructure required, including the delivery of 'on-site' infrastructure that will straddle a number of individual development sites, where a cross-developer/landowner funding solution is required.
- 1.6.16 Those who are contemplating carrying out the development of all or part of these sites are invited to contact the County Council at an early stage to discuss the timing and delivery of particular infrastructure to facilitate development. Where infrastructure is to be provided by the County Council, developers/landowners benefitting from that infrastructure will be invited to enter an agreement with the County Council and other relevant infrastructure agencies prior to the submission of planning applications to co-ordinate the delivery of the infrastructure with the commencement and delivery of new housing development. Such agreement will provide a robust basis for the determination of planning applications either by the County Council or by An Bord Pleanála. This procedure will also facilitate agreement between the parties in relation to the payment of charges or contributions towards the cost of delivering the relevant infrastructure.

Water Services

- 1.6.17 Water services, of the all the infrastructure requirements needed to facilitate new development, is the most critical, as in the absence of it, little development can take place.
- 1.6.18 Since January 2014 Irish Water is responsible for the operation of public water services (drinking water and wastewater) including management and maintenance of existing water services assets. Those intending to carry out development must now obtain consent to connect to Irish Water Infrastructure for new development. Irish Water also has responsibility for planning for future infrastructure needs and for the delivery of new infrastructure and future decisions in relation to investment in new water services infrastructure will be made by Irish Water. Developers must also satisfy themselves that Irish Water will make adequate services available in order to meet the needs of any development they propose.
- 1.6.19 Irish Water have undertaken a strategic review of all settlements in the Metropolitan Area and provided an investment programme for the implementation of the water services (water and waste water) in line with the priorities identified by Cork County Council's Urban Expansion Areas. The investment programme needs to be implemented in tandem with the investment package for roads, stormwater and recreation so that there is a co-ordinated approach to development.
- 1.6.20 Across the County as a while the water services infrastructure needed to deliver the scale of growth envisaged by the County Development 2014 is often not in place. In general the Council's approach to this is that where Irish Water already have water services infrastructure in a town or village, then Irish Water will need to upgrade that infrastructure as necessary to meet the demands of current and future customers in the settlement.

Table 1.2: Strategy for Water Services Provision

Table 1.2: Strategy for Water Services Provision		
Normally Expected level of Water Services		Policy Approach
Towns	Public Drinking Water and Waste Water Treatment	Adequate water services infrastructure to be prioritised.
Key villages		
Villages	Public Drinking Water	Adequate drinking water services infrastructure to be prioritised
	Public Waste Water Treatment	Adequate waste water treatment facilities to be prioritised for villages which already have some element of public infrastructure.
		For smaller villages where services are not available or expected, development will be limited to a small number of individual houses with their own treatment plant.
Village Nuclei	Public Drinking Water	Where already present, adequate drinking water services to be maintained. In the absence of public drinking water, individual dwellings may be permitted on the basis of private wells subject to normal planning and public health criteria.
	Public Waste Water Treatment	In these smaller settlements within no public services, it is proposed to limit development to a small number of individual houses with their own treatment plant.

Development Contributions

- 1.6.21 Section 48 of the Planning & Development Act 2000 to 2013 enables the Planning Authority when granting planning permission under Section 34 of the Act, to include conditions requiring the payment of a financial contribution in respect of public infrastructure and facilities benefiting development in the area of the Planning Authority and that is provided, or that is intended to be provided, by or on behalf of the Local Authority, regardless of other sources of funding for the infrastructure and facilities.
- 1.6.22 In addition a Planning Authority may require the payment of a Special Contribution in respect of a particular development where specific exceptional costs not covered by a scheme are incurred by a local authority in respect of public infrastructure and facilities which benefit the proposed development.
- 1.6.23 The Current scheme for development contributions was made by the County Council in 2004 and has been significantly modified and adapted to reflect changing economic circumstances. A new draft Development Contributions Scheme is now being prepared to reflect the infrastructure required to support the delivery of the new draft Local Area Plans and to reflect the far reaching changes to the provision of public infrastructure that have been introduced in recent years. The Draft Scheme will seek to raise development contributions to contribute to the delivery of projects

that are necessary to facilitate the achievement of the residential and commercial growth identified in the Draft Local Area Plans. It is also the intention of the County Council, through the introduction of the new scheme, to reduce the extent to which Special Contributions are necessary to facilitate development

- 1.6.24 With regard to the Urban Expansion Areas of Ballincollig, Shannonpark, Carrigtwohill, Waterrock, Stoneview, Cobh, Ballyvolane and Glanmire infrastructure programmes for these sites are being progressed with the specific aim of delivering complex public infrastructure in an environment of multiple land ownerships within the sites. This work seeks to identify and activate mechanisms to facilitate the provision of start-up infrastructure to unlock development potential. That work includes infrastructure provision internal to those sites that would normally be undertaken by the developer of those lands, as well as some limited external works that are specific to those sites. The Draft Development Contribution Scheme being prepared will not include the internal infrastructure currently being identified for these sites, nor the limited external works specific to those sites. The Council is progressing a start-up infrastructure mechanism to unlock the development potential of those sites, with costs to be recouped on commencement/completion of development via Section 47 agreements or special development contributions.

Regeneration Areas

- 1.6.25 The Urban Regeneration and Housing Act 2015, provides for the inclusion in Local Area Plans of objectives for the development and renewal of areas identified as being in need of regeneration. As part of the preparation of this Draft Local Area Plan, regeneration sites have been identified in all towns. The main objective in identifying regeneration sites is to draw attention to the opportunities that exist to redevelop key sites within the towns, where such sites have the potential to contribute to the rejuvenation of the towns, deliver housing, and perhaps act as a catalyst for other developments. In accordance with the provisions of the Urban Regeneration and Housing Act 2015, regeneration sites may, in time, be subject to the Vacant Sites Levy where the regeneration site is vacant or idle and this has adverse effects on the amenities/character of the area.

Town Centre

- 1.6.26 Town centre vacancy has been a marked consequence of the economic climate that prevailed for much of the past decade. Cork County Council recognises the key strategic and important cultural/economic/societal role town centres play in sustainable communities. Furthermore the successful delivery of well-conceived town centre development will deliver public realm and physical improvements which can in-turn improve quality of life factors and help increase economic activity.
- 1.6.27 To help address town centre vibrancy issues and to assist communities, property owners and prospective applicants develop the most appropriately designed investment at the optimum town centre locations, targeted supports will be required. The LAP formulation process provides an opportunity to initiate a Town Centre Improvement Scheme that will provide suggested approaches to help inform decisions that can contribute to improved town centre functionality and public realm improvements.
- 1.6.28 In the first instance, these LAP's will consider locations within the towns of Carrigtwohill, Ballincollig, Passage West and Carrigaline and will seek to do the following:-
- Provide guidance on the future land use and public realm improvement priorities within the town centre;
 - Identify key buildings to be protected within the town centre;

- Provide guidance for developers/ public on the key aspects of the town's urban character which need to be respected/ reinterpreted in future applications (building height, roofscape, materials, building lines, plot depth, signage);
- Provide a people-focussed movement and public realm strategy which defines the gateways/ sense of arrival within the town; enhances connectivity and permeability between the town centre and housing/employment growth areas and the train station; rationalises on-street parking on the main streets; widens and improves the quality of the pavement within the defined retail core; introduces traffic calming measures and additional safe pedestrian crossing points at key locations (near schools etc);
- Identify opportunity sites for single or multi-use developments within the existing streetscape; and
- Devise an urban structure for the future expansion of the town, including identifying the location of new streets, positioning of building lines, height parameters, plot divisions etc in line with the Best Practice Urban Design Manual as read with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas.

City Gateway Initiative

- 1.6.29 Gateways mark the more significant entrance points to our City and welcome visitors, shoppers and citizens to Cork. The gateways provide the opportunity to announce that we are entering a modern, confident and outward looking City. Arriving in Cork along the major arterial routes the first impressions of the City can be improved upon.
- 1.6.30 This new initiative presents an opportunity to reinvigorate entrance points of the City and provide aesthetic cues that signal a sense of arrival to an exciting and important place, creating the impression that Cork needs to project in order to fulfil its potential as the Regional Capital and, in its role as Irelands Second City, the viable counterbalance to Dublin.
- 1.6.31 The renewal or enhancement of the gateways has the potential to frame a view of Cork City - high quality landmark buildings, an appropriate mix of developments coupled with infrastructural and environmental improvements, landscaping and enhanced pedestrian connectivity will welcome residents and visitors alike to the commercial and cultural opportunities Cork has to offer as Irelands Second City.
- 1.6.32 The Draft LAP has identified the following Gateway entrance points where Cork County Council will focus particular attention, including collaboration with landowners/stakeholders and Cork City Council where appropriate, during the life time of this Plan:
- N27/N40 Kinsale Road junction
 - N71 Bandon Road/Chetwynd
 - N20 Blackpool
 - R635/R614 Ballyvolane

Strategic Land Reserve

- 1.6.33 The 'Core Strategy' chapter of the County Development Plan 2014 indicates that the supply of land for housing development in Metropolitan Cork identified in the 2011 Local Area Plans is sufficient to provide housing for the population growth targets for the area. Taking into account the national trend towards smaller households, just over 27,000 new housing units are required to provide for the population to grow by over 42,000 people. However, the 'strategic reserve' included within the 2011 LAP supply of housing land was estimated in 2013 to be only 14% (when calculated by land area) or 20% (when calculated by housing units).
- 1.6.34 The County Development Plan 2014 states that the supply of land suitable for housing development in Metropolitan Cork should be increased in order to offset the risk of a major parcel of zoned land failing to commence development or to accommodate additional development pressures if low levels of development activity continue in the City Docklands or elsewhere and it is the County Council's intention to give effect to this provision of the County Development Plan by providing additional zoned land in this local area plan.
- 1.6.35 In this section, information is provided on the overall quantity of additional land that may need to be zoned to ensure that an adequate element of strategic reserve is included in the overall supply of land for housing and the main locations that could contribute to meeting this requirement for additional zoned land are identified and described. As part of the public consultation process for these local area plans, the County Council will consider submissions from the public and others on this issue generally and in relation to the specific sites or locations identified before making its decision on which of the proposed sites should be included in the Local Area Plan at the amendment stage of the plan making process.
- 1.6.36 The County Council's Planning and Development Strategic Policy Committee has given consideration to the overall approach which could be taken to the identification of additional land for housing development in Metropolitan Cork and there was broad agreement amongst the membership of the Committee that the element of 'Strategic Reserve' included in the supply of land for housing should be at least:
- 1/3 of the overall requirement for new housing (calculated by housing units) as set out in the County Development Plan 2014 Core Strategy; and
 - Equivalent to 12 years house building at the projected construction rate (i.e. two Local Area Plan cycles).
- 1.6.37 The County Development Plan 2014 Core Strategy calculates the overall requirement for new housing necessary to accommodate the planned population target in Metropolitan Cork to be 27,235 units. If a 'Strategic Reserve' of one third of the overall requirement for new housing is to be provided then the total land supply for new housing needs to be at least sufficient for the building of 36,313 units.
- 1.6.38 The County Council's Planning and Development Strategic Policy Committee has also given consideration to the projected annual building rate for Cork County as a whole and the Metropolitan Cork area. At the peak of housing output in the last decade, County wide output reached over 8,000 dwellings per year although the CASP Plan of 2001 considered that a long term sustainable rate for the County was close to about 4,500 units. 'Construction 2020' suggests that, nationally, about 25,000 housing units need to be built annually. This would indicate that, in Cork, a house building target of 2,825 units per annum would be consistent with the national objective. The Housing Agency (2014) suggested an annual building rate of 1,287 units for the period to 2018 for Metropolitan Cork.

- 1.6.39 Taking all these factors into account, the Strategic Policy Committee has expressed the view that the County should plan for a house building rate of around 3,500 units per annum. More recently the Committee acknowledged the suggestion that, in Metropolitan Cork, an appropriate projected building rate would be in the region of 3,000 units per annum. On this basis a 12 year supply of land suitable for new housing would need to provide for the building of 36,000 units
- 1.6.40 This Draft Local Area Plan, together with the 3 other Draft Municipal District Local Area Plans that together make up Metropolitan Cork, include a supply of zoned suitable for housing (in the County Metropolitan SPA) of 1,208 ha (gross) or estimated 966.4 ha (net). It is estimated that this is sufficient for the building of 27,059 new housing units. In addition, 5,000 units will be provided through the development of the Monard SDZ, and the total housing land supply in the draft LAP's for Metropolitan Cork is sufficient for 32,059 units.
- 1.6.41 Therefore, to achieve the objectives to provide a 'Strategic Reserve' of 1/3 of the overall requirement for new housing or a land supply equivalent to 12 years building at projected rates additional zoned land with capacity to accommodate approximately 9,019 units needs to be identified.
- 1.6.42 From the submissions received in response to the preliminary public consultation in relation to the current Local Area Plan review (held in December 2015/January 2016) and from other research undertaken, a number of options have been identified which could meet the requirement to identify additional land for housing. These options are describe in more detail in the following pages but can be summarised as follows:

Table 1.3: List of possible sites for consideration as strategic land reserve options		
Ref.	Site Name	Gross Area (Ha)
SLR1	Cobh North Extension	185.0
SLR2	Carrigaline East	47.0
SLR3	Castletreasure	8.6
SLR4	Frankfield /Grange	44.9
SLR5	Togher/Doughcloyne	93.6
SLR6	Ardrostig	100.3
SLR7	Ballincollig East-Carrigrohane	223.9
SLR8	Kilbarry/Carhoo/Kilcully	105.1
SLR9	Ballyvolane-Whites Cross	336.2
SLR10	Carrigtwohill West Extension	32.4
SLR11	Carrigtwohill East	220.7
SLR 12	Oldcourt	78.7
Total		1489.2

1.6.43 Clearly, to meet its objective to augment the supply of zoned land for housing by approximately 5,000 units, only some of the suggested sites will need to be selected. In order to assist in the selection of the most advantageous site (or sites) each of the suggested sites will be assessed comprehensively under a range of relevant headings including the following:

- Overall Strategy: Delivery/reinforcement of CDP/CASP/ emerging NPF/RSES strategies;
- Water Services: Make best use of existing Irish Water investment;
- Natural Heritage: Natura 2000 sites – Appropriate Assessment SEA – habitat mapping;
- Transportation: Impact on transportation network – Requirement for new investment;
- Flood Risks: Ministerial Guidelines 2009; and
- Settlement Pattern: Reinforcement of existing settlement pattern and services.

1.6.44 A report on this assessment and also addressing the issues raised by the public during the consultation period following the publication of this draft plan, will be set out in the County Council Chief Executives Report to the Elected Members for their consideration before the proposed amendments to the plan are finalized.

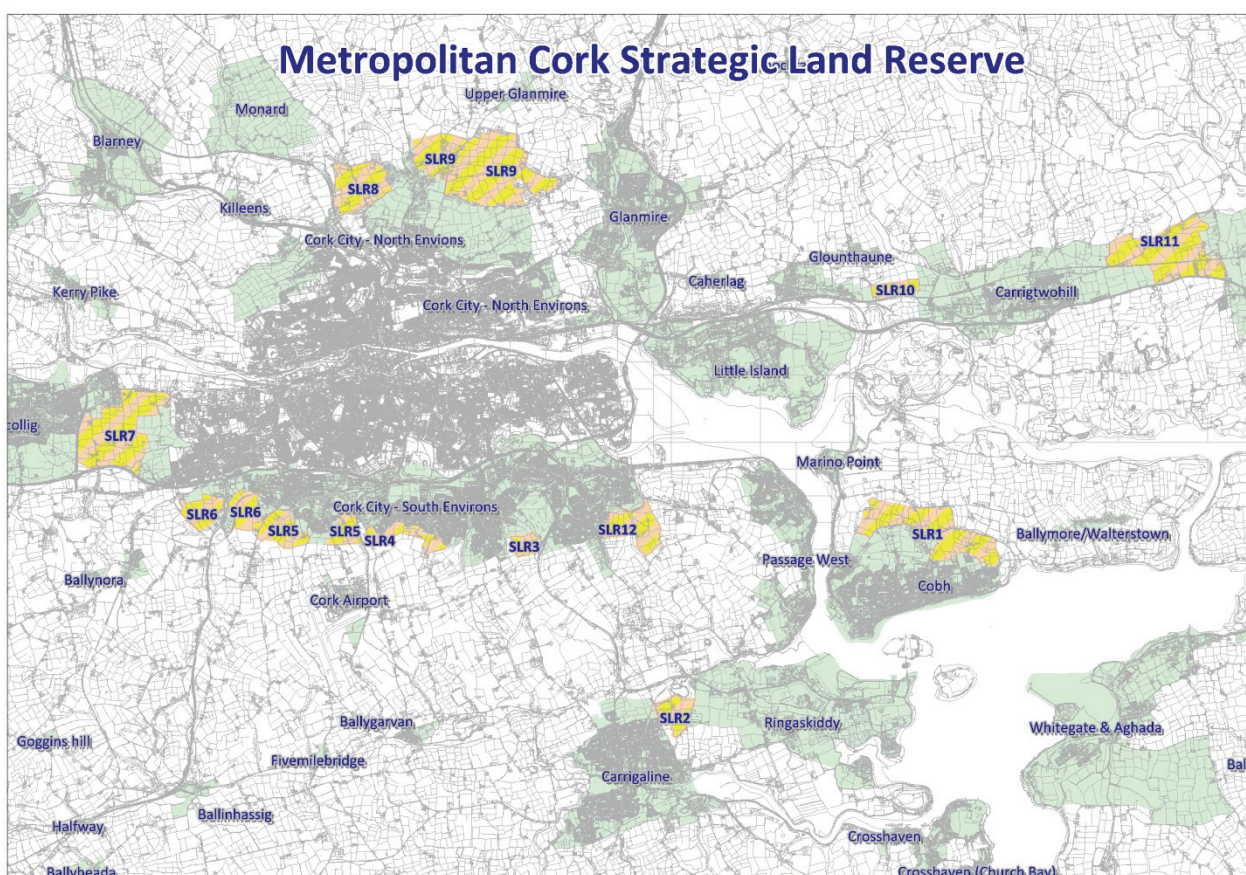
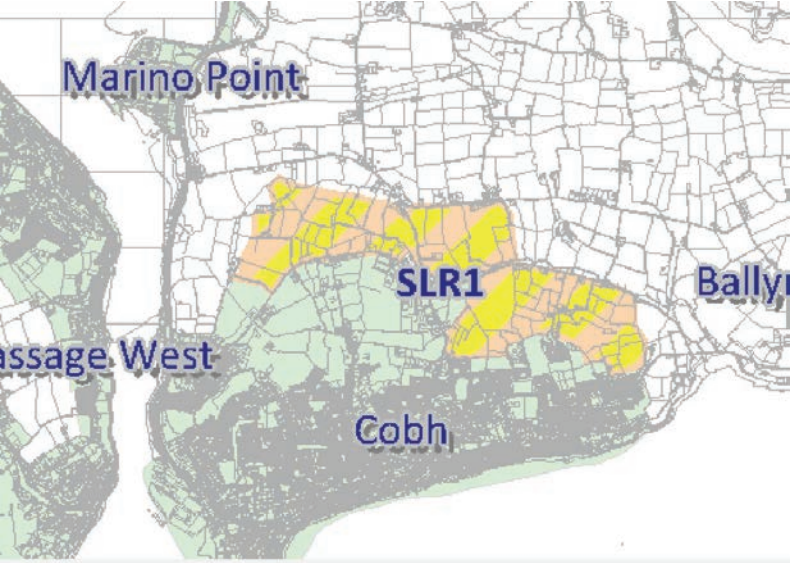
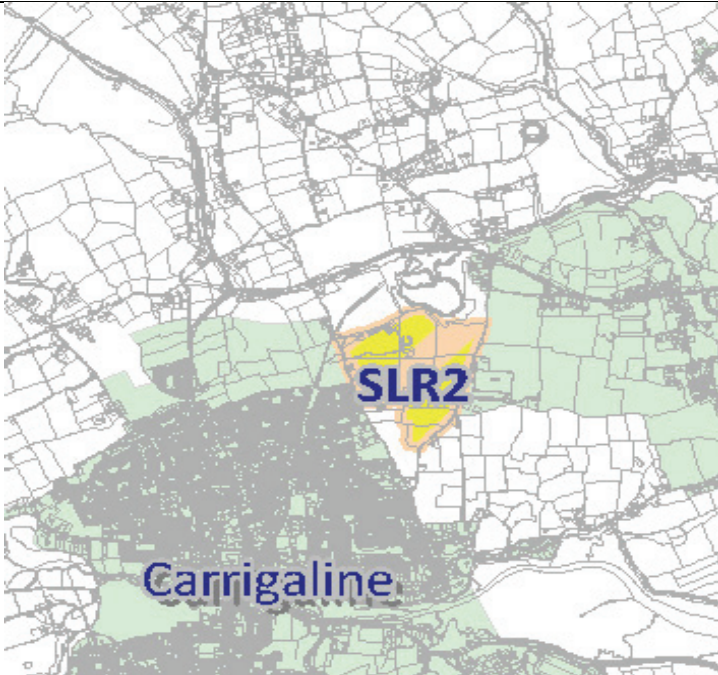
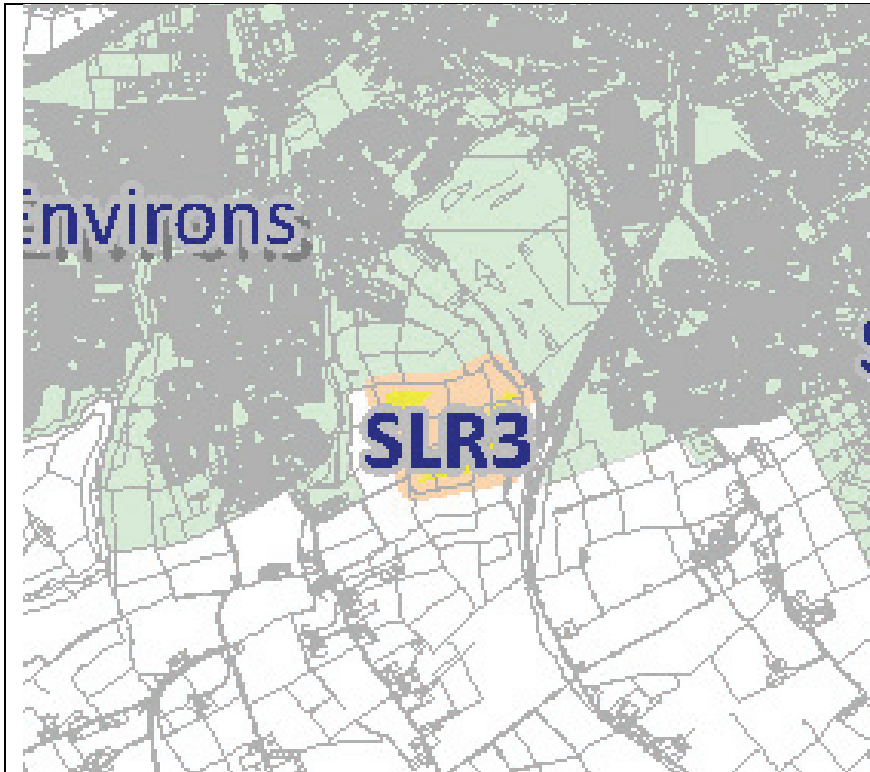


Figure 1.3: Details and location of strategic land reserve options

1.6.45 The detailed locations of the 12 sites are shown on the attached map of the Metropolitan Area. Each site has a short description attached to its site plan.

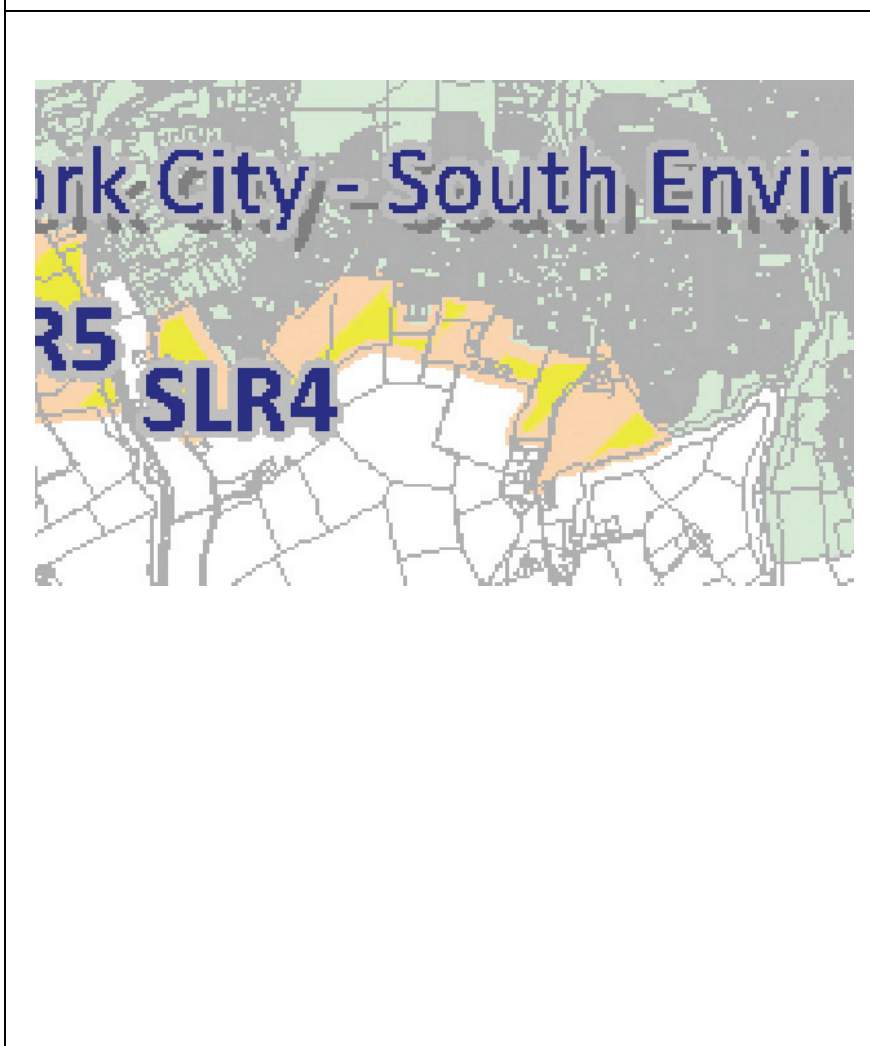
 <p>The map shows the area around Cobh, with SLR1 highlighted in yellow and orange. Labels include Marino Point, Bally, and Cobh. The area is situated north of the main urban area of Cobh.</p>	<p>SLR1 - Cobh North Extension</p> <p>This land comprising approximately 185ha is located to the north of Tay Road within the Metropolitan Green belt as defined by the Cork County Development Plan 2014. The land is a logical extension of the development northwards of the proposed urban expansion area at Ballynoe. There were no submissions received during the public consultation exercise in January 2016.</p>
 <p>The map shows the area around Carrigaline, with SLR2 highlighted in yellow and orange. The label Carrigaline is visible at the bottom left of the map area.</p>	<p>Area SLR2 - Carrigaline East</p> <p>This area comprises 47 hectares, made up of a combination of a golf club and agricultural land. The lands are currently classified as Metropolitan Greenbelt in the Cork County Development Plan 2014 and form a strategic gap between Carrigaline and Ringaskiddy. Two submissions were received requesting that these lands be zoned for residential development.</p>



Area SLR3 - Castletreasure

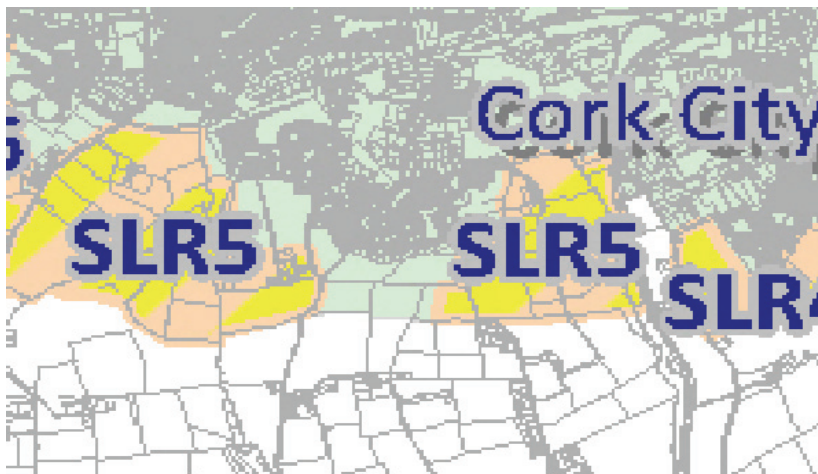
This area is within the Metropolitan Green belt and comprises approximately 21.4ha of land adjacent to the N28 immediately south of the existing residential zoning (R-06). There was one submission for consideration of the land to be zoned for housing.

The lands slope downwards away to the west from the main road into a valley with a stream and rise back up to a highly elevated point.



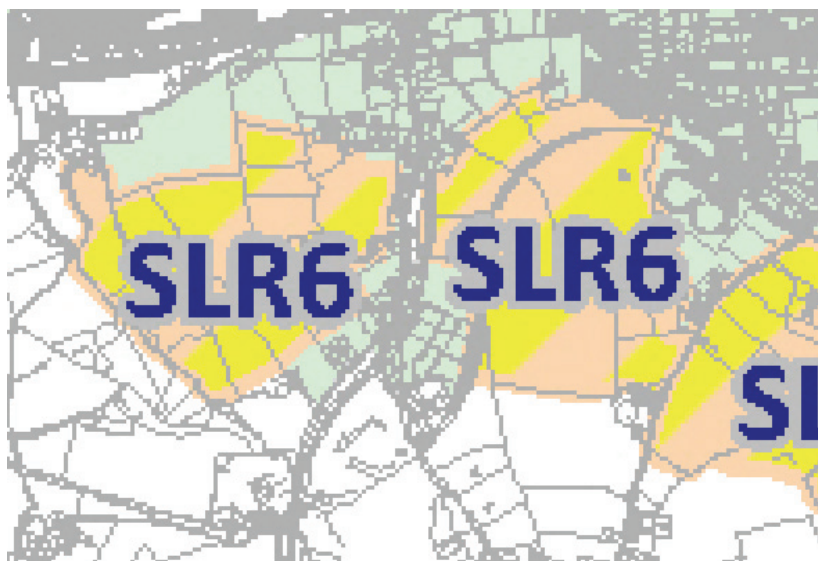
Area SLR4 - Frankfield/Grange

This area of approximately 44.9ha is located south east of Grange/Frankfield on lands currently designated as Metropolitan Green Belt in the Cork County Development Plan 2014. The lands are currently in agricultural use. The lands are elevated in places, but are often at a broadly similar elevation to the southern fringes of the City South Environs. There have been a number of submissions to zone this land for residential development.



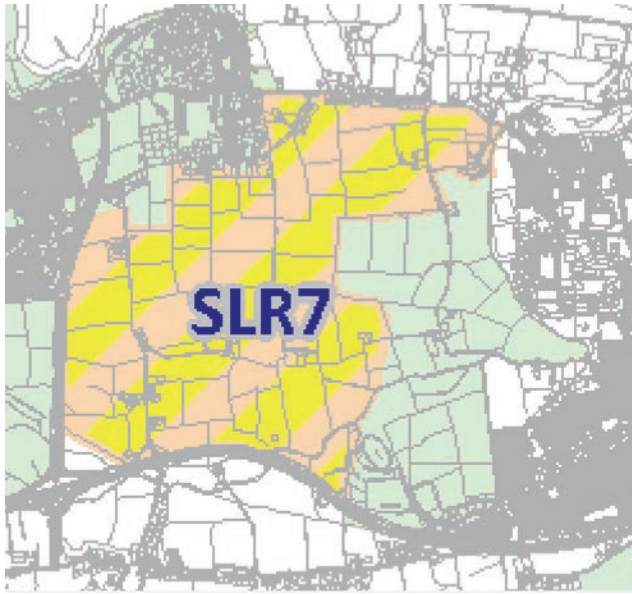
**Area SLR5 -
Togher/Doughcloyne**

This area comprises approximately 93.6ha and is located west of the N27 stretches from Togher to Doughcloyne. The lands are quite elevated in sections and are visible across a wide area of the City. A number of estates have been developed along Matthew Hill and Togher Road in recent years, whilst the greenbelt area around Sarsfield Road and Ardostig to west has remained largely intact. The majority of the lands are currently in Agricultural use. A number of submissions have been received for zoning of the land into residential development.

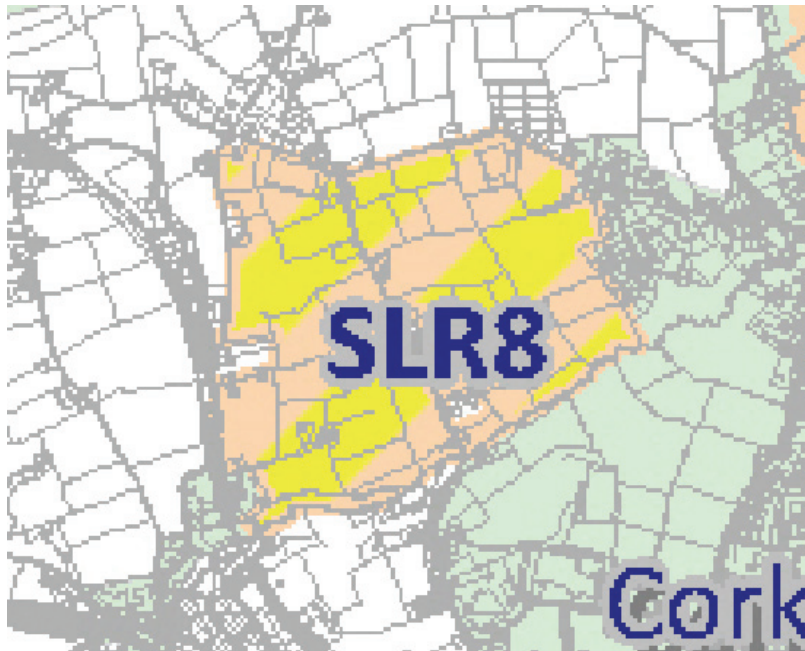


Area SLR6 - Ardostig

These sites comprises approximately 100 ha of land either side of the N71 at the Bandon Road Roundabout. The lands are quite elevated in sections and are visible across a wide area of the City. The lands are within the metropolitan green belt around Ardostig to west and have remained largely intact. The majority of the lands are currently in agricultural use. A number of submissions have been received for zoning of the land into residential development.

**Area SLR7 - Ballincollig East, Carrigrohane**

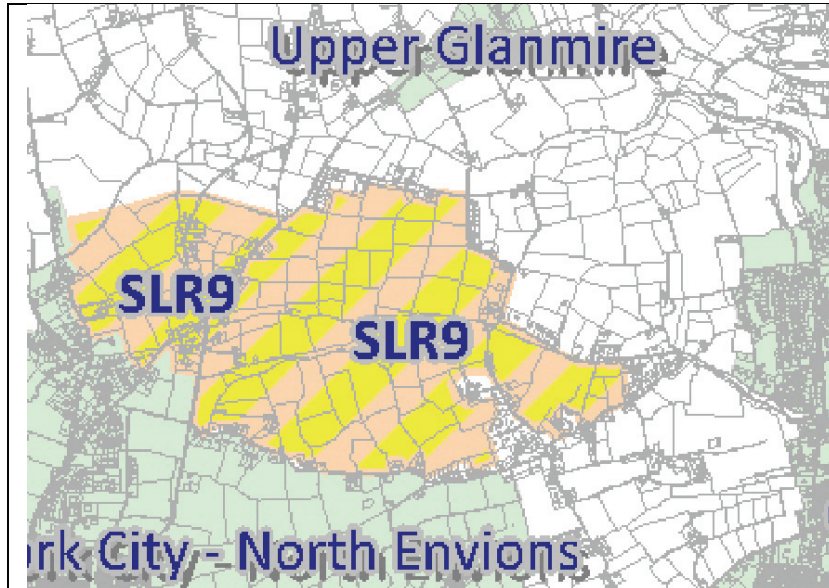
This area comprising of 223ha is located in the Metropolitan Green Belt in an area which forms a strategic gap between Ballincollig and the Cork City Suburbs. The lands are bounded to the north by the Carriganarra Road and are dissected by the Clash Road L221 and the N40 South City Ring Road. A submission was received to zone a portion of this land for residential purposes.



Area SLR8 -

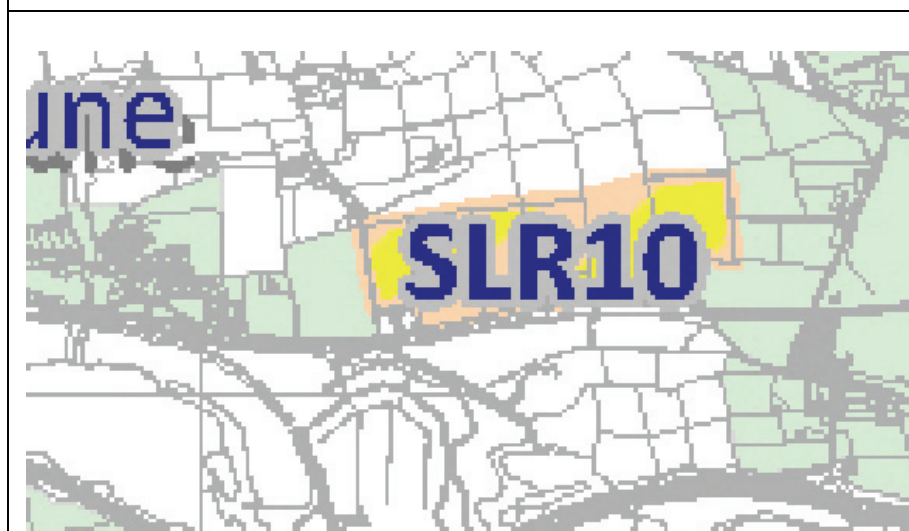
Kilbarry/Carhoo/Kilkully

This area consisting of approximately 105ha is bounded by the Old Mallow Road L-2782, L-2951 and the Cork-Dublin Railway line to the West, to the east the area is bounded by the L2962 and the Rosemount housing development. The lands are dissected by the L-2963. The Glennamought River valley forms the southern boundary of the lands and also a natural development boundary with the North Environs of the city. The City Council administrative area lies south of the river. The area is primarily agricultural interspersed by a large number of one of dwellings. The lands are quite elevated in parts. There were a number of submissions received for the zoning of land for residential development.



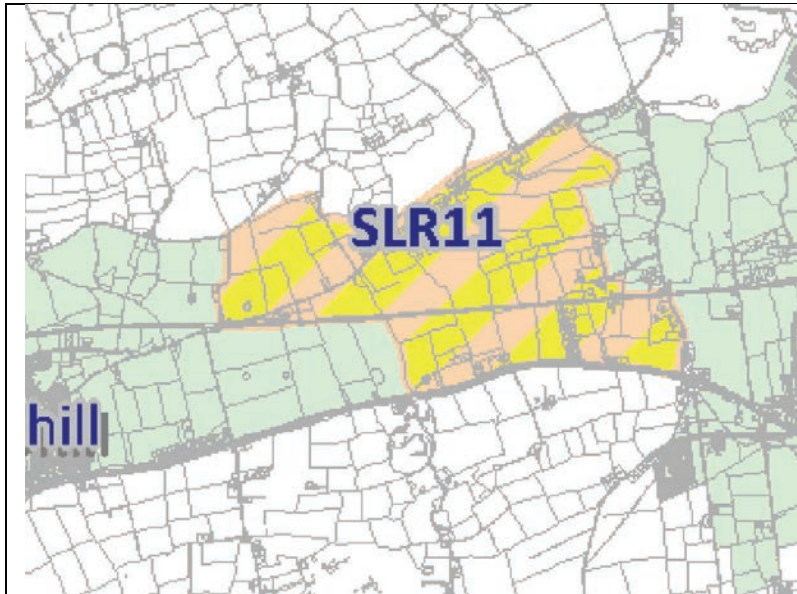
Area SLR9 - Ballyvolane - Whites Cross

This area comprises 336ha of land, presently within the metropolitan green belt. There are a number of residential developments in Kilcully and Whites Cross. This land is contiguous to the proposed Ballyvolane Urban Expansion Area. The Ballyhooley Road dissects the area and the land is close to the route of the proposed Northern Ring Road.



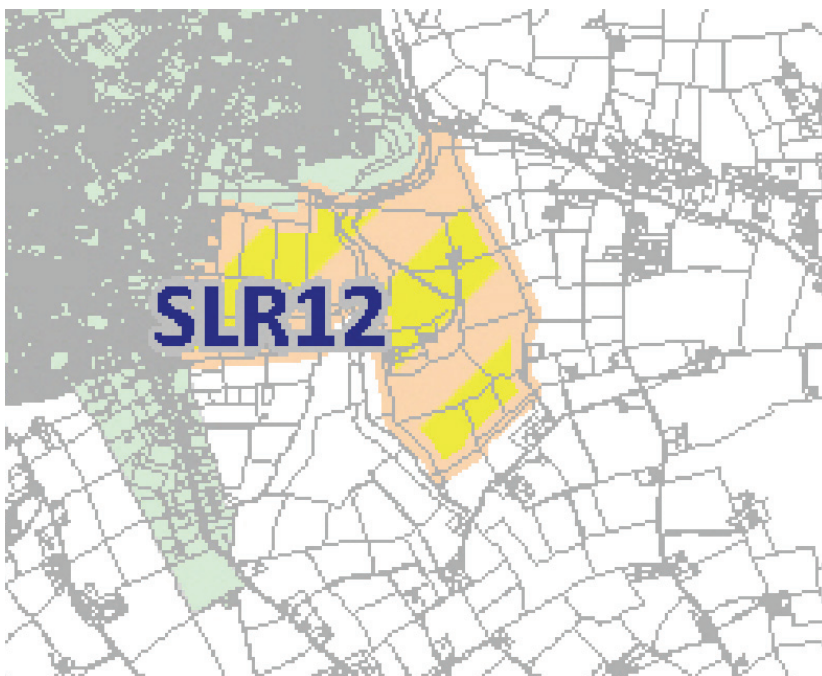
Area SLR10 --Carrigtwohill West

This area comprises 32ha in between the settlement of Glounthaune and Carrigtwohill along the Cork - Midleton suburban rail line. The land is presently within the metropolitan green belt and is gently sloping to the north. There have been no submissions for zoning of this land for residential purposes.



Area SLR11 - Midleton West

This area comprises 220ha of land, presently located in the metropolitan greenbelt between the strategic towns of Midleton and Carrigtwohill. The land straddles the Cork-Midleton rail line. There was only one submission to zone a portion of land for residential purposes.



Area SLR12 - Oldcourt

This area comprises 78.7ha of land, presently located in the metropolitan greenbelt between the strategic towns of Douglas/Rochestown and Passage West. The land is elevated and includes land that was formerly zoned as open space and recreation in the Local Area Plan adjacent to the Garryduff Sports Complex. Consideration of this land as an option for future development. Access is provided from the Rochestown Road. There were three submissions to zone these portions of land for residential purposes.

1.7 Flooding Risk Assessment and Management

Overall Approach

- 1.7.1 The assessment and management of flood risks in relation to planned future development is an important element of this local area plan. The majority of towns, villages and smaller settlements have a river or stream either running through the built-up area or close by and are inevitably exposed to some degree of flood risk when those rivers or streams overflow their normal course. Similarly, in coastal areas, flooding can periodically occur following unusual weather or tidal events.
- 1.7.2 The OPW is the lead agency for Flood Risk Management in Ireland. In accordance with Best Practice Cork County Council has arranged for the preparation of indicative flood risk mapping on a county wide basis. The indicative mapping creates flood zones that are fit for use in applying the Guidelines for The Planning System and Flood Risk Management at a strategic level - for County Development Plan and Local Area Plans, and to help inform screening for site specific flood risk assessment of individual planning applications.
- 1.7.3 As part of the preparation of this Local Area Plan the Council has updated the indicative flood zone mapping used in the 2011 Local Area Plans to take account of the information that has become available from the National CFRAM programme (Catchment Flood Risk Assessment and Management), and other Flood Schemes undertaken by the OPW.
- 1.7.4 In addition, indicative flood risk mapping for rural areas, outside of settlement boundaries, is also now available and is being published simultaneously with this Draft Local Area Plan.
- 1.7.5 The Council's overall approach to Flood Risk Management is set out in Chapter 11 of the County Development Plan 2014 and intending developers should familiarise themselves with its provisions. In Council's approach to flood risk is to:
- a) Avoid development in areas at risk of flooding; and
 - b) Where development in floodplains cannot be avoided, to take a sequential approach to flood risk management based on avoidance, reduction and mitigation of risk.
- 1.7.6 A Strategic Flood Risk Assessment (SFRA) has been undertaken as part of the preparation of this plan, and all zoned lands in areas at risk of flooding have been reviewed. The Strategic Flood Risk Assessment (SFRA) is included in Volume 2 of this Plan and explains in detail the overall approach to flood risk management that has been followed. It is important to read this document in conjunction with Volume 1 of the plan.
- 1.7.7 Where a settlement is known to be at risk of fluvial or tidal flooding, the extent of the area at risk of flooding is shown on the settlement maps within this plan. It is important to note that the flood risks shown in this document refer to fluvial (river) and tidal flooding only. Some areas may also be at risk of groundwater flooding or pluvial flooding (intense periods of rainfall) but these are NOT shown on the flood zone maps included in this Plan. However, such risks still need to be assessed when planning a development.
- 1.7.8 The flood zones illustrated in this plan are based on an undefended scenario and do not take the presence of flood protection structures such as walls or embankments into account. This is to allow for the fact that there is still a residual risk of flooding behind the defences due to overtopping or breach, and that there may be no guarantee that the defences will be maintained in perpetuity.
- 1.7.9 The Indicative Flood Zone Mapping for the rural parts of the Municipal District (i.e. outside of a settlement boundary) is not shown within the Volume 1 of the Local Area Plan, but is available to view online, for information purposes, as part of the Local Area Plan Map Browser at www.corkcoco.ie.

1.7.10 The indicative mapping is being made available as a resource. It has been prepared for use in applying the Guidelines for The Planning System and Flood Risk Management only.

Managing Development in Areas at Risk of Flooding

1.7.11 Where development is proposed within an area at risk of flooding, either on land that is subject to a specific zoning objective, lands within the “existing built up area” of a town, within a development boundary of a village, or in the open countryside, then intending applicants need to comply with the provisions of Chapter 11 of the Cork County Development Plan 2014 and Objectives WS 6-1 and WS 6-2, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’.

Local Area Plan Objective Flood Risk Assessment and Management	
Objective No.	
IN-01	All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives WS 6-1 and WS 6-2 as detailed in Chapter 11, Volume 1 of the Cork County Development Plan, 2014, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in WS 6-2.

Traffic and Transport

1.7.12 Chapter 10 of the County Development Plan sets out the Transportation and Land Use Strategy for the County which seeks to make Cork a more competitive county and to foster sustainable economic and population growth through the delivery of an efficient transport system and encourage balanced investment in less polluting and more energy efficient modes of public and private transport, including walking and cycling. This strategy has informed the preparation of the Local Area Plan.

Green Infrastructure

1.7.13 Chapter 13 of the County Development Plan indicates that the Council will develop and implement a Green Infrastructure Strategy for the County during the lifetime of the Plan which will help identify, protect, manage and develop Green Infrastructure resources. Objectives GI 3-1 and GI 3-2 require new developments to contribute to the protection, management and enhancement of the existing green infrastructure of the county and the delivery of new green infrastructure, where appropriate. Individual development proposals put forward in accordance with the provisions of this local area plan will need to comply with the objectives of the County Development Plan.

Quality in Urban Design

1.7.14 High Quality design adds quality to the places we live, work and enjoy. Ensuring high quality design adds value to our towns, villages and countryside and improves our quality of life. This Plan will promote high quality design by encouraging its integration into every aspect of the Plan. The County Development Plan contains a number of relevant objectives including HOU 3-1, HOU 3-2, HOU 3-3, RCI 6-1, TCR 2-1, TCR 12-1, TCR 12-2, HE 4-6 and HE 4-7. Individual development proposals put forward in accordance with the provisions of this Local Area Plan will need to comply with the relevant design objectives of the County Development Plan.

1.8 Environmental Considerations

Strategic Environmental Assessment

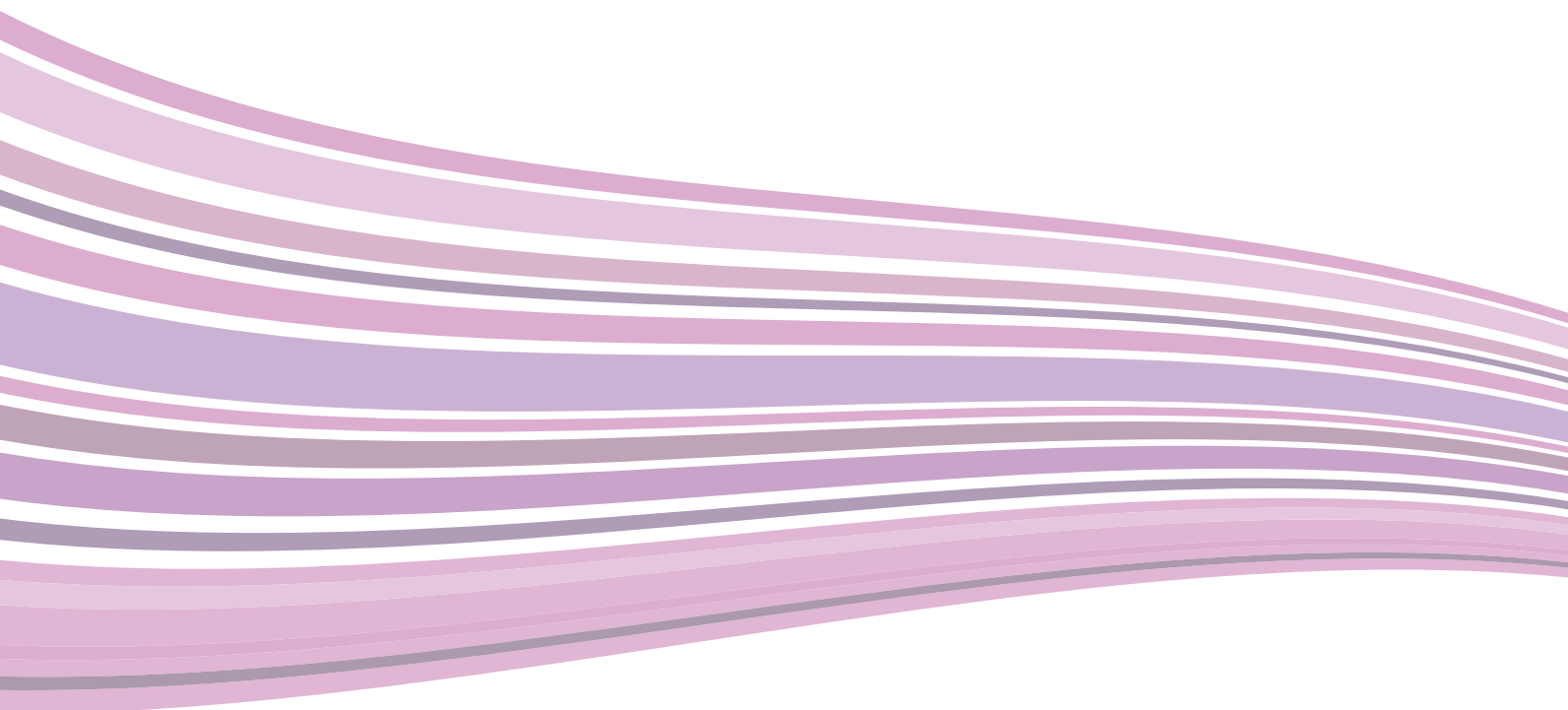
- 1.8.1 Strategic Environmental Assessment (SEA) is the process by which environmental considerations are required to be fully integrated into the preparation and adoption of plans and programmes. It should be noted that results from the SEA process were fully considered and integrated into the preparation and making of this Local Area Plan. The Environmental Report is contained in Volume 2 Environmental Reports, of this Plan which is available online at <http://corklocalareaplans.com/>

Strategic Flood Risk Assessment

- 1.8.2 In order to meet the needs of the Strategic Environmental Assessment process and the requirements of the Department of the Environment, Heritage and Local Government / Office of Public Works Guidelines, 'The Planning System and Flood Risk Management' (2009), Cork County Council carried out a Strategic Flood Risk Assessment of the policies and objectives contained in this Plan. This provides an assessment of flood risk within the county and will inform land-use planning decisions in this and other plans. This assessment is contained in Volume 2 Environmental Reports Appendix A which is available online at <http://corklocalareaplans.com/>

Habitats Directive Assessment (HDA)

- 1.8.3 In accordance with requirements under the EU Habitats Directive (43/92/EEC) and EU Birds Directive (79/409/EEC) and section 177 of the Planning and Development (Amendment) Act 2010, the impacts of the policies and objectives of all statutory land use plans on certain sites that are designated for the protection of nature under EU legislation, must be assessed as an integral part of the process of drafting of the plan. This is to determine whether or not the implementation of plan policies could have negative consequences for the habitats or plant and animal species for which these sites are designated. This assessment process is called a Habitats Directive Assessment (HDA) and must be carried out at all stages of the plan making process.
- 1.8.4 Habitats Directive Assessment is an iterative process which runs parallel to and informs the plan making process. It involves analysis and review of policies as they emerge during each stage of plan making, to ensure that their implementation will not impact on sites designated for nature conservation, nor on the habitats or species for which they are designated. Within this process, regard is had to the potential for policies to contribute to impacts which on their own might not be significant, but which could contribute to an impact which is significant when considered in combination with impacts arising from the implementation of other plans or projects.
- 1.8.5 The assessment process may result in the development of new policy areas and/or the modification or removal of certain policies to be presented in the final plan. The results of this analysis and review are presented alongside each iteration of the plan as it is published. At the end of the plan making process, a final report has been produced which summarises the assessments completed at each stage of the plan making process. The report also contains a summary of how ecological considerations have been integrated into the plan, and a conclusion statement as to whether the plan could affect the integrity of any European site.
- 1.8.6 The Natura Impact Report on the Habitats Directive Assessment of this plan is contained Volume 2, Environmental Reports, of this Plan which is available online at <http://corklocalareaplans.com/>



Cobh Municipal District

2 Local Area Plan Strategy

	<i>Sub-Section</i>	<i>Page No.</i>
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2.3	The Cobh Municipal District	36
2.4	Growth Strategy	37
2.5	Employment within the Municipal District	40
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2 Local Area Plan Strategy

2.1 Local Area Plan Context

- 2.1.1 It is a requirement of the Planning and Development Acts that Local Area Plans must be consistent with the objectives of the development plan for their County. In County Cork, the County Development Plan 2014 sets out the overall strategy for the proper planning and sustainable development of the County including population targets for each of the main towns and the amount of new housing required to meet the needs of the population, and is consistent with national targets issued by the Department of the Environment, Community and Local Government and the Regional Planning Guidelines for the South West Region. The Plan also sets out county-wide objectives for the economy, retail, housing, transportation and infrastructure, heritage and the environment.
- 2.1.2 The new Local Area Plans will be informed by the current plans adopted in 2011 and by changes in national planning policy, legislation, government guidelines etc which has taken place in the interim and by changes in local circumstances, needs etc.
- 2.1.3 In considering the future development of this Municipal District, proposals must be consistent with the Core Strategy for the County as set out in Chapter 2 and Appendix B of Volume 1 of the Cork County Development Plan 2014, which details the population growth targets for each municipal District, the expected growth in households and the corresponding amount of new housing required within the settlement network and rural areas to meet the growth target.

2.2 County Development Plan Strategy

- 2.2.1 The Cobh Municipal District straddles two Strategic Planning Areas for which the County Development Plan 2014 sets out differing objectives. The majority of the District, and all the main settlements, are within the Metropolitan Strategic Planning Area, while part of the more rural northern section of the district including villages like Glenville and Rathduff are within the Greater Cork Ring Strategic Planning Area.
- 2.2.2 'Metropolitan Cork' is designated as a 'Gateway' by the National Spatial Strategy and it is the main engine of population and employment growth for the South West Region. 'Metropolitan Cork' includes Cork City, the suburban areas and Metropolitan Towns¹ within the county administrative area that adjoin the city and the surrounding villages and rural areas. The 'County Metropolitan Cork Strategic Planning Area' includes the parts of Metropolitan Cork that fall within the County Council's administrative area. Ambitious populations targets for been established for Metropolitan Cork and have been allocated to Cork City and the County part of the Metropolitan Area through the Regional Planning Guidelines. In support of the development of the Gateway function of Metropolitan Cork within the Cobh MD, the County Development Plan seeks to:
- a) Recognise the importance of the role to be played by Metropolitan Cork in the development of the Cork 'Gateway' as a key part of the Atlantic Gateways Initiative and, in tandem with the development of Cork City, to promote its development as an integrated planning unit to function as a single market area for homes and jobs where there is equality of access for all, through an integrated transport system, to

¹ The Metropolitan Towns are Ballincollig, Blarney, Carrigaline, Carrigtwohill, Cobh, Glanmire, Midleton, Passage West, the proposed new town at Monard.

the educational and cultural facilities worthy of a modern and vibrant European City;

- b) Prioritise development to provide the homes and jobs that are necessary to serve the planned population in Carrigaline, Midleton, Carrigtwohill, Ballincollig, North Environs, Glanmire, Blarney, Monard and Cobh.
- c) Maximise new development, for both jobs and housing, in the Metropolitan Towns served by the Blarney – Midleton/Cobh rail route and to enhance the capacity of these towns to provide services and facilities to meet the needs of their population;
- d) Provide an enhanced public transport network linking the City, its environs, the Metropolitan towns and the major centres of employment.
- e) Facilitate the development of the villages as set out in the local area plans so that the rate of future population growth compliments the strategy to achieve a critical mass of population in the towns and provide protection for those areas recognised as under pressure from urban development;
- f) Maintain the principles of the Metropolitan Cork Greenbelt to protect the setting of the City and the Metropolitan Towns and to provide easy access to the countryside and facilities for sports and recreation;
- g) In the Cork Harbour area generally, to protect and enhance the area's natural and built heritage and establish an appropriate balance between competing land-uses to maximise the areas overall contribution to Metropolitan Cork while protecting the environmental resources of the Harbour

2.2.3 Within the Greater Cork Ring Strategic Planning Area, population growth has been significantly ahead of target over the last decade. In this context of this District, the County Development Plan seeks to:

- a) Establish an appropriate balance in the spatial distribution of future population growth so that the Ring towns of Youghal, Bandon, Fermoy and Macroom can accelerate their rate of growth and achieve a critical mass of population to enable them to maximise their potential to attract new investment in employment, services and public transport.
- b) Facilitate the development of the villages as set out in the local area plans so that the rate of future population growth compliments the strategy to achieve a critical mass of population in the towns and provide protection for those areas recognised as under pressure from urban development;
- c) Strengthen and protect the rural communities of the area by encouraging sustainable growth in population, protecting agricultural infrastructure and productivity so that agriculture remains the principal rural land use and focusing other employment development in the main towns and key villages/.
- d) Secure the long term strategic aim of reopening the rail route linking Cork and Midleton to Youghal
- e) Prioritise the adequate provision of water services and transport infrastructure to meet current needs and future population targets while protecting the areas environment.

2.3 The Cobh Municipal District

- 2.3.1 In 2011 the population of the Cobh Municipal District stood at 53,544. This population is spread across the north environs of Cork City and a network of settlements including three towns, 23 villages and the open countryside, as detailed in Table 2.1.
- 2.3.2 The District also includes the proposed new town of Monard which was designated by the Government as a Strategic Development Zone (SDZ) in 2010 with the aim of accommodating a new town of 5,000 houses. The proposal to create a new town at Monard is part of a wider planning process following on from the Cork Area Strategic Plan (CASP) which established the case for the suburban rail project, and selected the areas for urban expansion on the rail corridor. These included Midleton, Carrigtwohill and Blarney, as well as Monard. Cork County Council prepared and adopted a Planning Scheme for Monard in 2012 but this was later refused on appeal to An Bord Pleanála. A second Scheme was made in August 2015 and was approved by An Bord Pleanála in May 2016.
- 2.3.3 The Cobh District also includes Little Island which is identified as a Strategic Employment Centre. Little Island also has a small local population but the area may incorporate limited residential expansion also.

Table 2.1: Distribution of population within the East Cork Municipal District 2011

	Settlements	Population 2011	%
Cork City North Environs & Main Towns	Cork City North Environs (6,692), Cobh (12,347), Carrigtwohill (4,551), Glanmire (8,924) and the proposed new town of Monard.	32,514	61%
Key villages	Carrignavar, Glenville, Glounthaune	4,366*	8%
Villages	Whitechurch, Kerry Pike, Upper Glanmire, Knockraha, Killeens		
Village Nuclei	Ballymore/ Walterstown, Caherlag, Rathduff.		
Other locations	Killlard, Whites Cross, Bottlehill, Templemichael, Rathcooney Clogheen, Marino Point, Belvelly, Carrigaloe, Fota Island Haulbowline Island, Spike Island		
Rural areas		16,664*	31%
Total Population		53,544	

* Village and Rural Area Populations are estimated figures



Fig. 2.1: Cobh Municipal District

2.4 Growth Strategy

- 2.4.1 Within the Cobh Municipal District the County Plan provides for growth in population of 19,036 persons. The number of households is expected to grow by 10,993 leading to a net requirement for 12,367 new houses within the Municipal District. The County Development Plan indicates that 430ha of land are required to meet this level of housing provision in the main towns, in addition to housing opportunities in the villages and rural areas.
- 2.4.2 Through its County Development Plan 2014, the Council has allocated the majority of this growth to the towns with 10,762 new houses proposed, with significant new housing planned in each area, particularly in Carrigtwohill, the northern environs of Cork city (at Ballyvolane) and Cobh. Housing growth is also planned within the villages (1,045 units).
- 2.4.3 Table 2.2 shows that, arising from the County Development Plan 2014, there is a net requirement within the towns of the Municipal District for 10,762 new dwelling units and capacity, in terms of the current provision of zoned lands within the main towns, to accommodate 15,255, providing headroom of 4,493 units or 42%. The overall strategy is to promote growth in the corridor served by the rail corridors east of Cork where there is a high quality public transport service already in place. The greatest number of new dwellings are planned in Carrigtwohill (3,656) with significant new growth also planned in Cobh and Glanmire.

Table 2.2. Cobh Municipal District

	Housing Requirement					Housing Supply	
	Census 2011	Population Target	Total New Households	New Units Required	Net Estimated Requirement (ha)	Est. Net Residential area zoned in LAP / TCP (ha)	Estimated Housing Yield (LAPs and TCPs) (Units)
Cobh	12,347	14,543	1,625	1,778	71	72.53	1,907
Carrigtwohill	4,551	11,618	3,195	3,656	146	127.8	3,656
Glanmire	8,924	10,585	1,205	1,320	53	57.70	1,321
Monard	0	3,619	1,502	1,727	69	170.00	5,000
Cork North Environs	6,692	10,719	2,058	2,281	91	143.80	3,371
Main Towns	32,514	51,084	9,585	10,762	430	571.83	15,255
Villages	4,366	5,979	922	1,045	--	--	770
Rural	16,664	15,517	487	560	--	--	--
Total Villages and Rural	21,030	21,496	1,409	1,605	--	--	770
Total Municipal District	53,544	72,580	10,993	12,367	430	571.83	16,025

Current Estimated Strategic Land Reserve (LAPs and TCPs) for this Municipal District is 141.4 Ha

Source: Cork County Development Plan 2014- Appendix B, Table B 9

2.4.4 The scale of growth for the individual settlements of the Municipal District as provided for in this Local Area Plan is outlined in Table 2.3. For the towns, the 'Overall Scale of New Development' figure is the same target figure established by the Core Strategy for the County Development Plan and sufficient residential land has been zoned within the plan to cater for this level of growth and to provide for additional spare capacity in the form of headroom.

2.4.5 This local area plan does not zone land for development within the villages. Rather each village has a development boundary and is assigned an 'Overall Scale of New Development'. This figure is not a target to be reached, or an absolute maximum limit on development. Rather the 'overall scale of growth' figure is an indication of the number of additional dwellings which could reasonably be accommodated within a settlement over the lifetime of this Plan, subject to other considerations of proper planning and sustainable development. Development within villages also has to be balanced in line with the overall strategy of the County Development Plan which seeks to establish an appropriate balance in the spatial distribution of future population growth so that the towns can accelerate their rate of growth and achieve a critical mass of population.

2.4.6 In relation to the Villages, the County Development Plan 2014 indicates that, in the villages of this Municipal District, provision has been made for 1,045 units. An analysis of water services capacity in the villages indicates that without further investment in Water Services, it may only be possible to deliver 545 housing units.

2.4.7 Within the village network it is suggested that the new LAP should maintain the scale of growth established for the 2011 Local Areas Plan in order to respect the scale and character of the villages and because there are significant deficits in water services infrastructure. Ample land is available within the development boundaries of the villages to accommodate the expected level of growth, and at this stage of the process it is not intended to alter the development boundaries of any of the villages. The main factor constraining development in the villages is likely to be inadequate water services infrastructure. As outlined above,

there is enough land available within the towns of the Metropolitan Area generally to accommodate any development which cannot take place within the villages due to lack of infrastructure.

- 2.4.8 The Settlement network of this Municipal District includes twelve 'Other Locations' - Killard, Whites Cross, Bottlehill, Templemichael, Rathcooney, Clogheen, Marino Point, Belvelly, Carrigaloe, Fota Island Haulbowline Island and Spike Island. County Development Plan Strategy recognises other locations, as areas which may not form a significant part of the settlement network, but do perform important functions with regard to tourism, heritage, recreation and other uses. No changes are envisaged to the strategy for 'Other Locations' as part of the review of the Local Area Plans

Table 2.3: Cobh Municipal District – Proposed Scale of Development					
Name	Existing no. of Houses 2015	Planning permissions. Q1 2015 (no. of houses)	Scale of Growth CDP 2014 & LAP 2011	DW Status	WW Status
Towns					
Carrigtwohill	1,980		3,656		
Glanmire	3,535		1,320		
Cobh	5,509		1,778		
Little Island	537		0		
City - North Env.	2,443		2,281		
Monard	87		1,727		
			10,762		
Key Villages					
Glounthaune	506		400		
Carrignavar	175		100		
Glenville	166		100		
			600		
Villages					
Kerry Pike	174		30		
Killeens	258		30		
Whitechurch	207		50		
Knockraha	119		25		
Upper Glanmire	151		20		
			155		
Village Nuclei					
Ballymore / Walterstown	102		5	Private GWSS	None
Caherlag	31		5		None
Rathduff	18		5		None
			15		
			30		
Total			11,547		
Water Services Key	Irish Water Services in place with broadly adequate existing water services capacity.				
	Irish Water Services in place with limited or no spare water services capacity.				
	None – no existing Irish Water Services.				

2.5 Employment within the Municipal District

2.5.1 Analysis of Census 2011 data for the Municipal District provides information in relation to the jobs that are located within the Municipal District, and on the place of employment of the people who live within the Municipal District. In 2011 there were 17,703 jobs within the District. Jobs located within the Municipal District fall into the following key categories:

31.3% Manufacturing, mining /quarrying, Electricity/Gas /Water Supply / waste management.

22.8% - Wholesale, Retail, Transportation and Storage, Accommodation and Food service activities.

17.7 % Education, Human Health and Social Work Activities.

2.5.2 Within the District 22,105 persons were at work in 2011. This includes home, mobile and 'uncodeable' workers and corresponds to 41.3% of the population of the District. These jobs were distributed across and outside the county as follows:

31% work within the Municipal District (including 1,018 home workers).

34% work within Cork City.

39 % work within the County Metropolitan Area (this includes the part of the MD).

2.5.3 In terms of travel to work, 80% of employees who live within the District travel to work by driving a car, van lorry or other vehicle. Only 3.2% of employees living within the District travel to work by bus or train while 5.9% travel on foot / by bicycle.

2.5.4 Within the District Analysis of Census 2011 at DED level shows the greatest concentration of employment is at Little Island / City North Environs and Glanmire which recorded 11,616 jobs in 2011, followed by Carrigtwohill at 3,407 and Cobh 2,726. These figures include home workers.

2.5.5 There is a strong supply of employment land within the Municipal District as detailed in Table 2.5. The new Local Area Plan should seek to ensure that lands identified for employment use can be readily developed for such and address any barriers to development.

Table 2.4 Employment Land Supply (hectares) (Current LAP / TDP Zonings)			
Settlement	Business	Industrial	Enterprise
Cobh	17	16.5ha*	0
Glanmire	0	17	0
City North Environs	42 ♦		29 ♦
Carrigtwohill	30	201	20
Little Island	43**	91	0
Monard	0	0	0
Marino Point (Port related development)	0	46	0
* Rushbrook Dockyard.			
** Business use as part of X-01 site (estimated)			
♦ includes an estimate of what may be accommodated on the Kilbarry lands X-02.			

Large Scale Retail Warehousing

- 2.5.1 Section 4.11.2 of the Retail Planning Guidelines for Planning Authorities (2012) makes provision for exceptions to the 6,000 m² retail warehouse cap at stated locations that are accessible by a regional, if not a national, population catchment where there is evidence of demand for large scale retail warehouses - subject to satisfying additional specific requirements.
- 2.5.2 The Regional Planning Guidelines for the South West (2010-2022) and the Joint City and County Retail Strategy (2013), which was later incorporated into the County Development Plan (2014), recognized that “there may also be scope for the development of an innovative type of large scale retail warehouse in Cork. As detailed in the RPG’s the scale of such outlets requires a regional, if not national, population catchment. In this regard a proposal for such a retail warehouse development in excess of 6,000 sq. metres may be appropriate in Cork Gateway. Specific criteria regarding such developments are set out in the RPG’s and in particular such developments must accommodate a range of bulky goods together with a range of customer facilities which require a national population catchment. Furthermore such developments must not adversely affect the efficiency of the national road network and it be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads taking account of the opportunities for encouraging a modal split towards more sustainable travel modes. Such development should also be served by existing or planned public transport services. The potential impact of a retail warehouse in excess of 6,000 sq. metres will need to be carefully examined in the context of this guidance.”
- 2.5.3 Taking account of the policy supports providing for the Cork Gateway being a potentially suitable location for making an exception to the 6,000 m² retail warehouse cap, Cork County Council will give consideration to such a proposal at an appropriate location in Metropolitan Cork, based on the merits of the individual application.

2.6 Environment and Heritage

- 2.6.1 European and National legislation now protect the most valuable of our remaining wild places, through designation of sites as proposed Natural Heritage Areas, candidate Special Areas of Conservation and Special Protection Areas.
- 2.6.2 The designation of these sites at a national level is the responsibility of the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs, but it is the responsibility of Planning Authorities through the Strategic Environmental Assessment and Appropriate Assessment processes to ensure that planned development does not adversely affect these sites. The process of designation of such sites is ongoing, with new sites being added and boundaries of existing sites being adjusted, as better information becomes available. In addition, there are a range of plants and animals that are protected under national legislation.
- 2.6.3 The basic designation for wildlife is the Natural Heritage Area. This is an area considered important for the habitats present or which holds species of plants and animals whose habitat needs protection. Eight Natural Heritage Areas have been designated in Co. Cork. A further 103 sites have been proposed to be designated as Natural Heritage Areas in the County. These are listed in the County Development Plan 2014 Volume Two, Chapter 3 and are shown on the Cork County Development Plan Map Browser in Volume 4 of that Plan.
- 2.6.4 Special Areas of Conservation (SACs) have been selected because they support habitats, plant and animal species that are rare or threatened in Europe and require particular measures, including the designation of protected sites, to conserve them. Some of these

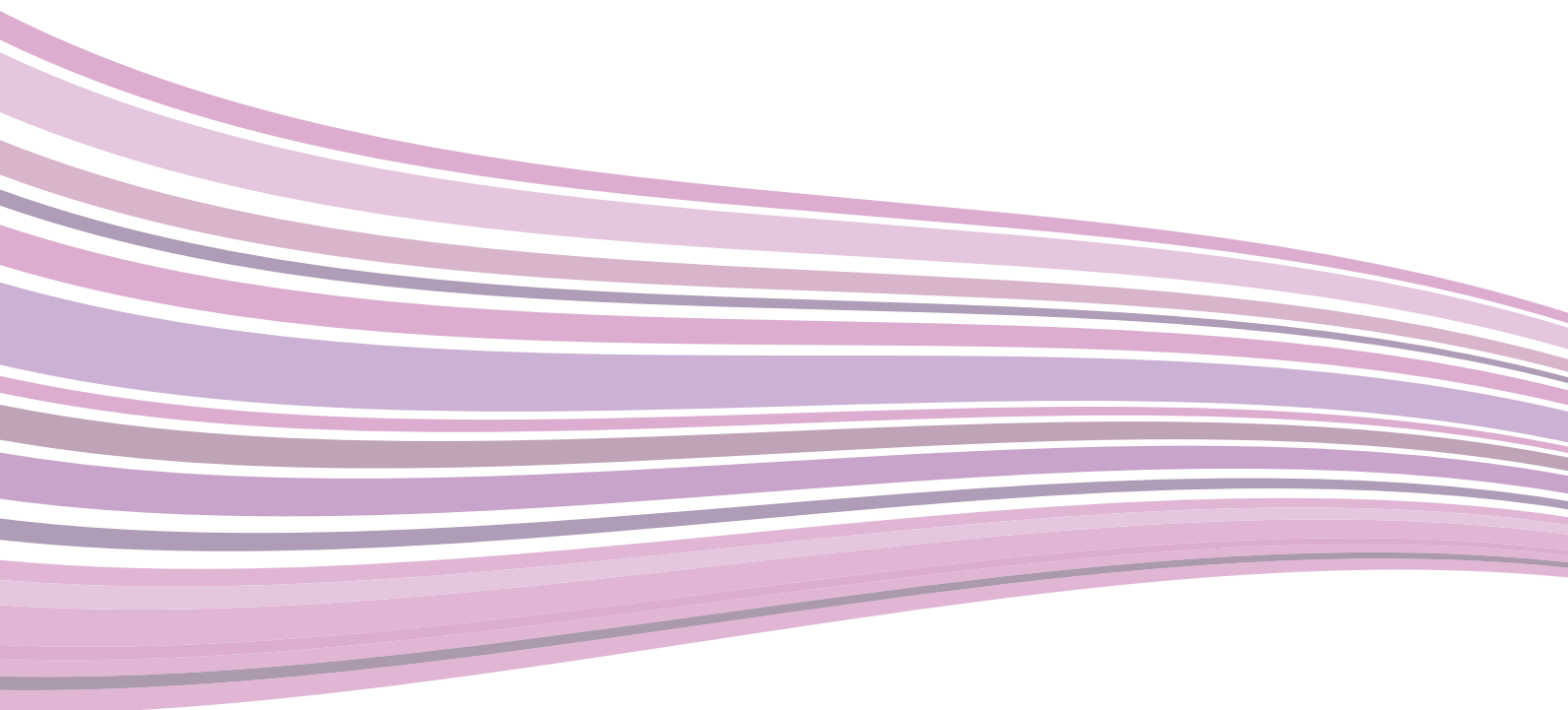
sites are called ‘candidate sites’ because they are currently under consideration by the Commission of the European Union. The current list of SACs is contained in the County Development Plan 2014, Volume Two, Chapter 3 and are shown on the Cork County Development Plan Map Browser in Volume Four of that Plan.

- 2.6.5 Special Protection Areas (SPAs) have been selected because they support populations of birds of particular species that are rare or threatened in Europe and require particular measures, including the designation of protected areas to conserve them. Together with the SACs they form part of the ‘Natura 2000’ network of sites throughout Europe. The list of SPAs is contained in the County Development Plan 2014, Volume Two, Chapter 3 and are shown on the Cork County Development Plan Map Browser in Volume Four of that Plan.
- 2.6.6 The Cobh Municipal District is characterised by a substantial range and quantity of nature conservation designations. There are six NHA’s in the Cobh Municipal District. These are generally composed of lowland and upland bogs and habitats. While all of these areas have ecological value, the other reasons for their designations vary from woodland and geological to botanical and ornithological values. There are two significant Special Areas of Conservation, namely the Great Island Channel and the Blackwater River. Within the Municipal District there are three Special Protection Areas designated as areas of importance from an ornithological perspective – The Cork Harbour SPA, the Blackwater Callows SPA and the Ballycotton Bay SPA. The SAC’s and SPA’s form the Natura 2000 sites and have been assessed by the appropriate assessment of the plan.
- 2.6.7 Aside from those areas protected by National or European legislation, the plan area contains a wide range of habitats including watercourses, agricultural land, hedgerows, wetlands and areas of woodland that provide natural habitats to a variety of species. These areas provide many benefits to the local population and to visitors alike.
- 2.6.8 To date, sites of geological interest have not been comprehensively covered by the existing nature conservation designations. This is currently being addressed by the Department of Environment, Heritage & Local Government and the Geological Survey of Ireland who are drawing up a list of sites of geological interest that will be proposed as Natural Heritage Areas.
- 2.6.9 In the meantime, Cork County Council recognises the importance of geological heritage and to this end has listed in the County Development Plan 2014 the important geological features within the County with the intention of maintaining their possible conservation value. The list has been produced in consultation with the Geological Survey of Ireland and the Geology Department of the National University of Ireland, Cork.
- 2.6.10 In terms of built heritage, each settlement chapter of this plan refers to protected structures and architectural conservation areas and other unique aspects of a settlements built and natural heritage where relevant.
- 2.6.11 Achieving the population targets and supporting development proposed in this plan will require the development and implementation of a range of sustainable measures to ensure the integrity of the biodiversity of the area is protected.

Local Area Plan Objective

LAS-01:

- a) In order to secure sustainable population growth proposed in each Main Town appropriate and sustainable water and waste water infrastructure that will help secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development and where applicable protect the integrity of Natura 2000 sites.
- b) This plan, and individual projects based on the plans proposals, will be subject (as appropriate) to Strategic Environmental Assessment, Habitats Directive Assessment Screening and/or Assessment (Habitats Directive and Birds Directive) and Environmental Impact Assessment to ensure the parallel development and implementation of a range of sustainable measures to protect the integrity of the biodiversity of the area.
- c) Provide protection to all proposed and designated natural heritage sites and protected species within this planning area in accordance with HE 2-1, and HE 2-2 of the County Development Plan, 2014. This includes Special Areas of Conservation, Special Protection Areas and Natural Heritage Areas.
- d) Maintain where possible important features of the landscape which function as ecological corridors and areas of local biodiversity value, wetlands and features of geological value within this planning area in accordance with HE 2-3, 2-4, 2-5, and 2-6 of the County Development Plan, 2014.
- e) All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives WS 6-1 and WS 6-2 as detailed in Chapter 11, Volume 1 of the Cork County Development Plan, 2014, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in WS 6-2.
- f) Any development on certain sites should be accompanied by a Traffic Impact Assessment (TIA) and Road Safety Audit (RSA).



Cobh Municipal District

3 Main Towns

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3 Main Towns

3.1 Purpose of this Section

- 3.1.1 The purpose of this section of the Plan is to set out the main planning policy guidance for the towns within the Cobh Municipal District, as set out below and referring specifically to Cobh, Glanmire, Cork City North Environs, Ballyvolane Urban Expansion Area, Monard, Carrigtwohill and Little Island.
- 3.1.2 The most significant material asset of this electoral area is the main towns. They represent the product of many decades of investment in buildings (including houses, business, commercial buildings etc), hospitals and other health facilities, schools, social and community facilities and wealth of supporting infrastructure. Across the county as a whole, the 2006 census recorded that over 46% of the population lived in the main towns. In addition, many people who live in villages, smaller settlements or rural areas rely on the main towns for at least one important aspect of their daily lives (eg. Work, shopping, education etc).
- 3.1.3 Main towns will normally have the following facilities: A permanent resident population of over 1000 persons, primary and secondary school(s), a significant choice of convenience and comparison shopping, industrial service sector or office based employment, public library, significant visitor facilities (eg. Hotels, B&B's), church or other community facility, mains sewerage, mains water, public transport, served by a regional or national road, traffic calming/management scheme/off-street parking, bring site/recycling facilities.
- 3.1.4 In line with the overall core strategy of the County Development Plan 2014, it is a key component of this plan to set out objectives that will:
- 3.1.5 Make the best use of previous investments in built fabric or infrastructure in the main towns;
- 3.1.6 Establish the main towns as the principal location for future investment in housing, jobs, infrastructure and social and community facilities;
- 3.1.7 Identify land for future development that will meet the planned requirements for each main town and offer a reasonable choice of location to those intending to carry out development;
- 3.1.8 Prioritise future investment in infrastructure to support the sequential or phased development of the land identified for the future needs of the town;
- 3.1.9 Confirm the role of the town centre as the preferred location for future retail development; and
- 3.1.10 Protect the setting of the town from sprawling or sporadic development by maintaining the existing 'green belt' where only limited forms of development are normally considered.
- 3.1.11 Where a town had a former Town Development Plan for the Town Council these have been included in this plan to form a coherent planning policy framework for the town as a whole.

3.2 Cobh

Vision

- 3.2.1 The vision for Cobh going forward is to continue to implement the strategy of the current Local Area Plan and the 2013 Cobh Town Development Plan, which provide for growth in population and employment, promoted greater self sufficiency within the town in terms of the role of the town centre and retail services, and seek to optimize the potential of the waterfront and the heritage of the town as a platform for economic growth.
- 3.2.2 In this Local Area Plan, Cobh is identified as a Main Settlement in the Cobh Municipal District while retaining its status as a Metropolitan town in the County Metropolitan Strategic Planning Area in the overall strategy of the Cork County Development Plan 2014, as detailed in Volume 1, Chapter 2 of that Plan. Cobh is the third largest of the Metropolitan Cork Towns after Ballincollig and Carrigaline with a population that has steadily increased over the last two decades to a 2011 census population of 12,347 persons.
- 3.2.3 As a Metropolitan town on the suburban rail corridor, Cobh forms part of the 'Cork Gateway'. Proposals for development have been framed to complement the City Council's own development proposals and the County Councils proposals in other Metropolitan Towns. Work has recently commenced on the €91m Cork Lower Harbour Main Drainage Project which will facilitate development within the town and significantly enhance water quality in Cork Harbour.
- 3.2.4 The central part of the town was administered by Cobh Town Council until 2014. A Town Development Plan was adopted in 2013 setting out a strategy for the development of the lands within the Town Council area and to complement the County Council's plans for growth in the environs of the town. The provisions of the Town Plan have informed this Local Area Plan.
- 3.2.5 The Cork Area Strategic Plan identified the opportunity to increase Cobh's residential population further to sustain and deliver additional retail, commercial and service functions and proposed the most appropriate location for this to the north of the town along the Ballynoe Valley. A large mixed use residential area (700 units) was subsequently identified for development at Ballynoe which will consolidate the commercial function established at Ticknock. It is suggested that growth here should be linked to the provision of a new rail station at Ballynoe and should have connectivity to the town of Cobh.

Context

- 3.2.6 Cobh is located approximately 20 km south east of Cork City. The town is prominently positioned on the south of Great Island commanding spectacular views over the western harbor as well as providing impressive views from the harbor owing to its attractive architectural heritage. The town has a rich maritime, military and ecclesiastical heritage which combined with proposed developments at Spike Island, Haulbowline and Camden Fort Meagher, affords the town significant potential for tourism development to be a strong feature of its economic growth. Cobh also has the only dedicated cruise liner berth in the country and many cruise liners visit the town every year offering the potential for spin off trade.
- 3.2.7 In previous decades the town relied heavily for employment on the Irish Steel plant on Haulbowline Island and Irish Fertilisers at Marino Point but since the close of these plants in 2001/2002 many of the population now commute off Great Island for work to Cork City, Ringaskiddy or other locations in the metropolitan area. The Irish Navy headquarters and naval base is located on Haulbowline. The main point of sea access to the Naval Base is from Cobh Pier.
- 3.2.8 The retail and commercial base of the town has contracted significantly. Cobh Town Plan 2013 includes important proposals in terms of strengthening the town centre and capitalizing on the

attractiveness of the waterfront area and these will be reflected in this Local Area Plan. Cobh also has a strategic dry dock facility at Rushbrooke which is an important economic asset for the town.

- 3.2.9 Investment in roads infrastructure is a significant issue for Cobh in order to facilitate the sustainable growth of the town. The town is solely dependent for road access on the R624 and Belvelly Bridge to connect Great Island to the national road network and the lack of an alternative road access route raises concerns over emergency services access should this route become blocked. This section of the route from Carrigtwohill to Belvelly (to which there is no alternative) requires significant upgrading and there are difficulties in other parts of the route network also.

Planning Considerations

Population and Housing

- 3.2.10 The strategy for Cobh, as set out in the Cork County Development Plan 2014 provides for the population of the town to grow to 14,543, representing growth of just over 2,196 people on Census 2011 figures (12, 347). In order to accommodate this level of population growth, an additional 1,778 housing units will be required. A net housing land requirement of 71 ha has been identified to cater for this level of housing provision.
- 3.2.11 The current Local Area Plan (2011) and the current Town Development Plan (2013) for Cobh make provision for a residential land supply of 129ha with the capacity to provide approximately 1,907 dwelling units. A large component of this supply (700 units) is located within the Ballynoe Valley land bank to the north of the town and a landuse framework has been prepared for its co-ordinated development.
- 3.2.12 In addition to zoned lands, there are various infill brownfield sites suitable for mixed-use development or rejuvenation of vacant property. Housing from these 'unforeseen' sources could provide up to 10% additional units but it is difficult to provide certainty in relation to the timing of its delivery.
- 3.2.13 It is proposed that this plan will not make significant changes to residential zonings which originated in either the LAP 2011 or the Town Development Plan 2013 where the site has remained undeveloped, with the exception of the inclusion of residential land parcels in the former masterplan site at Ballynoe.
- 3.2.14 Development in Cobh has now extended over the ridge behind the old town, spilling in to the valley behind. The majority of this new development has been concentrated on the western side of the town on the hillside above Rushbrooke. Development has generally taken the form of large estate development in the environs, dominated by semi-detached and terraced style housing.
- 3.2.15 In early 2010 just under 3% of the housing stock in the environs was recorded as vacant (construction complete but never occupied), which is a similar level of vacancy experienced in Carrigtwohill and less than that recorded for Midleton. There are outstanding valid permissions on some residential sites in Cobh however many permissions have expired and are no longer valid.

Table 3.2.1: Population and Housing in Cobh

	Housing Requirement					Housing Supply	
	Census 2011	Population Target	Total New Households	New Units Required	Net Estimated Requirement (ha)	Est. Net Residential area zoned in LAP / TCP (ha)	Estimated Housing Yield (LAPs and TCPs) (Units)
Cobh	12,347	14,543	1,625	1,778	71	72.53	1,907
Total for Municipal District	53,544	72,580	10,993	12,367	430	572	16,025

Current Estimated Strategic Land Reserve (LAPs and TCPs) for this Municipal District is 7.1 Ha
Source: Cork County Development Plan 2014- Appendix B, Table B 10

3.2.16 As the proportion of older people in the population increases, housing options for this age group is likely to be more of an issue and demand for more specialised accommodation where elderly people can more readily live independently is likely to increase. Housing affordability will also continue to be an issue and should be reflected in the range of house types provide.

3.2.17 Some of the existing building stock in the town centre area is under utilised and opportunities exist to provide additional residential accommodation through renovation/sensitive adaptation of the building stock or new infill development and this will be encouraged. In addition, it is intended that a greater emphasis will be placed on the design and finishes of new development in order to enhance the amenity and character of the town.

Urban Expansion Area – Ballynoe Valley

3.2.18 In order to provide for the lands necessary to accommodate the target population growth in Cobh, a significant greenfield site was identified in the Ballynoe Valley in the 2011 Local Area Plan. The Ballynoe site comprises an area of 83.5 hectares on the northern fringe of Cobh Town, lying in the Ballynoe Valley west of Cow Cross Roads. The site has road frontage access on to the local road network at a number of locations along the western, northern and eastern site boundaries. There are a number of residential properties located within and adjoining the site boundaries, while the commercial developments of recent years at Ticknock abut the eastern boundary.

3.2.19 A framework proposal has been prepared for this site and is set out in further detail below. The proposal includes a number of zonings within the boundary of the site which provide for residential, open space, recreation, community, educational uses and business use. No lands have been zoned for town centre use but instead, a Special Policy Area (CH-X-01) has been provided to the east of the site at Ticknock and adjoining the existing retail offering in that location, which will adequately meet the retail needs of the target population for the area.

3.2.20 The site has some difficulties which will determine how it is developed, including topographical constraints and the presence of high tension ESB power lines which transverse the site at two locations. The site also has habitats of County wide importance which include one area of semi natural grassland and three areas of Scrub/Transitional Woodland. In 2015 planning permission was granted for 11 units which has an extension of duration of planning permission granted in 2010.

Funding and Contributions Scheme

- 3.2.21 The provision of the necessary infrastructure on this site involves the complex co-ordination of investment programmes by a number of infrastructure agencies involving land in a number of different ownerships.
- 3.2.22 To overcome these difficulties the County Council is proposing to co-ordinate development and infrastructure provision between the various agencies and landowners through the use of agreements under Section 47 of the Planning and Development Acts as described in Section 1.
- 3.2.23 Intending developers are advised to enter discussions with the County Council at an early stage so that proposals for the funding and delivery of infrastructure to support the proposed development can be agreed at the outset.

Employment and Economic Activity

- 3.2.24 The Cork County Development Plan 2014 identifies, Cobh (including Marino Point) as one of a number of principle employment locations within the Cork Gateway, where the overall strategy includes providing a choice of sites for large, medium and small scale enterprise/business and industrial uses.
- 3.2.25 The 2011 Census shows that Great Island has a working population of 5,335 employees of whom 1,421 work in Cobh and 211 elsewhere on Great Island, with the majority of the working population (3,703 persons) commuting out of the town for work. In Cobh town, professional services are the largest employment sector, followed by commerce and trade.
- 3.2.26 The main location of employment in the town is within the town centre itself and at Rushbrooke Dockyard which provides a strategic, specialized facility with deep water access, graving dock and dry docks used for repairs and maintenance of ships. This facility is the only facility of its kind in the state and other similar facilities are only to be found in Belfast, Merseyside etc. The current Town Development Plan appropriately considers that the site should primarily be used for industrial activities that need to utilize the specialized infrastructure on site and accordingly zones it for marine related industrial use.
- 3.2.27 Marino Point, a largely brownfield industrial area located approximately 5km north of Cobh adjacent to Cork –Cobh rail line, forms part of the employment land supply within Metropolitan Cork and for Great Island. The area comprises approximately 46ha, of which c3ha is occupied by a currently functioning hazardous industrious installation (Dynea). The remainder of the site is primarily degraded and vacant since the closure of the IFI plant. There is a deep water wharf at the site and it is served by high capacity water, gas and electricity supplies. Under the current Local Area Plan Marino Point is identified as an ‘Other Location’ and is subject to a Special Policy Area zoning objective to facilitate the development of the area for port related industrial development.
- 3.2.28 The greatest potential for economic and employment growth in Cobh lies in developing the tourism function and this is multi faceted. Cobh’s harbour setting is a key natural asset of the town providing opportunities for recreation and marine leisure activities while the town’s rich historical heritage, and relationship with Spike Island and the other military fortifications within the harbour, also offers significant tourism potential. The Cobh Cruise terminal operated by the Port of Cork currently attracts about 50 cruise liners a year providing a large potential clientele for heritage/ retail attractions within the town.
- 3.2.29 In order to reduce the reliance on commuting for employment and to supplement employment in the more traditional engineering and marine sectors, it would be advantageous to increase the range and quantity of employment opportunities in the town. In this context improving road access is an issue. Tourism has a key role to play in terms of employment opportunities. In addition

to the potential of the town as a significant attraction in itself, there is also additional benefit to be optimized from the cruise liner industry and the town's position as a gateway to other harbor attractions including Spike Island.

- 3.2.30 There is scope to accommodate small business, offices, restaurants and residential development within the town centre to reduce vacancy and improve vibrancy. This will assist in increasing footfall in the town centre, strengthening its retail function and particularly allowing increased tourism related comparison retail. Given Cobh's established tourist centre status there is additional potential for high quality specialist and niche shops and restaurants.
- 3.2.31 The availability of business land is a crucial issue for Cobh if it is to make any progress towards the 2022 jobs target. In the 2011 Plan, there was just a single site zoned and available for business development in the Environs of 5.4ha, and even this site presents a number of challenges, such as the difficult topography and high voltage powerlines that cross the site.

Town Centre/Retailing

- 3.2.32 Cobh's unique character is derived from its largely 19th century plan and architectural heritage, and its location in the Lower Harbour. The town's southerly aspect on a steeply sloping hill has created a tight urban grain in places characterised by narrow steep streets and terraced housing. The town's main spine runs east-west, parallel with the waterfront and includes two attractive squares and impressive buildings.
- 3.2.33 While the physical character of the town remains very strong the town centre has declined economically and most recent residential and commercial development has taken place in the suburbs, which have little connectivity with the historic town centre, thus impacting negatively on footfall levels and overall vitality.
- 3.2.34 The town centre is dominated by car parking, which, coupled with the narrow steep streets, can make the town difficult to navigate. There are high levels of vacancy along the Main Street which is detracting from the image of the town. It is essential, as the town as a whole continues to grow and develop as part of the Cork Gateway, that the town centre is re-established as the retail and commercial focus for the town and the potential offered by the Waterfront, and the town's unique heritage, is realised.
- 3.2.35 Cobh town is served by a number of retail convenience multiples however due to constraints in the town centre these stores, which include Supervalu, Lidl and Aldi, are located outside the town centre at Ticknock. There is also a neighbourhood centre fulfilling an important local need at Elmwood/Newtown and a small Centra and an independent convenience store in the town centre. The lands at Ticknock and Elmwood are identified as part of the existing built up area. As the town grows, there may be demand for additional modern convenience floor space.
- 3.2.36 There is considerable opportunity to strengthen the public realm of the town centre afforded by the attractive townscape and waterfront location. This in turn will assist uptake of retail and business opportunities. Vibrancy of the town centre can be enhanced by encouraging offices, small businesses, restaurants and residential development as well as retail. It is important that new development should contribute to the character of the town as the success of the growth strategy for Cobh is dependent on a vibrant and attractive town centre.

Community Facilities

- 3.2.37 Cobh has a reasonably good range of community facilities and amenities serving its current population. The population target for Cobh envisages growth of over 17%. This will give rise to a demand for augmented social and community infrastructure. It is important that new community infrastructure is delivered in tandem with planned population growth and in this context significant investment will be required in community infrastructure to meet the needs of the growing population.
- 3.2.38 There are six primary schools and two secondary schools in the town. An additional primary school will be required at Ballynoe. There is a community hospital and a community centre in the town. The town does not have a nursing home or primary health care centre.
- 3.2.39 The town has a good supply of private sports and recreational facilities including Rugby, Soccer and GAA, tennis and croquet facilities, and a leisure centre including a swimming pool. Rushbrooke Park and, in the town centre, Kennedy Park provide the main public amenity spaces in the area while the waterfront and natural amenities of the harbour provide additional recreational opportunities. In the 2011 Local Area Plan over 13 ha of passive open space was zoned on the western side of Cobh in an area which includes Rushbrooke Park. The development objectives for the open space indicated that the area would benefit from the provision of structural landscaping and a seating area along with the provision of a children's playground on the eastern part of the site.
- 3.2.40 Additional recreational facilities are proposed at Ballynoe. The X-01 objective for the site required a minimum of 3 ha to be provided for recreation, sports and leisure facilities therefore lands at Ballynoe are proposed in conjunction with an assessment of the overall adequacy of active and passive open space in the town. This assessment will need to address requirements for pedestrian and cycle links to existing and proposed recreational areas. The potential to augment Rushbrooke Park through the provision of recreational land at Ballynoe has also been examined as part of the preparation of this plan.
- 3.2.41 A waterfront amenity walkway/cycleway from the western shore of Whitepoint to the eastern end of the Mall at Bishop Roche Park is proposed in this plan. This proposal, which was originally identified in the Cobh Town Development Plan in 2013, includes an objective to achieve a 10 metre wide amenity route or 10 metre boardwalk to achieve a continuous linked amenity route within the town. Bishop's Park forms the final node on this route and there is an opportunity to create a destination to draw people to this node.
- 3.2.42 The attractive setting of the town offers many opportunities for the development of new recreational and cultural amenities for the town which would enhance the overall quality of life for residents. This plan seeks to place greater emphasis on the development of such amenities in order to optimise the benefits of the town's natural amenities for the people of Cobh.

Infrastructure

Roads

- 3.2.43 Great Island and the town of Cobh are accessed via the R624, which diverges from the N25, the main east west route from Cork to Waterford. This is the only fixed link to the mainland and the road experiences serious capacity issues at peak times, is poorly aligned in many parts and also contends with flooding problems at Belvelly Bridge. Road access to the town therefore requires significant upgrading while the road infrastructure within the town also needs to be improved to facilitate development.

Walking/ Cycling

- 3.2.44 **Walking:** Notably, modern development at Rushbrooke, does not have pedestrian links to the town centre. There is need to ensure that any new development provides quality pedestrian and cycle links to the town centre, to schools and to recreational facilities and that opportunities to enhance or provide pedestrian links to existing developments are sought. In some areas retrospective provision of pedestrian links is currently required. The potential for improvement of pedestrian links such as the stairs from the Cathedral to the town, widening of narrow footpaths, and provision of facilities for mobility impaired also needs to be considered.
- 3.2.45 **Cycling:** The Local Area Plan should address the complete lack of cycle facilities in the town. It could also highlight the opportunity to provide a cycle path to the passenger ferry to link to the Passage West to Rochestown cycle network across the harbour as well as improvements to Tay Road and Ballynoe in line with the recommendations of the Draft Cork Cycle Network Plan, 2015.

Public Transport

- 3.2.46 **Rail Service:** Cobh has a regular commuter rail service to Kent Station in Cork City providing a half hourly service in the peak. The journey time is just 24 minutes and the train serves five intermediate stations on route to the city; Rushbrooke, Carrigaloe, Fota, Little Island, and Glounthaune. It is also possible to travel to Carrigtwohill and Midleton by changing at Glounthaune. This is an important asset to the town and measures to increase its use, such as facilitating easier access to the station are proposed in this plan. Provision for a new station near the ferry at Ballynoe was proposed in the previous Local Area Plan and has been carried forward as a proposal in this plan.
- 3.2.47 **Bus service:** The absence of a bus service for the town effectively means that only those areas of the town close to the rail route have a public transport service. The need for a town bus linking with the rail service, and a bus service linking Cobh with other areas such as Mahon, Douglas, Wilton, Carrigtwohill/Midleton could be explored as the train only serves Cork City Centre and Little Island employment locations. There is also a need to consider improved connections at Kent Station and improved access at Little Island.
- 3.2.48 **Ferry:** A cross river car and passenger ferry service operates between Carrigaloe (north of Rushbrooke) and Glenbrook (Passage West). The ferry runs daily and the crossing takes four minutes. The ferry offers the ability to cross from one side of the harbour to the other while avoiding traffic congestion at the Dunkettle and Bloomfield Interchanges and the city centre and giving easy access to the Strategic Employment Centre of Ringaskiddy as well as Carrigaline and Monkstown.

Water Supply

- 3.2.49 Generally, water supply is considered sufficient to meet the needs of the town. Water is supplied to the Cobh Regional Water Supply Scheme from the Tibbotstown reservoir via an abstraction from the Owenacurra River at Ballydesmond. Significant increases in demand led to an augmentation of that supply from the waterworks at Glasaboy via the 750/900mm Little Island trunk main and the Ballard Hill pumphouse. The bulk of the town's water supply now comes from Glashaboy.
- 3.2.50 Pipes have been replaced in areas of the town previously affected by lead. Pressure problems in the town have been resolved through the construction of a 2,000 cubic metre reservoir on Ballard Hill that was commissioned in 2000 and which boosts water into the Tibbotstown/Cobh trunk main. This supply is considered adequate to cater for any future development in the town.

Wastewater

- 3.2.51 Untreated effluent from Cobh Town currently discharges into Cork Harbour contributing to the problem of poor water quality in the harbour. The Cork Lower Harbour Sewerage Scheme is intended to upgrade the existing wastewater infrastructure in the Lower Harbour and Environs including separation of foul and storm water, new pipelines, new pumping stations, a marine crossing and the construction of a new Wastewater Treatment Plant at Ringaskiddy, resulting in a significant improvement in water quality in the harbour. This scheme is currently under construction and is expected to be commissioned during the lifetime of this Plan.
- 3.2.52 The North Cobh Sewerage Scheme serves the northern part of the town and provides foul and surface water drainage with a temporary foul outfall to Cork Harbour as part of an advance contract to the Cork Lower Harbour Sewerage Scheme. The temporary wastewater treatment plant has a design capacity of 4,000 PE but has the capacity on site to expand to 8,000 PE if required in the future. When the Cork Lower Harbour Sewerage Scheme is complete the foul wastewater from the North Cobh area will be diverted to this scheme.

Surface Water

- 3.2.53 All new development will be required to address surface water disposal via sustainable urban drainage systems in line with surface water management policy set out in Section 11.5 of the County Development Plan 2014.

Flooding

- 3.2.54 Flood risk is not a significant issue for the town. There are areas of flood risk associated with the harbour along the waterfront, parts of the towns centre and parts of Rushbrooke Dockyard.

Environment and Heritage

Water Quality

- 3.2.55 The water quality of the coastal waters of Cobh are designated as moderate quality and it is an objective of the South West River Basin District Management Plan to restore this water body to good status by 2021. The water of the outer harbour adjoining the south of Great Island have been assessed as failing good chemical status against established EU wide standards. Untreated wastewater currently discharges from Cobh Town (except for the northern parts of the town served by the temporary treatment plant) and the absence of an urban wastewater treatment plant is contributing to the only moderate water quality recorded in the Harbour.
- 3.2.56 The delivery of the Lower Harbour Sewerage Scheme is crucial to achieving improvements in water quality in the harbour. Completion of the scheme will provide high quality waste water treatment capacity for the population/industrial centres of Cobh, Carrigaline, Passage West, Monkstown, Glenbrook, Ringaskiddy, Shanbally and Coolmore.

Landscape

- 3.2.57 The Draft Landscape Strategy 2008 prepared by Cork County Council identifies Cobh as being within a landscape categorized as 'City Harbour and Estuary' which is described as being a landscape of very high value, very high sensitivity and of national importance. Objectives for this landscape type include the promotion of sustainable growth in Cobh and maintaining and enhancing views of the harbour.

Natural Heritage Sites

3.2.58 There are no nature conservation designations adjoining the boundary of the town, there are a number of pNHA's, SPA's and a candidate SAC within a 2km radius.

Scenic Routes

3.2.59 The regional road R624 is a designated scenic route, the S53 from Belvelly Bridge to the centre of the town. The town is also highly visible from the S54 scenic route located across the harbour running from Passage West, on to Monkstown and ending in Ringaskiddy.

Record of Protected Structures

3.2.60 There is an abundance of listed buildings and structures in the town of Cobh with over 370 entries on the Record of Protected Structures of the 2015 Cobh Town Development Plan.

Architectural Conservation Areas

3.2.61 There are five ACAs included in Cobh as follows;

- Town Centre
- Victorian villas adjacent to and in Midleton Park
- The Crescent
- Patrick's Square
- Athenian Terrace, Willmott Terrace and St. Maur's Terrace

Archaeology

3.2.62 The Record of Monuments and Places (RMP) of County Cork identify archaeological sites throughout the County. Cobh is identified as a historic town in the Urban Archaeological Survey of County Cork (1995) thus the RMP designates part of the Cobh town as a Zone of Archaeological Importance. There are 6 archaeological sites recorded in Cobh Town.

Planning Proposals

3.2.63 Over the lifetime of this plan it is envisaged that there will be significant growth in both housing and employment so as to make the town more self-sustaining. The strategy for Cobh, as set out in the Cork County Development Plan 2014 provides for the population of the town to grow to **14,543** up to 2022, representing growth of just over 2,196 people on Census 2011 figures (12,347). In order to accommodate this level of population growth, an additional 1,778 housing units will be required. A net housing land requirement of 71ha has been identified to cater for this level of housing provision.

3.2.64 There is currently provision for a residential supply of 129 ha in Cobh with the capacity to provide approximately 1,907 dwelling units. A large component of this supply is located to the north of the town at Ballynoe and proposals for this land along with a co-ordinated phasing programme are outlined in this chapter. In the medium term the land supply is limited to approximately 33ha zoned residential land which can deliver approximately 850 units.

3.2.65 In addition to zoned lands, there are various infill brownfield sites in the town suitable for mixed use development of rejuvenation of vacant property. Housing on these lands could provide up to 10% additional units but it is difficult to provide certainty in relation to the timing of its delivery.

3.2.66 The historic street network and urban fabric of the town does not lend itself to ease of connectivity between the older core and the more recent suburban development to the north of the town. It is therefore important that opportunities to provide and enhance connectivity between the town centre and the environs be exploited, particularly for pedestrian and cyclist movements.

Development Boundary

3.2.67 The development boundary of Cobh has changed to include additional lands, in addition to this Cobh Town Council area and the Cobh Environs area have now been combined therefore this plan relates to lands within this new functional area. The development boundary includes the existing built up area and those areas that are the subject of specific zoning objectives. Development proposals on lands not covered by a specific zoning objective, will be considered in relation to the following:

- The objectives of the County Development Plan 2014;
- Any general or other relevant development objectives of this local area plan;
- The character of the surrounding area; and
- Other planning and sustainable development considerations considered relevant to the proposal or its surroundings

3.2.68 Outside the development boundary, the land forms part of the Metropolitan Green Belt which includes areas which are zoned as prominent and strategic metropolitan greenbelt areas. The objectives of the Cork County Development Plan 2014 seek to retain the open and rural character of lands in these areas and to reserve them generally for use as agriculture, open space and recreation.

Residential Development

3.2.69 In addition to the lands identified at Ballynoe there are a number of additional sites zoned for residential use in Cobh. While housing growth in Cobh Environs has been strong, some of the areas that were designated for housing in the 2011 Local Area Plan have not yet come forward for development and most of these sites have been retained in this plan. While the bulk of the new housing development envisaged in the CASP Update and the 2014 County Development Plan is to be accommodated on the masterplan site at Ballynoe.

Employment

3.2.70 Cobh has been identified as a principal location for employment in the Cork County Development Plan 2014. One of the key factors in attracting potential investment and employment to Cobh will be the availability of suitable land for development. Within the Town, the only industrial lands available are at the dockyard at Rushbrooke. This is a strategic, unique and specialised facility with deep water access, graving dock, and dry docks used for repairs and maintenance of local, national and international vessels. The dockyard also includes large scale manufacturing halls, workshops and marine engineering facilities. Beneficiaries of the facility include the Naval Service, offshore industry and pollution response vessels. The dry dock facility is a strategic asset for the region and enhances the overall attractiveness of the Port of Cork and it is desirable that it be retained. Much of the site is currently underutilised and a range of small businesses are accommodated within the existing structures on site.

3.2.71 As part of the wider strategy of promoting Cork Harbour as an international energy hub the site may have potential in relation to off shore / marine energy developments e.g. in the manufacture / repair of plant associated with such development. Cork Harbour is also being promoted for marine

leisure activities and additional marinas which may in future generate more demand for the facilities on site from the pleasure boat sector.

- 3.2.72 Cobh is positioned to offer a unique integrated tourism product, by way of expansion of the established cruise liner industry and further enhancement of the town such that it can act as a tourism destination in itself as well as performing as a strategic tourism gateway to Cork and the wider South West Region.
- 3.2.73 The Port of Cork has taken a strategic decision to develop a second berth for cruise liners at Lynch's Quay to complement existing facilities and maximise benefits from the location-specific advantages evident in Cobh. This Plan recognises the potential benefits that would accrue from the delivery of an integrated tourism product in Cobh. In this regard, the Plan supports the further enhancement and development of the tourism offer including the provision of a second cruise liner terminal, Spike Island Ferry Terminal, retail services, cafe/restaurants and accommodation as well as the required parking and mooring facilities. It is intended that the plan-led expansion of the tourism offering will allow for significant economic opportunities for Cobh and an improved quality of life for the community it serves.
- 3.2.74 The Plan recognises that a traffic and transport assessment needs to be commissioned to manage increased transport demands, especially considering additional traffic, car and bus parking.
- 3.2.75 The Plan also recognises the specialised and strategic nature of the facilities available at the Rushbrooke Dockyard and its national importance. It seeks to retain these facilities on site and promote the continued development of the site as a Dockyard and for complementary marine related/marine engineering industrial development which relies on the unique facilities available on site. It is considered reasonable that the site should primarily be used for industrial activities that need to utilise the specialised infrastructure available on site.
- 3.2.76 The Dockyard is located directly opposite Rushbrooke train station and a considerable amount of on-street parking occurs along the regional road at this location due to rail commuting. This parking along the main access road into the town is undesirable and impacts visibility at the entrance to the Dockyard. There is scope within the dockyard site to provide a park and ride facility and the Council will explore options in this regard.
- 3.2.77 With the exception of small scale business /office based uses which may be accommodated within the town centre area or as part of small infill / redevelopment sites at appropriate locations elsewhere in the town, the main location for any significant new business or industrial development will have to be in the environs of the town. In this regard, land has been zoned for business use at Ticknock.

Infrastructure

- 3.2.78 Infrastructural deficits, in particular wastewater treatment and road access, are key considerations for future development proposals in the town. In the absence of an upgrade of the R624 along its entire length to Cobh and the replacement or upgrading of both Slatty and Belvelly Bridges, the existing road network will not be capable of supporting the level of traffic associated with the target growth for the town. While the North Cobh Sewerage Scheme has the capacity on site to expand to cater for an 8,000 PE, the long term growth targets for the town can only be catered for through the implementation of the Lower Harbour Sewerage Scheme which is due to be completed in 2019.

Town Centre

- 3.2.79 A core principle of this Plan is to enhance and strengthen the existing town centre, centred on the seafront at Westbourne Place, Casement Square, Pearse Square and extending along West Beach and East Beach, as the focus for the town and the centre of the community. In order to achieve this, the economic and retail functions of the town need to be strengthened and vacancy reduced in order to enhance the vitality of the town centre. In addition, the potential of the Waterfront needs to be maximised and further investment is needed in improving the public realm and the quality of urban environment and in strengthening linkages between the town centre / Waterfront and the rest of the town. Residential uses also need to be encouraged, particularly within the Town Centre, to address population decline and to ensure vibrancy in the evening time.
- 3.2.80 In terms of the development of the Waterfront, the Cobh Urban Design Feasibility Study 2009 highlights the potential to develop the waterfront around a series of nodes, each having a specific maritime function. The study is an important development framework providing guidance in relation to the future development of the Waterfront. Any development along or overlooking the waterfront will have to be sensitively designed in order to respect the setting of the town, maintain important views to the harbour and negate any undue environmental impacts within the wider harbour. However, the study has not been subject to screening for impacts on sites designated for nature conservation within the wider harbour area and projects will need to be screened for impact prior to implementation.

Retail Development

- 3.2.81 Cobh Town Centre is focused around the seafront at Westbourne Place, Casement Square, Pearse Square and extending along West Beach and East Beach. Some retail activity also remains at the western end of Harbour Row. This area comprises the core shopping area and accommodates a number of small convenience shops serving local needs and a range of comparison outlets. The Core Shopping Area is identified on the Land Use Zoning Map. There is a further concentration of retail activity at Middleton Street.
- 3.2.82 The main area for convenience shopping is now within the environs of the town at Ticknock where there have been new developments in recent years to accommodate Supervalu, Aldi and Lidl Supermarkets. This development is considered to have addressed existing constraints within Cobh town centre for larger retail units. The area shall be retained as part of the Existing Built Up Area.
- 3.2.83 An additional area immediately adjoining the existing Ticknock development has been zoned as Special Policy Area to cater in the medium to long term for the population growth that is expected to occur on foot of the development of Ballynoe. This area may include scope for additional convenience retailing to provide for the planned residential expansion at Ballynoe, subject to a detailed Retail Impact Assessment and Sequential Approach as per the relevant Retail Planning Guidelines.
- 3.2.84 A centra supermarket remains on West Beach and there are other smaller local shopping facilities within the residential areas of the town, most notably at Newtown where there is a Londis supermarket on a site with a petrol station and some ancillary retail services. Other local facilities are available at Rushbrooke, Carrignafay, near Kirkwood Villas and at the corner of Lake Road / High Road but this shop premises is currently vacant. The retention of these smaller convenience shopping facilities is essential going forward to ensure that some local shops are available convenient to the town's population which can be accessed on foot and the Plan seeks to encourage the retention of these small local shops / services.
- 3.2.85 The Town Centre CH-TC-01 will form the primary focus and preferred location for new retail development within the town and will provide for a range of complementary uses including shops,

food supermarkets, civic buildings and general offices, car parks, banks & other retail and financial services, professional practices, office-based industry, residential, guest houses, hotels, hostels, restaurants, entertainment, leisure, recreation and community uses. Residential uses within the town centre are particularly important in contributing to vibrant and safe evening environment and high quality residential development, particularly that aimed at owner occupiers will be encouraged at appropriate locations. In order to protect the overall amenity, vitality and character of the town centre, the Planning Authority will impose controls as necessary on the mix of uses to be accommodated within the town centre, hours of operation of premises and on the management of litter and odour. In order to protect the vitality of the town centre the proliferation of certain uses which threaten the vibrancy and mixed-use character of the town centre will be discouraged.

- 3.2.86 The availability of car parking is a significant issue for the town centre. This Plan makes provisions for the development of a multi-storey car park at West Beach / Rahilly Street. This site is located in a very sensitive location adjoining a number of protected structures, within an architectural conservation area and between St. Colman's Cathedral and the waterfront. Any proposal will need to respond appropriately to its sensitive location in terms of height, scale and massing. Any proposed linkages to the adjacent protected structures will need to be undertaken having regard to best practice conservation guidelines.
- 3.2.87 It is proposed to enhance connectivity between the town centre and peripheral residential and commercial areas and between different parts of the Waterfront.

Community Facilities

Open Space

- 3.2.88 The principal providers of sports open space in Cobh are the GAA, Soccer, Rugby and Golf Clubs, and the various secondary schools. With the harbour constraining the southern and western edges of the town, it is essential to maintain and expand on the provision of open space for additional sporting and recreational uses close to the main residential areas. Existing active and passive areas of open space are retained within this Plan with specific objectives attached whereas existing passive areas of open space attached to residential developments are to be retained as part of the governing permissions attached to those developments.

Ballynoe Urban Expansion Area

- 3.2.89 Ballynoe is an existing residential area with significant retail services, to the north of Cobh. As an urban expansion area on the edge of Cobh, Ballynoe has the potential to create the critical mass to support improved public transport and services provision, set within the wider Cork Area Strategic Plan context.
- 3.2.90 It is the objective of the Cobh Municipal District Local Area Plan to allow for an orderly development of the Ballynoe Valley area of Cobh and maximize the development quantum relative to investment in infrastructure. The previously zoned CH-X-01 masterplan special policy area has now been divided into a number of smaller residential zones (CH-R-10 to CH-R-22) in order to facilitate development in line with infrastructure provision. The designation of this area for a new residential neighbourhood will include the provision of business/ employment lands, education and community facilities which will provide an opportunity to create a sustainable new neighbourhood allowing for the co-ordinated planning of the area's physical and social infrastructure.

Constraints

Transportation

- 3.2.91 The capacity of the local road network is a key issue in relation to the delivery of future residential development both for the Ballynoe area and the town of Cobh in general. The critical access issue is its island nature with a single, narrow, historic bridge functioning as the only road link to the Mainland. Belvelly Bridge is a stone arch bridge with a carriageway width of only 5.5m leading to capacity issues and has been subject to periodic flooding. The R624 is poorly aligned in parts and experiences serious capacity issues at peak commuting times.
- 3.2.92 The current road network serving Ballynoe is inadequate. It is possible to access the site from the Ballynoe Road opposite the entrance to Cobh Rugby Club. The northern portion of the site runs along the Tay Road at Ballyleary. This is a relatively minor road with no pedestrian or cycle infrastructure. There are two access points to Ballynoe from the Tay road. The junctions from these access points onto the Tay Road are substandard and significant improvements will be required in order to accommodate any future development. An access road could also be provided through the CH-X-01 site to the south of the Ticknock Retail Park on Hilltop Park Road. Another possible access is to the south of the graveyard, however providing an appropriate road to a sufficient standard at this junction may be difficult.
- 3.2.93 There is no public bus service to Cobh. It would be desirable to have a bus service linking the town to the adjoining towns of Midleton and Carrigtwohill in addition to Cork City. There is a private bus service which operates a town orbital route of approximately 6 services daily. The potential for a bus service to meet the future public transport requirements for Cobh and the lands at Ballynoe will be considered as part of a package of transport interventions. This will include the provision of high levels of permeability within and between new and existing development areas which facilitates the operation of bus services through these areas, at an early stage in their development.
- 3.2.94 Improvement of access to the train station from Ballynoe is essential in order to optimize use of the rail service and also to maximize the potential of lands closest to the proposed passenger rail station at Ballynoe. The provision for a new railway station at Ballynoe was made in the 1996 County Development Plan. This is considered the most advantageous location for this important development because of its location near the ferry to Glenbrook and on the principal east – west route serving the main area where new residential development is proposed.

Water Services Infrastructure

- 3.2.95 Water Services - Irish Water will be responsible for the funding and provision of water supply and waste water treatment capacity. Generally, water supply is considered sufficient to meet the needs of the town however the adequacy of the existing watermains in the area to provide a water supply to development at Ballynoe needs to be assessed.
- 3.2.96 The Cork Lower Harbour Sewerage Scheme is intended to upgrade the existing wastewater infrastructure in the Lower Harbour and Environs, when the scheme is complete the foul wastewater from the North Cobh area will be diverted to this scheme. The design and layout of water services will require consultation with Irish Water.

Transmission Lines

- 3.2.97 One of the key constraints to development at Ballynoe is the presence of two 110kv power lines crossing the western part of the site. Further investigation is required to ascertain if these lines can be redirected or placed underground.

Topography

3.2.98 The topography of the Ballynoe lands will also prove to be a challenge to future development particularly in phase 1. The northern portion of the area is relatively low lying but the land rises sharply (up to 40 metres) up to the Ballynoe Road.

Land Use Proposals

Residential Development

3.2.99 The quantum of houses envisaged for Ballynoe is 700 units, delivered over two phases in tandem with the facilities and amenities to serve the development. The average density across the entire site is 16 units per hectare. The pockets of existing one off houses necessitate a buffer of low density housing to protect their residential amenity. The areas concerned are along the existing Tay Road. The higher densities should be concentrated on the eastern and southern sections of the site with the lower densities to the north and medium density to the west subject to adequate consideration for the landscape and sloping nature of the site. There is sufficient land within the area defined to accommodate a medium density development whilst also providing a generous quantity of useable and passive open space to ensure protection of residential amenity and a reduction the visual impact of the new development.

Table 3.2.2: Ballynoe Urban Expansion Area: Density				
Residential Development				
Location /Phase	Area	Density	Density Type	No of Units
1	25.8	17.5	Medium B	450
2	18.1	14	Medium B	250
Total				
Grand Total Area	43.9			700

Transportation

3.2.100 The existing road infrastructure consists of the R624, Tay Road, the Ash Grove Road, the Hilltop Park Road and a number of smaller local roads throughout the Ballynoe area. Significant improvements are required to the local road network in order to accommodate the level of growth anticipated in the Ballynoe area. The most pressing upgrades involve improvements to Belvelly Bridge and the R624, which will require State funding for the necessary upgrade.

3.2.101 The provision of adequate pedestrian and cycling facilities within the site and connections to the wider area is an important factor especially as there is limited footpath and no cycling lanes on the existing road network. This green field site represents the opportunity to provide pedestrian routes and cycle ways in a manner that allows for direct and attractive routes to both the town centre and the proposed train station at Ballynoe.

Retail

3.2.102 There is an existing retail development at Ticknock which serves the existing settlement. Additional land is zoned as a Special Policy Area, which may have the potential to accommodate further convenience retail and other mixed use developments on foot of the planning population increase within the Ballynoe masterplan area, subject to detailed Retail Impact Assessment and Sequential Approach Tests, as appropriate.

Phasing and Implementation

- 3.2.103 It is the objective of the Local Area Plan to set out logical and sequential phasing that allows for an orderly development pattern and maximises the development quantum related to investment in infrastructure. The timing of each phase of development is directly linked to infrastructure availability. It is envisaged that development phases may commence in a sequential order once appropriate and necessary infrastructure is available to serve the proposed development.
- 3.2.104 A total of 2 development phases are identified within the site. This Local Area Plan specifies for each phase; the number of residential units, open space requirements, educational facilities, social facilities, amenities, physical infrastructure and access strategy required, thereby setting out the enabling works that are required to allow development to commence.

Phase 1

- 3.2.105 This phase of the development covers an area of approximately 41.2 hectares. It is located on the western side of the Ballynoe masterplan area, in closer proximity to the proposed new rail station. The developable area consists of 25.8 ha of residential land with 9.6 ha for the provision of open space, a 4.5 hectare site for business use and a primary school site of 1.3 ha. This phase will provide up to 450 residential units which will generally be of medium B density of development.
- 3.2.106 There are a number of significant infrastructure interventions that are required as part of the delivery of this phase of development. Improved pedestrian and cycle connectivity is required along the Ballynoe Road connecting phase 1 developments to the proposed rail station at Ballynoe. Improvements, provision of adequate pedestrian facilities are required along the Tay Road up to the junction with the Ash Grove Road. New link roads are required both from the Tay Road and the Ballynoe Road to serve proposed developments.
- 3.2.107 In term of Water Supply and wastewater treatment, the provision of the Cork Lower Harbour Main Drainage Scheme will ensure capacity for development of the lands. The treatment plant should be operational and capable of receiving and treating effluent prior to the commencement of development in Phase 1. Water supply is again the responsibility of Irish water.

Phase 2

- 3.2.108 This phase of the development covers an area of approximately 24.2 ha of which approximately 18.1ha is considered to be suitable for residential development. This will provide up to 250 residential units which will consist of a mix of Medium B development. The lands are located to the west of Ticknock.
- 3.2.109 As with phase 1, there are a number of infrastructure interventions required upgrades will be required along the eastern stretch of the Tay Road from the Ash Grove Road to the Hilltop Park Road. New link roads are required throughout the area to improve connectivity within the site but also improve connections between new developments and existing residential development to the south and new town centre development to the east on the T-03 site.


Table 3.2.3: Phased Development Programme for Ballynoe Urban Expansion Area: Phase 1: Development Programme: Ballynoe Urban Expansion Area	
Phasing of Development	Strategic Infrastructure and Service Requirements*
<p>➤ Prior to Commencement of development</p>	<p>Transport /Road Infrastructure</p> <ul style="list-style-type: none"> Implement the road upgrades /new road recommended in the above report to cater for initial phase of development. <p>Water Services Infrastructure</p> <ul style="list-style-type: none"> Irish Water to commence the provision of the water supply infrastructure. Irish Water to finalise provision of the Cork Lower Harbour Main Drainage Scheme to ensure capacity for development of the lands. <p>Surface Water Management</p> <ul style="list-style-type: none"> Undertake SUDS Study <p>Open Space</p> <ul style="list-style-type: none"> Complete a landscape Strategy to set out the strategy for the provision of allotments and playing pitches on the CH-O-07 and the CH-O-08
<p>➤ Phase 1 0 - 450 Dwelling Units</p>	<p>Water Services</p> <ul style="list-style-type: none"> Provision of Water Supply Reservoir (<i>Irish Water</i>) Provision of capacity for Waste Water Treatment and collection (as required). (<i>Irish Water</i>) Implementation of SUDS Study Recommendations <p>Transport</p> <ul style="list-style-type: none"> Upgrade pedestrian and cycle connections along western portion of Ballynoe Road to CH-C-01 (new rail station at Ballynoe) CH-U-01 Upgrade of the Tay Road and in particular the junctions serving the masterplan site, adjacent to the CH-B-02 (CH-U-02, junction improvements identified with a star Improvements to local roads (CH-U-03 and CH-U-04) Provision of new link road (CH-U-05 and CH-U-06) Creation of a new access road (CH-U-07) from the Ballynoe Road to serve the CH-R-13 and connect to new link road CH-U-06 <p>Education</p> <ul style="list-style-type: none"> Provision of a primary school. (Dept of Education). The lands should be reserved for a 16 classroom primary school. The site should be procured by the Dept of Education.

<p>➤ Phase 2</p> <p>450- 700 Dwelling Units</p>	<p>Water Services</p> <ul style="list-style-type: none"> • Provision of Water Supply Reservoir (<i>Irish Water</i>) • Provision of capacity for Waste Water Treatment and collection (as required). (<i>Irish Water</i>) • Implementation of SUDS Study Recommendations <p>Transport</p> <ul style="list-style-type: none"> • Upgrade pedestrian and cycle connections along eastern part of Tay Road to junction with Hilltop Park road (CH-U-08) • Provision of new link Road (CH-U-09) connecting to existing development in CH-R-04 and linking with CH-U-11 • Provision of new link road (CH-U-10) • Provision of CH-U-11 to provide access to Hilltop Park road through the CH-T-03 <p>Education</p> <ul style="list-style-type: none"> • Provision of a primary school. (Dept of Education). The site should be procured by the Dept of Education.
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Regeneration Sites

3.2.110 This plan recognises areas of Cobh which are currently identified as Industry but merit additional guidance in the event of the opportunity to redevelop them arises during the term of this plan.

Table 3.2.4: Regeneration Areas in Cobh

Map of Regeneration Areas	Number and Description
	<p>CH-RA-01: Marino Point</p> <p>This site comprises the redundant infrastructure of IFI but excludes the currently operating Dynea Ltd. industrial development (Seveso II Directive site). The site is largely degraded and vacant. It is visually prominent from Passage West on the opposite side of the harbour.</p> <p>Development on this site should be port-related or utilise the existing industrial installations and should be of a scale and form appropriate to this prominent site.</p> <p>Any such development shall ensure that all existing infrastructure on the site which serves the adjoining Dynea Ltd. site shall be protected.</p>

General Objectives

3.2.111 The following objectives apply to all development proposals for Cobh. Development proposed in these areas must also comply with the General Objectives at the beginning of this section.

Objective No.	General Objectives for Cobh
CH-GO-01	<p>Taking account of development already completed or under construction, secure the development of 2,088 new dwellings in Cobh Environs over the lifetime of the plan in order to facilitate the sustainable growth of the town's population to 14,543 people over the same period.</p> <p>These will be provided through the development of land for which planning permission has already been granted and by the development of land designated for development in this plan.</p>
CH-GO-02	<p>(a) In order to secure the population growth and supporting development proposed in CH-GO-01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for developments within this area.</p> <p>(b) All new development shall be connected to the public water supply, the public waste water treatment system and shall make adequate provision for storm water disposal. New development will be contingent, in the interim on the upgrade of the North Cobh Sewerage Scheme, and in the longer term, on the provision of the Lower Harbour Sewerage Scheme.</p>
CH-GO-03	<p>Cobh Town adjoins Cork Harbour and is adjacent to the Cork Harbour Special Protection Area. Development within Cobh will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of Natura 2000 sites. Protection and enhancement of biodiversity recourses within the receiving environment of the town will be encouraged.</p>
CH-GO-04	<p>Secure the completion of a feasibility study on the proposed new passenger station at Ballynoe.</p>
CH-GO-05	<p>Seek to improve access from the N25 to Cobh, subject to ecological assessment. In the absence of significant progress on these road improvements, new development will be limited.</p>
CH-GO-06	<p>Secure the delivery of the key supporting infrastructure required under Table 3.2.3 to ensure the delivery of CH-R-01 to CH-R-20, excluding CH-R-05, CH-R-06, CH-R-07 and CH-R-08.</p>
CH-GO-07	<p>Secure the completion of an integrated local transport plan for Cobh.</p>
CH-GO-08	<p>Ensure that provision is made in proposals for new development, particularly for housing, office, retail, industrial and educational uses to provide safe, convenient and pleasant routes linking the development to the proposed railway station at Ballynoe as well as back to the principal areas of the town for walkers and cyclists.</p>

	In achieving this objective, special attention will be paid to the layout of the development to ensure that appropriate measures are taken to establish a walking and cycling friendly environment.
CH-GO-09	To improve public realm spaces within the Town Centre and to allow greater connectivity between existing and proposed development areas.
CH-GO-10	Provide a landscape framework plan for each phase of development as part of a landscape strategy for the Ballynoe Urban Expansion Area. Provide for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage protect the visual amenity of the area.
CH-GO-11	All development shall contribute to improved pedestrian and cyclist connectivity and shall include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities for cyclists, as appropriate. It is an objective of this plan that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools, the town centres in accordance with the Metropolitan Cycling Strategy.
CH-GO-12	All proposals for employment related development shall be required to prepare and submit a mobility management plan that maximise the use of public transport options/ passenger rail services
CH-GO-13	Retain a substantial proportion of existing landscape features, including field banks, hedgerows and treelines within zoned lands.
CH-GO-14	Design an integrated approach to surface water management which considers land use, water quality, amenity and habitat enhancements. Thereby, replicating the current Greenfield rate of surface water runoff post development to prevent flooding of lands and settlements downstream. A Sustainable Urban Drainage Strategy should be completed for the site prior to development.

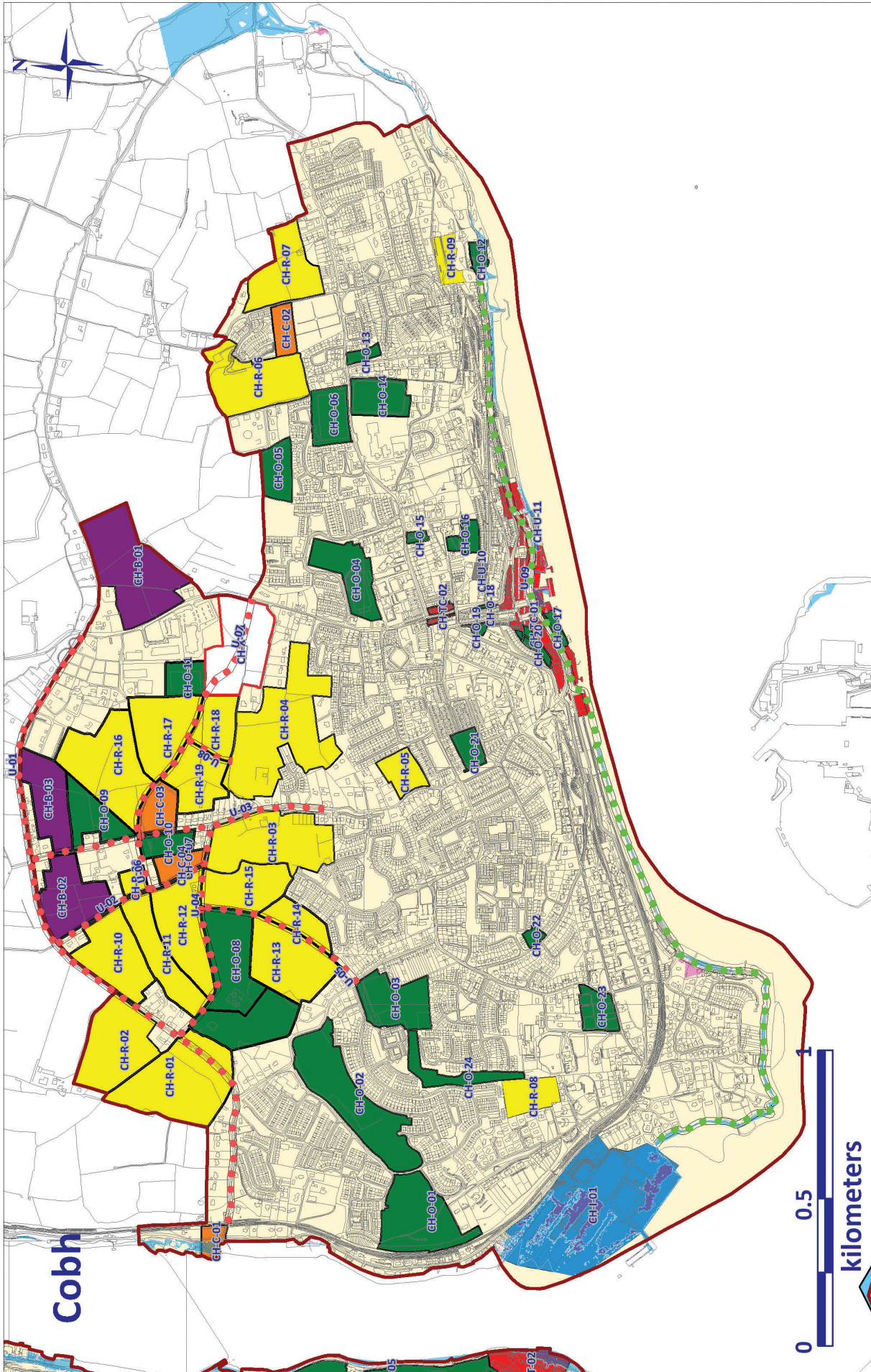
Specific Objectives

Local Area Plan Objective		
Specific Development Objectives for Cobh		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Residential		
CH-R-01	Medium B density residential development to include a mix of house types and sizes.	8.4
CH-R-02	Medium B density residential development to include a mix of house types and sizes.	5.9
CH-R-03	Medium A density residential development to include a mix of house types and sizes. Any layout shall be designed to allow for connectivity with, and in particular pedestrian and cyclist movements between, the masterplan lands to the west.	7.1
CH-R-04	Medium A density residential development to include a mix of house types and sizes and to include the provision of a sports pitch. Any layout shall be designed to allow for connectivity with, and in particular pedestrian and cyclist movements between, the masterplan lands to the north.	10.4
CH-R-05	Medium A density residential development.	1.6
CH-R-06	Medium A density residential development to include a mix of house types and sizes with provision for a nursing home.	5.8
CH-R-07	Medium B density residential development to include a mix of house types and sizes, with 20 metre tree planted buffer along the northern site boundary.	4.4
CH-R-08	Medium B Density residential development	2.0
CH-R-09	Medium B Density residential development	1.2
Ballynoe Urban Expansion Area - Phase 1 (Refer to Table 3.2.3 and Text in Phase 1)		
CH-R-10	Medium B Density residential development	4.9
CH-R-11	Medium B Density residential development	4.0
CH-R-12	Medium B Density residential development	5.2
CH-R-13	Medium B Density residential development	5.7
CH-R-14	Medium B Density residential development	2.0
CH-R-15	Medium B Density residential development	4.0
CH-R-20	Medium B Density residential development	0.7

Ballynoe Urban Expansion Area - Phase 2 (Refer to Table 3.2.3 and Text in Phase 2)		
CH-R-16	Medium B Density residential development	7.2
CH-R-17	Medium B Density residential development	4.8
CH-R-18	Medium B Density residential development	2.6
CH-R-19	Medium B Density residential development	3.5
Business		
CH-B-01	Business development, to exclude all forms of retail development including retail warehousing. Access to these lands shall be by means of a single access point onto the county road to the west of the site and subject to a detailed Traffic and Transport Assessment and Road Safety Audit.	7.8
CH-B-02	Business development, to exclude all forms of retail development including retail warehousing.	4.5
CH-B-03	Business development, to exclude all forms of retail development including retail warehousing.	3.9
Industry		
CH-I-01	To retain and develop this site as a dockyard in view of the strategic and specialized nature of its infrastructure and to facilitate the development of complementary marine related industrial uses. Part of this site is also considered suitable for the provisions of a park and ride facility to serve Rushbrooke Train Station. *^	16.3
Town Centre		
CH-TC-01	Town Centre/Neighbourhood Centre *	4.5
CH-TC-02	Town Centre/Neighbourhood Centre	0.35
Community		
CH-C-01	New railway station including provision of park and ride facilities on the seaward side of the road. *	0.8
CH-C-02	Extension to cemetery.	1.2
CH-C-03	Community/Utility Uses – Provision needs to be made for a primary school site of approximately 2.5ha.	1.9
CH-C-04	Community/Utility Uses	1.3
Open Space, Sports, Recreation and Amenity		
CH-O-01	Passive open space. The area makes a significant contribution to the attractiveness of longer distance views from the Passage West area and would benefit from the provision of structural landscaping and a seating	5.7

	area, and the provision of a children's playground on the eastern part of the site	
CH-O-02	Passive open space.	7.4
CH-O-03	Active Open Space - Maintain existing playing pitches and sports facilities.	3.7
CH-O-04	Active Open Space - Maintain existing playing pitches and sports facilities.	3.3
CH-O-05	Active Open Space - Maintain existing playing pitch.	1.9
CH-O-06	Active Open Space - Maintain existing playing pitch and sports facilities.	2.4
CH-O-07	Active Open Space for provision of allotments.	4.3
CH-O-08	Active Open Space - Provision of playing pitches and sports facilities.	5.3
CH-O-09	Active Open Space	2.7
CH-O-10	Active Open Space	1.4
CH-O-11	Active Open Space - Maintain existing playing pitches and sports facilities.	1.5
CH-O-12	Passive Open Space – Maintain existing Memorial Gardens	0.6
CH-O-13	Active Open Space – Maintain existing Pitch & Putt Club	0.4
CH-O-14	Active Open Space – Maintain existing running track and pitch	2.4
CH-O-15	Active Open Space – Maintain existing sports facilities	0.3
CH-O-16	Passive Open Space – Maintain existing gardens and adjoining passive open space	0.9
CH-O-17	Passive Open Space – Maintain quayside park	0.4
CH-O-18	Passive Open Space	0.1
CH-O-19	Passive Open Space – maintain public park	0.2
CH-O-20	Passive Open Space	0.5
CH-O-21	Active Open Space – maintain existing football grounds and facilities	1.1
CH-O-22	Passive Open Space	0.3
CH-O-23	Active Open Space – maintain existing sports grounds and facilities	1.6
CH-O-24	Passive Open Space	1.8
Utilities		
CH-U-01	Upgrade to Ballynoe Road and Tay Road – pedestrian and cycle connectivity to proposed train station	-
CH-U-02	Upgrade local road – pedestrian and cycle connectivity to proposed train station	-
CH-U-03	Upgrade local road – pedestrian and cycle connectivity to proposed train station	-
CH-U-04	Provision of New Link Road – Roadline on map is indicative only	-
CH-U-05	Provision of New Link Road – Roadline on map is indicative only	-
CH-U-06	Provision of New Link Road – Roadline on map is indicative only	-
CH-U-07	Provision of New Link Road – Roadline on map is indicative only	-
CH-U-08	Provision of New Link Road – Roadline on map is indicative only	-
CH-U-09	Waterfront amenity walkway/cycleway from the western shore of Whitepoint to the eastern end of the Mall at Bishop Roche Park *	-
CH-U-10	Multi Storey car park subject to high specification design approach	0.3

	appropriate to Architectural Conservation Area.	
CH-U-11	Provision of integrated tourism product including new cruise liner berth, ferry terminal, car park and associated accommodation and commercial services at Lynch's Quay. Λ*	0.15
Special Policy Area		
CH-X-01	To provide for a mixed use development, including provision of a primary healthcare centre. Comparison retail or other town centre uses are not appropriate. Consideration may be given to additional convenience retailing, subject to detailed Retail Impact Assessment and Sequential Approach. Λ	5.7



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3.3 Glanmire

Vision

3.3.1 Glanmire is one of the key growth centres in Metropolitan Cork. The vision for Metropolitan area, as set out in the Cork County Development Plan 2014, is to facilitate its development as the main engine of population and employment growth in the South West region. Glanmire will play a significant part in realizing the overall aims for Metropolitan Cork by delivering additional population growth in tandem with incremental retail growth, high quality social and community facilities and improved transport linkages while protecting its attractive woodland setting.

Context

- 3.3.2 In the overall strategy of this Local Area Plan, Glanmire is designated as a main town in Metropolitan Cork. While the town has seen significant growth in recent times, the aim of this plan is to manage the level of growth in line with the provision of supporting infrastructure, particularly roads infrastructure, where specific deficiencies have been identified. Addressing these deficiencies is critical to delivering development on zoned lands identified in this plan.
- 3.3.3 Glanmire is separated from the city suburbs by a short stretch of green belt, where it is an objective to preserve the largely undeveloped nature of these lands and to reserve lands generally for agriculture, open space or recreation use. Over the last 20 years, it has developed from a collection of small villages to an important suburb in close proximity to the major employment centre at Little Island.
- 3.3.4 Glanmire is defined by steeply sloping fringes, some of which are developed, and pockets of woodland. The Glashaboy River is a significant feature to the south of the village where it opens into the upper reaches of Cork Harbour at Dunkettle. The settlement lies in the steep sided, wooded valley of the River Glashaboy. To the east Glanmire is partially bounded by the N8 with only minimal industrial development east of this national route.

Planning Considerations

Population and Housing

- 3.3.5 In 2011, the census recorded a population of 8,924 people in Glanmire, an increase of 6.4% on 2011 population levels. Population targets for Glanmire as set out in the Cork County Development Plan 2014, suggest a target population of 10,585 for Glanmire in 2023, an increase of 1,661 on the 2011 population. This level of population growth will give rise to a growth of 1205 households with a requirement to provide an additional 1,320 dwelling units in the period up to 2023.
- 3.3.6 Data indicates that between 2010 and 2015, 45 dwelling units were constructed or are under construction on zoned land in Glanmire. There are planning permissions for a further 78 dwelling units outstanding on zoned lands in Glanmire.
- 3.3.7 Given the level of development that has occurred to date it is estimated that an additional 1197 housing units need to be provided. Land zoned in previous plans has capacity for circa 1321 of these units. **There is therefore no requirement for additional lands to be provided for residential development in Glanmire.**

Table 3.3.1: Glanmire Population Growth and Housing Requirements							
	Housing Requirement					Housing Supply	
	Census 2011	Population Target	Total New Households 2011-2022	New housing Units Required	Net Housing Requirement (ha)	Net Residential Area Zoned in the LAP	Estimated Housing Yield (units)
Glanmire	8,924	10,585	1,205	1,386	53	57.7	1,321
Total MD	53,544	72,580	10,933	12,642	430	571.83	16025

Special Policy Areas – Ballinglanna – Dunkettle Urban Expansion Area

- 3.3.8 Development and Local Area Plans since 1996 identified Dunkettle and Ballinglanna as areas with potential to accommodate new residential development. Deficiencies in the existing road network and uncertainties surrounding improvements to the Dunkettle Interchange impeded the delivery of these lands during the lifetime of the previous plans. In response to the concern over these deficiencies, Cork County Council commissioned a Transport Assessment and Traffic Modeling Report examining the transportation options available for development lands at Dunkettle and Ballinglanna, in Glanmire.
- 3.3.9 The purpose of this study was to assess the impact of the development whilst considering the effect of various network and junction improvement measures. A key objective was to identify the extent to which development could take without significant impact on the existing Dunkettle Interchange. The recommendations from this study have informed the preparation of this Local Area Plan. A number of key infrastructural improvements were identified and are set out in Tables 3.3.2 and 3.3.3 below. The provision of these improvements is essential to facilitate the delivery of lands in the Dunkettle and Ballinglanna area of Glanmire as well as improving the general traffic circulation in the town as a whole.

Employment and Economic Activity

- 3.3.10 Analysis of 2011 POWCAR data (Place of Work Census of Anonymised Records) shows that there are 1,270 people working in the Glanmire / Riverstown area with 215 of these living and working in that area and 558 commuting from the city. Given a population of 8,924 and an average labour force participation rate of 40% (based on CSO figures 2016), there are approximately 3570 workers living in the Glanmire area, suggesting significant out migration of workers. The most likely destination of these workers is Little Island, Cork City and the Western suburbs.

Town Centre

- 3.3.11 Retail services in Glanmire are largely provided for by the Hazelwood neighbourhood centre with limited, fragmented retail elsewhere.
- 3.3.12 There is a need for additional retail provision in the town to support the targeted population growth. In the past, opportunities for significant retail development have been limited. If not addressed, it could facilitate piecemeal retail development at diverse locations in the town.
- 3.3.13 Existing retail within Glanmire is located primarily at the Hazelwood shopping centre as well as Riverstown, by way of the recently constructed Aldi and Lidl supermarkets. These areas are central to existing and future residential development in Glanmire. The Hazelwood centre itself would benefit from some redevelopment to include enhanced provision for pedestrians.

Community Facilities

- 3.3.14 The Department of Education and Skills has indicated that two new 16 Classroom primary schools (1.6 hectares each) are needed for Glanmire. Permission has recently been granted for the permanent change of use of the old Ibis hotel site to a 16 class primary school. A site for the second school be set aside as part of the development of lands in Dunkettle and Ballinglanna.
- 3.3.15 Glanmire's wooded setting and riparian amenity provides a significant recreational asset for the community. The town benefits from the provision of an attractive riverside town park with a playground, and an estate demesne garden. Access to the park is good with the exception of access from the north of the town as there is no footpath on the bridge. There are several sporting facilities including a substantial GAA facility and soccer pitches in the centre of the town near the park.
- 3.3.16 While there is a public library in the town, a scout hall and a community centre, the supply of additional cultural facilities is relatively weak for a town of its size.

Infrastructure

Public Transport Connectivity

- 3.3.17 The CASP Update 2008 has acknowledged that there was a lack of appropriate public transport connectivity relative to the population of Glanmire. Significant improvements have been made and Glanmire now has two Bus services the No.221 bus route Glyntown to Cork City Bus Station and the No.245 Mitchelstown to Cork inter town service. The 221 service in general provides a 30 minute bus between Glanmire and Cork city during the morning and evening peak hours.
- 3.3.18 Pedestrian and cycling connectivity with Cork City is also limited, with no dedicated cycling connections available at present. Cork County Council, in association with Cork City Council, has prepared Cycle Network Plan 2015 that provides a clear strategy for the future development of the cycling network within the Metropolitan Area, including Glanmire. The aim is to encourage a greater use of cycling for trips to work, school, recreation and leisure. The interventions set out in the plan that relate to Glanmire will be incorporated into this Local Area plan.

Road Infrastructure

- 3.3.19 Currently the local road network is congested during peak hours, substandard in places and has poor connectivity within the town and with the national road network. These deficiencies, which have constrained development to the south of Glanmire at Dunkettle and Ballinglanna, will be addressed in this Local Area Plan by tying development to infrastructural provision, funded both by Cork County Council and intending developers.

Waste Water Infrastructure

- 3.3.20 The wastewater scheme serving Glanmire starts at Sarsfield Court and gravitates along the valley to a pumping station at Glanmire Bridge. The sewage is pumped to the top of the hill at Dunkettle and from there it gravitates to a pumping station at Little Island where it is connected to the treatment plant at Carrigrenan, Little Island.

Water Supply

- 3.3.21 There are two water supply schemes serving Glanmire; the Glanmire Regional Water Supply Scheme and the Glashaboy Water Supply Scheme. There is sufficient capacity at the Glashaboy scheme to accommodate the targeted population growth.

Environment and Heritage

Landscape and Visual Amenity

3.3.22 Glanmire is located within a landscape type of national importance described in the Draft Landscape Strategy as City Harbour and Estuary. A very high landscape value is attributed to it in the Draft Strategy (scenic landscapes with highest natural and cultural quality, areas with conservation interest and of national importance) and its sensitivity is described as very high (extra vulnerable landscapes – for example, seascape area with national importance – likely to be fragile and susceptible to change).

Scenic Landscapes and Scenic Routes

3.3.23 Parts of the town are designated scenic landscape. Much of this landscape is associated with Glashaboy River and also included, to the north of the town, is a steeply sloping area of land which makes a significant contribution to the setting of Riverstown. Scenic route S41 traverses the town to the south.

3.3.24 In relation to developments in Dunkettle, the steep slopes, overlooking Glanmire and forming the western part of the site will not be developed. Elsewhere, the existing hedgerows and mature trees will be retained to form the basis of the new development.

3.3.25 Specific regard will be given to the need to ensure that development proposals will not adversely affect the character and integrity of Dunkettle House and its setting.

Protected Structures

3.3.26 Throughout the town as a whole, there are 17 buildings or other structures entered in the Record of Protected Structures. These structures are identified in Volume 2 of the Cork County Development Plan 2014.

Proposed Natural Heritage Areas

3.3.27 Within Glanmire, there are a number of protected European sites including; Cork Harbour Special Protected Area (sitecode 004030), Glanmire Wood Proposed Natural Heritage Area (sitecode 001054) and Dunkettle Shore Proposed Natural Heritage Area (sitecode 001082).

Archaeological Heritage

3.3.28 The town contains a significant number of archaeological monuments which reflect the historic significance of the area. These are awarded protection under national legislation and policies contained in the County Development Plan 2014. There are approximately 14 archaeological sites within the development boundary. All Recorded Monuments are subject to statutory protection under section 12 of the National Monuments (Amendments) Act 1994. Any potential subsurface archaeology within the site and all archaeological sites and their setting shall be protected in line with the objectives for the protection of archaeological heritage listed in the Cork County Development Plan 2014. Any development proposals in the vicinity of such features will require an archaeological/architectural assessment.

Surface Water / Flooding

3.3.29 Parts of Glanmire have been identified as being at risk of flooding. The areas at risk follow the path of the Glashaboy River, that runs to the south of the town and are illustrated on the settlement map. Those areas most directly affected include the Meadowbrook estate, lands to the north west of the town and open space and town centre zonings. In 2012 and again in 2015, the town was seriously affected by flooding and as a result of these flood events, the OPW have prepared a

Glashaboy flood relief scheme that needs to be implemented. The scheme is intended to be implemented within the lifetime of this Plan.

Planning Proposals

Overall Scale of Development

- 3.3.30 Over the lifetime of this plan, it is envisaged that population growth in Glanmire will occur in tandem with the provision of appropriate physical and social infrastructure that will target existing deficiencies.
- 3.3.31 Sufficient land will need to be provided to accommodate a target population of 10,585 people, an increase of 1,661 people on 2011 population levels. As outlined above, given the level of growth that has occurred since 2011 it is estimated that an additional 1197 dwelling units, including unimplemented planning permissions, will need to be provided to cater for this level of growth. There is capacity on the zoned residential land supply to provide for 1,321 dwelling units.

Development Boundary

- 3.3.32 The development boundary of Glanmire remains unchanged. To the east of Glanmire, the boundary follows the N8, to the west and south the boundary provides a clear separation from the City's North Environs and Little Island respectively.
- 3.3.33 The development boundary includes the existing built up area and those areas that are the subject of specific zoning objectives. Development proposals on lands not covered by a specific zoning objective, will be considered in relation to the following:
- The objectives of the County Development Plan 2014;
 - Any general or other relevant objectives of this local area plan;
 - The character of the surrounding area; and
 - Other planning and sustainable development considerations considered relevant to the proposal or its surroundings
- 3.3.34 Outside the development boundary, the land forms part of the Metropolitan Greenbelt. Here, the objectives of the Cork County Development Plan 2014 are to retain the open and rural character of lands between and adjacent to urban areas, maintain the clear distinction between urban areas and the countryside, to prevent urban sprawl and the coalescence of built up areas, to focus attention on lands within the development boundary which are zoned for development and provide for appropriate land uses that protect the physical and visual amenity of the area.

Residential

- 3.3.35 In addition to the lands identified in Dunkettle and Ballinglanna, there are a number of additional sites zoned for residential use in Glanmire. The GM-R-01 and GM-R-02 zonings were previously zoned in the last Local Area Plan. The newly zoned GM-R-03 site was previously included as part of the existing built up area. In addition, the GM-R-06 has been included as part of Phase 2 of the Dunkettle development. This site was also part of the built up area in the previous Local Area Plan.

Employment

- 3.3.36 Glanmire is a Local Employment Centre providing employment needs for the town and hinterland. The primary focus of its economic activity is retail and service sectors. As outlined in the 2011 Local Area Plan, 2 sites were set aside for industry. Only one of these sites remains available. This site continues to represent appropriate locations for industry.

Town Centre Development

- 3.3.37 The Hazelwood centre has been identified as the focal point for retail provision in the town. While the centre performs an important function, its layout and design do little to create a pedestrian orientated urban environment. One of the principle aims of this plan is to enhance the quality of retail services offered in Glanmire by extending the town centre to include parts of Riverstown. Part of the town centre in Riverstown has been developed with two convenience supermarkets having been constructed in recent years. Part of the GM-T-02 site is still available for further development and there is scope for further small scale comparison retail offerings within this area.
- 3.3.38 A new town centre zoning (GM-T-03) has been included in Glanmire village on a former industrial site, now named “Glanmire Village Business Park”, south of Glanmire Bridge, which currently accommodates a range of retail services type uses including a cafe, hairdressers, Monkey Maze play centre and a mix of other business uses, served by an off street car park. Visually the appearance of this former industrial park detracts from the amenities of the village centre. It is hoped that the zoning of these lands for town centre use will facilitate the regeneration of this important site at the entrance to Glanmire.
- 3.3.39 A key element of this retail strategy is the need to ensure appropriate pedestrian and cycling connectivity between those areas identified for town centre use, particularly the GM-T-01 and the GM-T-02 sites. This can be achieved by paying particular attention to public realm enhancements in Hazelwood and by improving the quality of the streetscape in Riverstown. In addition, the route for a possible pedestrian connection between the GM-T-01 and the GM-T-02 sites has been identified. This important access route would serve to enhance connectivity between the existing retail services in Hazelwood and the new facilities to be provided on the GM-T-02. The provision of this route and the completion of the GM-U-04 will improve circulation within this particularly congested part of Glanmire
- 3.3.40 In addition, any proposals for town centre development will need to be accompanied by a detailed transportation assessment which will need to address the following issues:
- Public transport accessibility,
 - Pedestrian and cycling connectivity
 - Car parking provision.

Community Facilities

- 3.3.41 While Glanmire is well served in terms of sporting facilities, there is a deficit in facilities to cater for the non sporting recreational needs of the residents of Glanmire. A site has been identified to the north of the Hazelwood Shopping centre to provide additional non sporting, community and recreational facilities.

Open Space/Agriculture

- 3.3.42 Glanmire derives considerable amenity value from its well-wooded setting and meandering riverbank, town park, estate demesne garden, sporting facilities and open spaces.
- 3.3.43 Lands significantly contributing to the town’s setting are included within areas of zoned open space. Much of this land was zoned in previous Local Area Plans and while it is generally unusable it continues to provide the important function of protecting the setting of the town. There are two developed areas of open space providing sporting facilities. Areas of established open space facilitating passive and active recreation, including the park and riverside areas, are zoned as open space in this plan to protect their amenity value. It is an objective to protect those areas from development which does not enhance their recreational/amenity value.

Special Policy Area (X-01 Dunkettle House)

3.3.44 It is an aim of the Cobh Municipal District local Area Plan to facilitate the development of Dunkettle House to provide for a range of appropriate commercial uses including but not limited to a hotel, a corporate headquarters or a conference or leisure centre. Specific regard will be given to the need to ensure that development proposals will not adversely affect the character and integrity of Dunkettle House and its setting. In addition, the proposal in the Masterplan will respect the elevated and visually sensitive character of the lands, to protect views of special amenity value. Any proposal for development will also include a contribution to the conservation and management of Dunkettle House, its grounds and the existing trees, hedgerows, on-site features and field patterns and the provision of pedestrian walkways.

Funding and Contributions Scheme

- 3.3.45 The provision of the necessary infrastructure on this site involves the complex co-ordination of investment programmes by a number of infrastructure agencies involving land in a number of different ownerships.
- 3.3.46 To overcome these difficulties the County Council is proposing to co-ordinate development and infrastructure provision between the various agencies and landowners through the use of agreements under Section 47 of the Planning and Development Acts as described in Section 1
- 3.3.47 Intending developers are advised to enter discussions with the County Council at an early stage so that proposals for the funding and delivery of infrastructure to support the proposed development can be agreed at the outset.

Dunkettle/Ballinglanna

- 3.3.48 It is the objective of the Cobh Municipal District Local Area Plan to allow for an orderly development of the Dunkettle/Ballinglanna area of Glanmire and maximize the development quantum relative to investment in infrastructure. The previously zoned X-01 masterplan area has now been divided into a number of smaller residential zones (GM-R-04 to GM-R-07) in order to facilitate development in line with infrastructure provision. The GM-R-06 zoning was not originally included in the X-01 masterplan area.
- 3.3.49 Development within the area will be phased. Phase 1 will be confined to the Ballinglanna area (GM-R-04) with phase 2 on the Dunkettle lands (GM-R-05 to GM-R-07). The timing of each phase of development is directly linked to infrastructure requirements as set out in the Transport Assessment and Traffic Modeling Report, with key infrastructure improvements required to service each phase, as set out within Tables 3.3.2 and 3.3.63 below.
- 3.3.50 Development within each phase should vary in terms of type and density in order to avoid uniformity in design. In addition, having regard to the central importance of movement within the site, all development phases will be required to demonstrate the availability of permeability through the site to access critical pedestrian, cyclist, public transport and vehicle transport infrastructure.
- 3.3.51 Specific development guidance on required infrastructure provision for each development phase is outlined in the following sections.

Phase 1

- 3.3.52 This phase of the development covers a developable area of approximately 36.05 hectares and will provide up to 400 residential units which will consist of a mix of Medium A and Medium B density development. The lands are located to the north of the Dunkettle Road with access primarily

through the Elmwood Estate further north. Phase 1 will also require the provision of a local centre and a primary school.

Phase 2

- 3.3.53 This phase of the development covers an area of approximately 37.7 ha, the majority of which is considered to be suitable for residential development. This will provide up to 800 residential units which will consist of a mix of Medium A and Medium B density residential development.
- 3.3.54 Phase 2 will also include the development of Dunkettle House which will retain a special use (GM-X-01) zoning.

Implementation and Infrastructure Provision

- 3.3.55 An implementation programme will be applied to each phase of the development which will ensure that the development of the site will proceed in an orderly and timely manner with the appropriate infrastructure in place at the right time to allow each phase to be developed.
- 3.3.56 Irish Water will be responsible for the funding and provision of water supply and waste water treatment capacity and it is the intention of Irish Water to include funding of these projects as part of their next investment cycle. The design and layout of water services will require consultation with Irish Water.
- 3.3.57 Future bus service provision and the potential for bus to meet the future public transport requirements for Glanmire and the masterplan lands will be considered as part of a package of transport interventions. This will include the provision of high levels of permeability within and between new and existing development areas which facilitates the operation of bus services through these areas, at an early stage in their development.
- 3.3.58 The infrastructure trigger points for each phase of the development are summarised in the following tables and are expected to cost c.€10m;

Table 3.3.2: Dunkettle Ballinglanna Road Improvements

Road junction Improvements
Phase 1
Provide upgraded signalised junction including right hand turn lane on Glanmire Rd otherwise consider barring of right turn movement
Barring of right turn vehicle on Dunkettle Road at slip road junction to N8.
Improvement to the Riverstown X-roads junction including extending the right hand turn lanes.
Signalised junction at Hazelwood Link / Glanmire Road R639.
New signalised junction Glanmire Road / Glanmire Bridge
New signalised junction East Cliff Road/L3010
Additional Bridge on Riverstown Road L3010.
New Link Road Riverstown L3010 to Hazelwood Road
Partial upgrade to Dunkettle Road
New Link Road from Fernwood to Dunkettle Road including fully signalised junction.
Phase 2
Upgrade to remainder of Dunkettle Road.
Extended flaring to Tivoli Roundabout northern approach.
New Dunkettle Free flow Interchange required.
Road improvement to the County Road between Glashaboy Road and Dunkettle Road (Dark Road)

- 3.3.59 In addition to the roads and junction infrastructure improvements outlined above, a significant investment will be required in both pedestrian and cycle infrastructure in the Glanmire, Riverstown and Sallybrook area in order to facilitate development in Dunkettle and Ballinglanna. The two main centres, which will attract additional pedestrians and cyclists, are the Hazlewood Shopping Centre and the village centre in Glanmire. Both these centres will require investment in cycle and pedestrian facilities to promote a modal shift from the private car to public transport usage.
- 3.3.60 Table 3.3.3 below provides a summary of the key Cycle and Pedestrian Infrastructure Improvement works required to support improved access to the villages of Glanmire, Riverstown and Sallybrook.

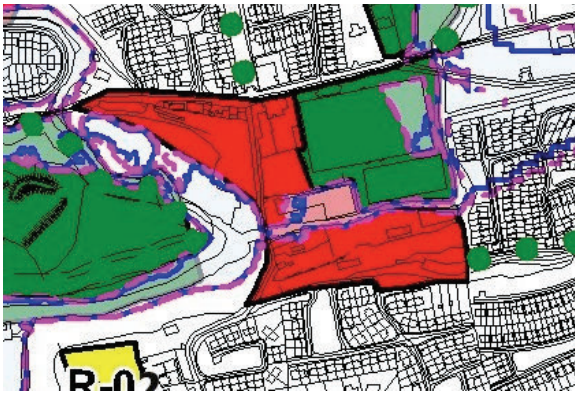
Table 3.3.3: Dunkettle Ballinglanna - Cycle Pedestrian Improvements

Phase 1
Improvements to all inadequate footpaths in Glyntown Area.
Improvements to all inadequate footpaths along East Cliff Road extending from Dunkettle Road junction to L3010 junction in Riverstown Village.
Improvements to all inadequate footpaths along L3010 extending from Old Youghal Road/Glanmire Road junction to Brooklodge Grove / L3010 junction Riverstown Village.
Improvements to all inadequate footpaths along the Glanmire Road Extending from Dunkettle Roundabout to Sallybrook R639.
Controlled Pedestrian Crossing at East Cliff Road/Glyntown junction improved pedestrian facilities
Controlled Pedestrian Crossing at Hazelwood Link / Glanmire Road R639 junction improved pedestrian facilities
Controlled Pedestrian Crossing at Glanmire Road / Glanmire Bridge junction improved pedestrian facilities
Proposed Cycle lane Route CR02 from Hazlewood junction to Brooklodge Roundabout
Phase 2
New signalised junction East Cliff Road / L3010 with full pedestrian crossing facilities
Dunkettle Road Upgrade including 2.0m footpaths to improve pedestrian facilities
Proposed Cycle lane Route CR01 from Tivoli Roundabout to Sallybrook
Proposed Pedestrian / Cycle Greenway from Sallybrook to Glanmire Bridge along the Glashaboy River.
Proposed ped/cycle Bridge at Glanmire Village

Regeneration Sites

3.3.61 This plan recognises areas of Glanmire which are currently identified as Town Centre but merit additional guidance in the event of the opportunity to redevelop them arises during the term of this plan.

Table 3.3.4: Regeneration Areas in Glanmire

Map of Regeneration Areas	Number and Description
	<p>GM-RA-01: Former John Barleycorn Site</p> <p>This site covers the former John Barleycorn site within the T-02 zoning. The former hotel has been demolished and the overall appearance of this site is derelict and/or disused.</p> <p>The Planning Authority would support redevelopment of this site for town-centre-appropriate uses incorporating quality public realm spaces and improved connectivity to residential and other Town Centre locations within Glanmire.</p>

General Objectives

Local Area Plan General Objectives for Glanmire	
Objective No.	
GM-GO-01	It is an objective of this plan to secure the development of a minimum 1200 new dwellings in Glanmire up to 2023 in order to facilitate the sustainable growth of the town's population from 8,924 to 10,585 people over the same period.
GM-GO-02	The delivery of the GM-R-04, GM-R-05, GM-R-06 and GM-R-07 will be linked to the provision of key transport infrastructure as set out in Tables 3.3.2 and 3.3.3.
GM-GO-03	In order to secure the sustainable population growth and supporting development proposed in GM-GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan and the Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving harbour does not fall below legally required levels.
GM-GO-04	Support the implementation of the flood relief works within the town in accordance with the Glashaboy Flood Relief Scheme. This scheme has been subject to Appropriate Assessment processes.
GM-GO-05	The boundary of Glanmire is adjacent to the Cork Harbour Special Protection Area. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of this site. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.
GM-GO-06	Provide a landscape framework plan as part of a landscape strategy for Ballinglanna/Dunkettle Urban Expansion Area. Provide for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage protect the visual amenity of the area.
GM-GO-07	To improve public realm spaces within the Town Centre locations and to allow greater connectivity between existing and proposed development areas.
GM-GO-08	All development shall contribute to improved pedestrian and cyclist connectivity and shall include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities for cyclists, as appropriate. It is an objective of this plan that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools, the town centres in accordance with the Metropolitan Cycling Strategy.
GM-GO-09	All proposals for employment related development shall be required to prepare and submit a mobility management plan that maximise the use of public transport options/ passenger rail services.
GM-GO-10	Retain a substantial proportion of existing landscape features, including field banks, hedgerows and treelines within zoned lands as well as species of biodiversity interest.
GM-GO-11	Design an integrated approach to surface water management which considers land use, water quality, amenity and habitat enhancements. Thereby, replicating the current Greenfield rate of surface water runoff post development to prevent flooding of lands and settlements downstream. A Sustainable Urban Drainage Strategy should be completed for the site prior to development.

Specific Objectives

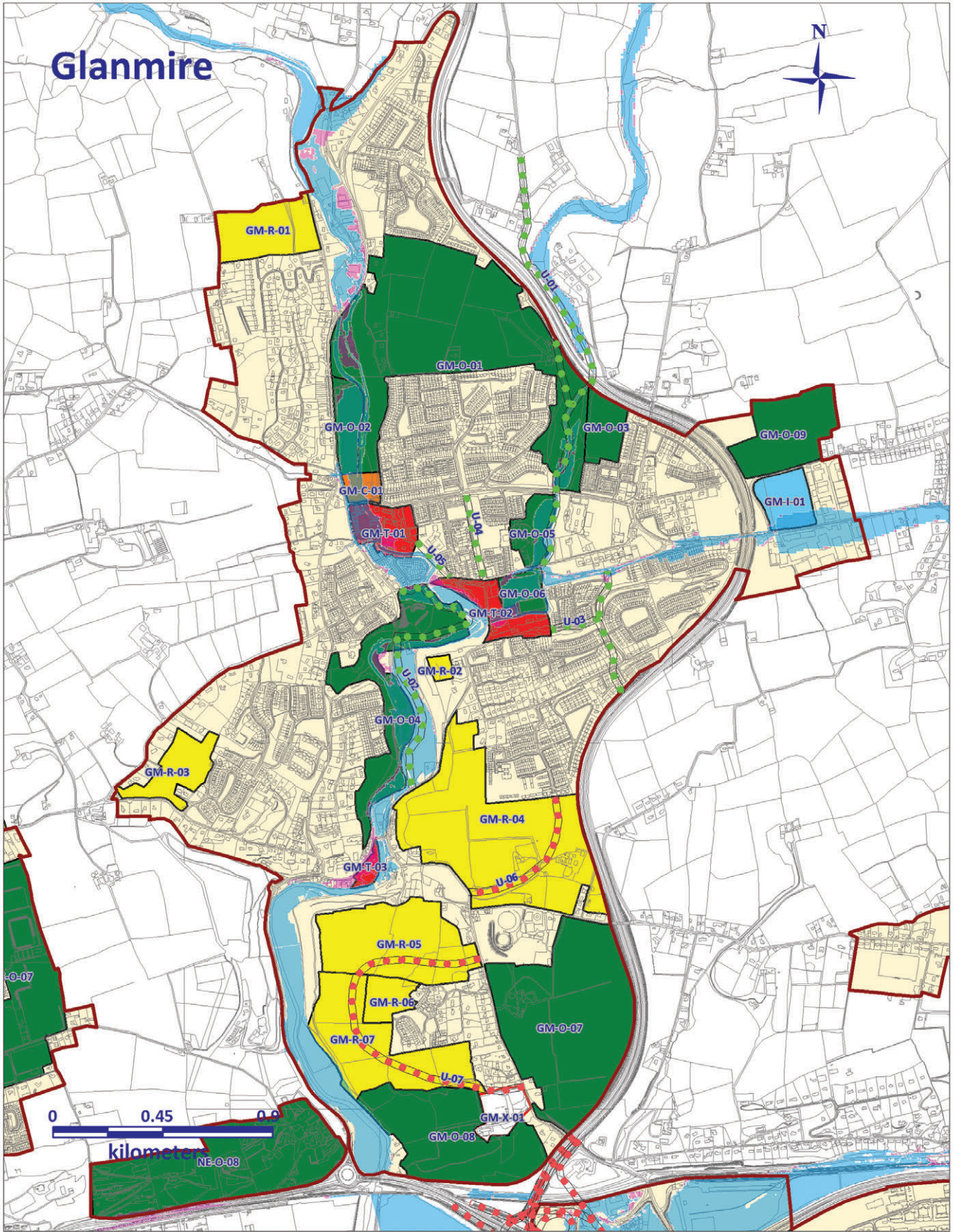
3.3.62 The specific zoning objectives for Glanmire are set out in the following table.

Local Area Plan Objective Specific Development Objectives for Glanmire		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Residential		
GM-R-01	Medium B density residential development, with advanced strategic planting, to be retained in the long-term, on the northern and western edges of the site to act as a definite limit to any further development in this area. Development of these lands should include landscaping and protection of the more vulnerable slopes. ^	8.4
GM-R-02	Medium B density residential development	0.9
GM-R-03	Medium B density residential development	5.8
Residential Development in Dunkettle and Ballinglanna		
Phase 1 (Refer to Table and Text Phase 1)		
GM-R-04	Development in this area will be a mix of Medium A and Medium B density residential development. Development is to be limited to 400 units and linked to infrastructure requirements as set out in tables 3.3.2 and 3.3.3. Provision should also be made within the site for a new 16 classroom primary school and a local shopping centre with a range of appropriate convenience retail services in tandem with the development of these lands.	36.0
Phase 2 (Refer to Table and Text Phase 2)		
GM-R-05	Medium A density residential development.	17.4
GM-R-06	Medium B density residential development.	3.3
GM-R-07	Medium B density residential development.	17.0

Local Area Plan Objective Specific Development Objectives for Glanmire		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Industry		
GM-I-01	Industrial estate development suitable for small to medium sized industrial units. *	4.6
Town Centre		
GM-T-01	It is an objective to consolidate the Hazelwood Shopping Centre and provide connectivity, both pedestrian and cycling, to the new Riverstown Town centre and town park. Particular attention to be given to public realm enhancements. ^	4.8
GM-T-02	It is an objective to facilitate the expansion of Glanmire town centre by encouraging retail and office development where services are provided to visiting members of the public. Any proposals for development within this area should: comply with the overall uses acceptable in town centre areas, make provision for a new public car park, the exact location and size of which to be agreed with the Council, provide for new town centre streets and include proposals for public realm improvements. *^	5.0
GM-T-03	Encourage the redevelopment of this area for town centre uses. Any proposals for development within this area should: <ul style="list-style-type: none"> • comply with the overall uses acceptable in town centre areas, • make provision for a new public car park, and include proposals for public realm improvements. *^	1.1
Community		
GM-C-01	Provision for community facilities and uses to support residential amenity and associated uses, with appropriate linkages to the Hazelwood Shopping centre. *	1.8

Local Area Plan Objective		
Specific Development Objectives for Glanmire		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Utilities		
GM-U-01	Complete and maintain pedestrian walk through scenic area and open space to Glanmire Community College.	-
GM-U-02	Develop and maintain pedestrian walk through existing open space and extend through proposed open space (O-04) along river bank.	-
GM-U-03	Develop and maintain pedestrian walk through residential areas.	-
GM-U-04	Develop Link Road	-
GM-U-05	Develop Pedestrian connection between Hazelwood and Riverstown (GM-T-01 and GM-T-02)	-
GM-U-06	Develop link road serving GM-R-04	-
GM-U-07	Develop link road serving GM-R-05, GM-R-06 and GM-R-07	-
GM-U-08	Upgrade of Dunkettle Road (L2999) as far as the existing slip road to Dunkettle Interchange	-
Open Space, Sports, Recreation and Amenity		
GM-O-01	Open Space. This prominent slope makes a significant contribution to the setting of Glanmire. There is a presumption against development on these lands because of the importance of the hillside to the setting of the area.	49.0
GM-O-02	Open space, to include the provision of playing pitches and amenity walk. *	3.8
GM-O-03	Open space with provision for amenity walk and protection of existing playing fields.	4.0
GM-O-04	Open space for informal recreation including the provision of an amenity walk. This open space contains the Town Park, an important community amenity.	16.3
GM-O-05	Riverstown House estate demesne garden, cottages and ornamental lake. *	3.6
GM-O-06	Open space. This site contains a substantial sporting facility. *	2.8

Local Area Plan Objective Specific Development Objectives for Glanmire		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
GM-O-07	Open space where existing land uses will remain largely unchanged.	33.8
GM-O-08	Passive open space. This important hillside makes a significant contribution to the rural character of Glanmire and is a visually attractive entrance to the city. This entire area is sensitive due to its proximity to Glanmire Wood and Dunkettle shore which are both proposed Natural Heritage Areas, as well as the Cork Harbour Special Protection Area. The existing land uses will remain largely unchanged and there is a presumption against development.	19.7
GM-O-09	Open Space – Active open space	10.5
Special Policy Area		
GM-X-01	It is an objective to facilitate the conservation and management of Dunkettle House, its grounds and the existing trees, hedgerows, on-site features and field patterns and provision of pedestrian walkways. Consideration may be given to the sensitive conversion of the house itself and the adjoining outbuildings to a range of appropriate commercial uses including but not limited to: a hotel, a corporate headquarters or a conference or leisure centre.	3.3



- | | | | | | |
|--------------------------------------|---|---------------------------------------|----------|---------------------|-------------|
| Settlement Boundary | Open Space / Sports
Recreation / Amenity | Town Centre /
Neighbourhood Centre | Industry | Special Policy Area | Utilities |
| Existing Built-up Area | Residential | Community / Utility | Business | Enterprise | Retail Core |
| Area Susceptible to Flooding: Zone A | Area Susceptible to Flooding: Zone B | Roads | Walkways | | |

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3.4 Cork City North Environs

Vision

- 3.4.1 The vision for Cork City North Environs to 2020 is to re-invigorate the northern suburbs of the city, within the County area, as a significant location for future residential development. This will require a planned major mixed use development at Ballyvolane coordinated with substantial infrastructure investment, the provision of enhanced community and recreational facilities and public transport accessibility, with the aim of rebalancing the provision of services more equitably throughout the city. The major expansion of Ballyvolane is dealt with as a separate subsection at the end of the North Environs.

Strategic Context

- 3.4.2 In the overall strategy for the Local Area Plan, the Cork City North Environs consists of a suburban area that adjoins the administrative area of Cork City within the metropolitan area. In terms of future growth, The CASP Update 2008 seeks to prioritise those areas close to the city and located along the suburban rail corridor. It is crucial that the approach to accommodating the targeted population increase in the North environs is cognisant of CASP proposals and the need to create a critical mass to promote public transport options and support a new district centre. The CASP Update specifically identifies Ballyvolane as having the most potential for future population growth, in particular private sector housing development as it is located adjacent to the strategic employment centre at Kilbarry. The retail strategy for Cork County, as set out in the Cork County Development Plan 2014, has also identified Ballyvolane as a potential district centre serving the north east of the city.
- 3.4.3 The objectives of the County Development Plan 2014 seek to prioritise the sustainable development of the main towns and other urban areas in the County to achieve their target populations and enhance their capacity to attract new investment in employment, services and public transport for the benefit of their own populations and that of their rural hinterlands. It is an objective of the County Development Plan 2014 for the Northern City Environs to play a major role in rebalancing the City in terms of future population and employment growth. It is also an objective of the County Development Plan to recognise the important role that the North Environs will play in rebalancing the city socially and economically and relieving excess development pressure from the City South Environs.

Local Context

- 3.4.4 Cork City – North Environs refers to the northern suburbs of Cork City, which lie outside the area administered by the City Council. The City Council is a separate planning authority and prepares its own development plan. The latest plan for the Cork City Council administrative area was adopted in 2015.
- 3.4.5 Cork City- North Environs includes areas such as Lota, Ballyvolane, Dublin Hill, Kilbarry and parts of Knocknaheeny and Hollyhill. These areas have a distinctive green belt setting on the edge of the city and parts of them are located close to the city centre. The northern periphery of the city is located in a hilly area incised by often steeply sloping valley sides.

Planning Considerations

Population and Housing

3.4.6 In 2011, the estimated population of Cork City North Environs was 6,692 people, an increase of 29% on the levels recorded in 2006. Population targets set out in both the CASP Update and the Cork County Development Plan 2014 provides for the population of the area to grow to 10,719 persons, representing growth of 4,027 persons on the 2011 population. This level of population growth will give rise to a growth of 2057 households. The table below highlights the growth anticipated in the North Environs to 2023.

	Housing Requirement					Housing Supply	
	Census 2011	Population Target	Total New Households 2011-2022	New housing Units Required	Net Housing Requirement (ha)	Net Residential Area Zoned in the LAP	Estimated Housing Yield (units)
Northern Environs	6,692	10,719	2,057	2,281	91	157	3371
Total MD	53,544	72,580	10,933	12,642	430	571.83	16025

- 3.4.7 Following growth proposals in the CASP Update the Outline Strategy, prepared at the preliminary stage of the Local Area Plan preparation process, identified a need to provide an additional 2,281 dwelling units in the period 2006 to 2023 to meet planned future population growth.
- 3.4.8 There have been a very limited number of permissions granted in the period since the 2011 Local Area Plan on zoned land within the Northern Environs. Accounting for dwellings already built since 2011, vacant units and outstanding planning permissions, the planning proposals of this plan must therefore make provision for a further 2057 dwellings to meet the population target for the town for the period 2017-2023.
- 3.4.9 Of the residential zoned land in the 2011 Local Area Plan there has been limited development within the Northern Environs. It is envisaged that the majority of this growth will occur in Ballyvolane. The economic downturn combined with the lack of investment in infrastructure were contributing factors for the lack of progress in Ballyvolane
- 3.4.10 Detailed consideration of the growth capacity of the villages in this Electoral Area, set out in later sections, indicates that the capacity of many of the smaller settlements to accommodate growth is limited. Accordingly, while the plan makes the best use of the infrastructure that exists and is planned in many villages, provision for housing in Ballyvolane has been made in order to offset the shortfall in capacity in many villages.

Special Policy Areas – Ballyvolane Urban Expansion Area

3.4.11 The Northern Environs was identified in the CASP update (2008) as a significant growth location, with Ballyvolane identified as the primary location to accommodate additional growth. The 2011 Blarney Local Area Plan required the preparation of a masterplan to guide development using a brief prepared by Cork County Council. A special policy area objective was identified which provided for a minimum of 2,337 and up to 3,600 dwellings through a phased programme of development. This Local Area Plan provides a framework for the development of the Ballyvolane urban expansion area addressing a number of the particular issues relevant to its future development.

3.4.12 As such, an integrated transport strategy will need to be prepared in conjunction with Cork City Council. This plan will need to identify proposals for enhanced public transport between the site and the city centre and improved road connectivity in the area. It will also need to include provision for improved pedestrian and cycling connectivity within the site and with the city centre. Other localised issues that are dealt with at the end of this section include; the sloping topography and visual prominence, the need for additional water and waste water infrastructure and the number of transmission lines which form part of the ESB network. Concentration of development in one strategic area will facilitate a coordinated, phased approach to development and infrastructure provision.

Funding and Contributions Scheme

- 3.4.13 The provision of the necessary infrastructure on this site involves the complex co-ordination of investment programmes by a number of infrastructure agencies involving land in a number of different ownerships.
- 3.4.14 To overcome these difficulties the County Council is proposing to co-ordinate development and infrastructure provision between the various agencies and landowners through the use of agreements under Section 47 of the Planning and Development Acts as described in Section 1
- 3.4.15 Intending developers are advised to enter discussions with the County Council at an early stage so that proposals for the funding and delivery of infrastructure to support the proposed development can be agreed at the outset.

Employment and Economic Activity

- 3.4.16 Currently there is a significant amount of established industrial land in Cork City North Environs. These lands cater for a wide spectrum of employment generating uses including IT, car servicing, tool making and some retail warehousing.
- 3.4.17 These industries are located in a number of industrial estates, many of which are in need of renovation and have poor connectivity with the City and national road network. A total of total of 72 ha are zoned for industrial and business uses in two sites across the North Environs. The existing zoning which comprise the Kilbarry lands have only seen piecemeal development of this large parcel of land to date with extensions to existing industry on the Southern half of the zoning. .
- 3.4.18 The CASP Update 2008 suggests that the North Environs, specifically Kilbarry and Ballyvolane, should be an important location for major employment led development. The Update has set out a 2020 jobs target of 5660 for the area, an increase of 2,258 on 2006 employment levels. The Cork County Development Plan 2014 reflected the importance of the North Environs, as an employment generating area by designating Kilbarry as a Strategic Employment Centre. The proposed Northern Ring Road and junction North of Kilbarry will improve access arrangements to the strategic road network which is needed to act as a catalyst to development. Furthermore the future development of this area must be underpinned by the provision of high quality public transport with direct connections to the Ballyvolane Urban Expansion Area.
- 3.4.19 The CASP Update suggested that a total of 290,784m² business & technology floorspace is required to 2020, equating to a land requirement of approximately 58ha (144 acres) in a number of key locations across metropolitan Cork including Kilbarry. The report also recommends that the principal land uses to be accommodated in these locations include business and technology distribution and limited offices. It is important to ensure that the development of this site complements the wider development framework for the Blackpool area as set out in the North Blackpool Local Area Plan 2011.

- 3.4.20 The zoning of the lands adjacent to one of the principal employment centres in the North Environs, the Kilbarry Strategic Employment Centre has been amended in this plan to provide for an industrial and enterprise zoning. This broad ranging zoning is potentially more suited to the nature of economic and industrial activity within the Northern Environs. The office type zoning has been omitted. The lands located within the City Council area which adjoining the Kilbarry lands are zoned for business and technology. The proposed rail station at Blackpool is located in close proximity to these lands.
- 3.4.21 Integral to the development of these lands is the need to improve both vehicular and pedestrian accessibility to the site. Significant improvements to the local road network will be required to accommodate the traffic generated from the proposed development. Part of these improvements will require the provision of appropriate pedestrian and cycling infrastructure.
- 3.4.22 The proximity of the proposed train station in time will provide improve the modal spilt for persons travelling to work. The POWSCAR data which analyses commuting patterns based on the most recent 2011 census is a useful baseline information. The percentage of employee's usual means of travel to work for the Northern Environs and across the 4 DEEDS in this study area indicates that 1.1% of employees use the train with 1.3% utilizing the bus. The improvement of public transport is discussed in a later section.

Business Development

- 3.4.23 The number of business zonings has reduced in this plan. The operations at the Apple in Holyhill have expanded since the 2011 Local Area Plan including the car parking facilities and realignment of the road that surrounds the site. Permission has been granted within the City Council for further development of the complex at Apple. The remaining undeveloped lands are quite small. There is a new business zoning on the edge of the Ballyvolane Urban Expansion Area which will be located adjacent to the proposed housing and very close to the industrial lands of Kilbarry. The development of the business lands are linked to Phase two in the overall development of lands at Ballyvolane.

Town Centre Development

- 3.4.24 The Joint Retail Strategy prepared as part of the review of the Cork County Development Plan 2014 provided for the provision of additional district centres on the northside of Cork City in order to deliver a more equitable distribution of retail floorspace across the city suburbs. Given the population growth targeted for the North Environs, as set out above, Ballyvolane has been identified as a new district retail centre for the area.
- 3.4.25 Owing to flooding and transport issues, a previous planning application on zoned land south of the Fox and Hounds has been refused by An Bord Pleanála. There is an opportunity to develop a new retail centre on land adjacent to the Lidl complex, north of the Fox and Hounds retail outlet. This is discussed in more detail in the section relating to Ballyvolane. Consideration shall be given to the construction of a community facility on this site also, to serve existing and future residents of the area.

Education, Community & Cultural Facilities

- 3.4.26 The Department of Education and Skills identified a requirement for a new primary school in Cork City North Environs based on the 2020 forecast population of 4,581 set out in the 2004 Regional Planning Guidelines. The revised population target of 10,719 will give rise to an additional requirement for educational facilities. The new requirements are approximately 21 additional classrooms for primary school age and 365 post-primary school places. Therefore, it is likely that a new 16 or 24 classroom school will be required in the north environs.

- 3.4.27 The Department guidelines state that generally, the Department will not build a post primary school with greater than 1,000 places therefore the additional 482 places required at post primary level to accommodate the revised population targets are likely to be accommodated by an increase in the size of existing post primary schools in the area. However, if the North Environs is to accommodate some of the population shortfall arising from the capacity deficit in the smaller settlements, the need for additional post primary education facilities might become more acute. A post primary school is proposed in the Ballyvolane urban expansion area, together with two primary schools.
- 3.4.28 Generally, the North Environs is very well served by sporting facilities. There are a number of GAA clubs, (Na Piarasaigh, St Vincent's Delaneys and Mayfield), soccer clubs (Castleview A.F.C, Temple United AFC and O' Neill Grattan Park, Mayfield United) and other leisure facilities (Riverview fitness & leisure club), which cater for the sporting needs of the population.
- 3.4.29 In terms of open space provision, the majority of lands zoned open space are undeveloped or are of no practical use to the public, as they are made up mainly of farmland or vacant grassland with a significant portion of the land steeply sloping. The exception is the Nash's Boreen amenity walk which extends from Nash's Boreen up to Hollyhill approximately 2 kms in length emerging just across from Apple's operations.
- 3.4.30 The amenity walk was a collective project involving the community association and many stakeholders with views over the Glenamought River Valley to the North. The Ballyvolane urban expansion area will provide passive and active open space which will help provide much needed recreational facilities in the North East of the City. The provision of the urban park will be linked to the phasing programme. Cork City's Development Plan 2015 identified a location for a district park of 15-30 hectares. A masterplan for the North West of Cork City namely the Knocknaheeny area was adopted in 2011. It contains an implementation strategy for the regeneration of housing in the area together with improvements to facilities and the public realm. There has been limited implementation of the masterplan to date. The park in Blackpool adjacent to the district centre located within the administrative area of the City also provides passive recreational and amenity facilities.
- 3.4.31 In relation to cultural facilities, the North Environs relies heavily on services provided by Cork City Council. Libraries are provided in Blackpool, Mayfield with a new library which opened Hollyhill/knocknaheeny in 2015.

Infrastructure

Public Transport

- 3.4.32 At present, public transport in the North environs is restricted to bus services only. The development of a proposed rail station at Kilbarry, which lies within the City Council Administrative Boundary, will enhance public transport permeability within the western portion of the area and will form an important component of enhanced transport options in the North Environs. The Ballyvolane area is not served by the Cork Suburban Rail network. There is an existing bus route serving Gurrnabrather and parts of Ballyvolane however enhanced bus priority infrastructure, would represent the most appropriate solution to the transport needs of the area.
- 3.4.33 Pedestrian and cycling facilities within the Northern Environs is very inadequate, the road width and topography are limiting factors. The Cork Cycle Network Plan is a joint venture between City and County Councils being prepared at present, it identifies the strategic cycle network existing and proposed within the metropolitan area. Public consultations commenced in September on the network plan. The recommended routes for the Northside will be incorporated into this Local Area Plan.

Road Connectivity

- 3.4.34 Connectivity in the North Environs is weak as the local road network is difficult to navigate, substandard in places and has poor connectivity with the national road network.
- 3.4.35 The Northern Ring Road is seen as an important strategic infrastructural requirement to complete the existing road network around the city. The Northern Ring Road Scheme has been divided into a Northern Section; linking the N20 Cork to Mallow Road with the N8 Glanmire Bypass, and a Western Section; linking the Ballincollig Bypass with the N20. A preferred route was identified a number of years ago. The issue of access to the proposed Northern Ring Road was addressed through a Transport Assessment of Cork Northern Environs, carried out by Systra Transport Consultants. A suitable location for a single junction to serve the proposed town at Monard and the IDA Estate at Killbarry was identified at Ballincroking. The Council met with the NRA and other stakeholders, to maximise agreement on the location selected and connections to it. The Northern Ring Road project was suspended in 2011 due to the economic downturn. However the project once restored will provide a catalyst to economic development across the Northern side.
- 3.4.36 There is also a need to address existing congestion at the Ballyvolane crossroads. The construction of the proposed link road connecting Mayfield to Killbarry is a critical piece of road infrastructure to alleviate the congestion at the Fox and Hounds and the intersection of the Ballyhooley Road and the existing Northern Relief Road. The regional transport model which is currently being prepared by the NTA will inform the timing of the delivery of this road proposal. Further design including the exact alignment of the route, the design of bridges, overpasses etc needs to be completed first.

Water Supply and Waste Water Infrastructure

- 3.4.37 The city's North Environs are served by drinking water from the Cork Harbour and City Water Supply Scheme. Major new investment in water infrastructure is required to facilitate the level of development plan for the North Environs. The provision of additional water and wastewater capacity will need to be linked to the significant planned development at Monard, Stoneview and Ballyvolane. Irish Water have responsibility for the provision of water supply, investment in reservoirs will be required with an extension to the network. A detailed assessment in relation to the provision of water supply for the Northern Environs is needed.
- 3.4.38 Waste Water Infrastructure to cater for future demand is inadequate as the North Environs is connected to the Waste Water Treatment Plant at Carrigrennan, Little Island. However to facilitate the level of development planned for the North Environs major new investment is required to provide infrastructure to connect Ballyvolane (linking with Blarney and Monard) to Carrigrennan Waste Water Treatment Plant. Irish Water have responsibility for the provision of waste water infrastructure. Irish Water have taken a strategic view in relation to waste water collection and treatment. A detailed assessment into the provision of an adequate waste water disposal system including the necessary infrastructure is being prepared at present.

Flooding and Surface Water Management

- 3.4.39 Parts of Cork City North Environs have been identified as being at risk of flooding. The areas at risk follow the path of the Glen, Bride and Kiln Rivers that run through the area and are illustrated on the settlement map. Those areas most directly affected include the T-01 site in Ballyvolane. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding.
- 3.4.40 The control and management of surface water through the use of Sustainable Urban Drainage scheme will be necessitated on all zoned lands in line with the policy of the County Development Plan. An assessment of the control and management of surface water will be required. A detailed

design or strategy will ensure a sustainable approach to surface water management from all development within the Northern Environs in particular the steeply sloping lands in Ballyvolane, ensuring adequate land is available to accommodate its requirements.

Environment and Heritage

Landscape and Visual Amenity

3.4.41 The North Environs is located within a landscape type of national importance described in the Draft Landscape Strategy as City Harbour and Estuary. A very high landscape value is attributed to it in the Draft Strategy (scenic landscapes with highest natural and cultural quality, areas with conservation interest and of national importance) and its sensitivity is described as very high (extra vulnerable landscapes – for example, seascape area with national importance – likely to be fragile and susceptible to change).

Protected Structures/Built Heritage

3.4.42 There are two structures in the North Environs entered on the Record of Protected Structures: Flower Hill at Ballincolly; and Anname Bridge to the north of Dublin Pike.

Natural Heritage

3.4.43 There are no Natural Heritage Areas or sites which are designated under the Wildlife (Amendment) Act 2000 or any Natura 2000 sites designated under the European Habitats Directive 2000 within the Northern Environs. However the Eastern half of the site is located within the Natura 2000 screening zone for the purpose of assessing planning applications having regard to the proximity of Cork Harbour's natural heritage designations. The designations include two Natura 2000 sites namely Cork Harbour Special Protection Area (SPA) site code 004030 and the Great Island Channel Special Area of Conservation (SAC) site code 001058. It is also designated a Ramsar site for wetland protection. There are also a number of pNHA sites within Cork harbour which overlap with some of the boundaries of the Natura 2000 designated sites. The Cobh Local Area Plan will be subject to the Habitats Directive Assessment process similar to that conducted for the 2011 Local Area Plan process.

Planning Proposals

Overall Scale of Development

3.4.44 Over the lifetime of this plan, it is envisaged that there will be substantial population growth in the North Environs as it represents one of the most sustainable development locations in the metropolitan area, given its proximity to the city centre. The growth of this area however is dependant upon the provision of appropriate public transport and wastewater infrastructure.

3.4.45 The planning strategy for the Northern Environs proposed to accommodate a target population of 10,719 people, an increase of 4,027 people on 2011 population levels. It is estimated that an additional 2,281 dwelling units will need to be provided to cater for this level of growth. Given the number of units completed since 2006 and the capacity on the existing residential land supply, which provides for 398 dwelling units and the shortfall in the growth capacity of many of the smaller villages, there is a requirement to zone land to accommodate approximately 2337 units in Cork City North Environs.

3.4.46 While the zoning provisions in Cork City North Environs is greater than the population target requirements of the town, this additional land may have a role to play in addressing the uncertainty on the numbers that can be delivered in the villages should different circumstances prevail.

3.4.47 The Council's Housing Strategy states that on zoned lands, it will be a requirement that 10% of all land zoned for residential uses (or for a mix of residential and other uses) be reserved for the purpose of social and affordable housing.

Development Boundary

3.4.48 The development boundary for the North Environs of the city reflects the existing built up urban area and additional lands required to accommodate future development. The Eastern boundary of the Ballyvolane Urban Expansion Area has changed but not significantly, additional lands have been included. However, the boundary is drawn to ensure a clear separation of the neighbouring settlements, particularly Blarney to the north and Glanmire to the east. To the south and east, it is formed by the boundary with the City Council. Generally, provision has been made to retain the undeveloped existing zoned areas.

3.4.49 The development boundary for the North Environs includes all the areas that are the subject of specific zoning objectives. Development proposals on lands not covered by a specific zoning objective, will be considered in relation to the following:

- The objectives of the County Development Plan 2014;
- Any general or other relevant objectives of this local area plan;
- The character of the surrounding area; and
- Other planning and sustainable development considerations considered relevant to the proposal or its surroundings

3.4.50 Outside the development boundary the land forms part of the City Council administrative area to the south and elsewhere the land forms part of the Metropolitan Greenbelt. Within the greenbelt, the objectives of the Cork County Development Plan 2014 are to retain the open and rural character of lands between and adjacent to urban areas, maintain the clear distinction between urban areas and the countryside, to prevent urban sprawl and the coalescence of built up areas, to focus attention on lands within the development boundary which are zoned for development and provide for appropriate land uses that protect the physical and visual amenity of the area.

Employment and Economic Activity

3.4.51 As highlighted earlier, the CASP Update 2008 has identified Kilbarry as a principle centre of employment based development in the northern suburbs of the city. The future development of this area must be underpinned by the provision of high quality public transport and road infrastructure.

3.4.52 In order to maximise the employment potential of the Kilbarry Strategic Employment Centre, it is proposed to include a general industrial and enterprise zoning rather than the special policy area that splits the zoning between business and office. The dockland areas in the City Centre are proving to be a more popular environment for offices, with good access to public transport with an attractive waterfront setting.

Town Centre Development

3.4.53 The Joint Retail Strategy prepared as part of the review of the Cork County Development Plan 2014 provided for the provision of additional district centres on the northside of Cork City in order to deliver a more equitable distribution of retail floorspace across the city suburbs. Blackpool is the only existing district centre serving the North Environs. Given the population growth targeted for

the North Environs, as set out above, Ballyvolane has been identified as a new district retail centre for the area.

- 3.4.54 The lands south of the “Fox and Hounds” are at risk of flooding, there is also a refusal by An Bord Pleanála for retail development for a number of reasons. Lands to the North of Banduff Road adjacent to the Lidl discount store within the Ballyvolane Urban Expansion area will form part of the district centre in conjunction with existing retail development around the Ballyvolane cross roads. The district centre is discussed in more detail in section 3.4.104 on Ballyvolane. The lands south of the Fox and Hounds remain within the district centre zoning subject to the resolution of a number of issues as outlined in the development objective.

Business and Industrial Development

- 3.4.55 The employment zonings have changed since the previous local area plan 2011. Integral to the development of these lands is the need to improve both vehicular and pedestrian accessibility to the site. Significant improvements to the local road network will be required to accommodate the traffic generated from the proposed development. Part of these improvements will require the provision of appropriate pedestrian and cycling infrastructure.
- 3.4.56 A new business zoning has been introduced as part of the Ballyvolane Urban Expansion plan. A portion of the land west and adjacent to the Ballyhooley Road could be suitable for development as a business zone for uses such as light industry, wholesale and non-retail trading uses, car showrooms and small/medium scale manufacturing, repairs, warehousing and distribution.

Open Space

- 3.4.57 While the quantity of Open Space provision in the North Environs appears adequate, the space is currently unusable. The 2015 City Development Plan proposes a North West District Park in Knocknaheeny on this parcel of land zoned open space. This park would provide a broad range of facilities and contribute to an improvement in the range of recreational facilities available to a wide area of Metropolitan Cork. Part of the area concerned is sensitive to longer distance views toward the city from the rural area to the north. This area not only includes a significant area that is generally level and suitable for playing pitches but also includes an extensive steeply sloping area more suited to informal recreation. This land has been zoned for open space since 2005, but no funding or implementation plan has emerged in the intervening years. Accordingly the zoning objectives to facilitate this are retained in this plan.
- 3.4.58 There are also three smaller open space zonings to the east of the north environs that were zoned in the 2005 Local Area Plan. These are for open space and remain undeveloped.
- 3.4.59 In compliance with the County Development Plan objective to protect and improve existing areas of public or private open space these areas of open space are being retained in this plan. These areas adjoin the city, are suited to open space use and available, suitable replacement open space of higher quality has not been identified.
- 3.4.60 Additional Open Space will be provided for within the Ballyvolane Urban Expansion Area. This will serve the North Eastern suburbs of the City. The development of Ballyvolane is to have regard to the high standards of accessibility that are essential to active open space uses.

Green Infrastructure and Biodiversity

- 3.4.61 Habitat mapping was conducted by Atkins consultants for the electoral areas as an action of the Heritage Plan. The primary habitats identified were semi natural grassland, scrub woodland and swamp area. These features should be incorporated into future layouts.

Traffic and Transportation

- 3.4.62 As part of the traffic and transportation assessment for Monard SDZ planning scheme, Cork County Council undertook a traffic and transport assessment of the Northern Environs, specifically looking at the Ballyvolane urban expansion area. The proposals contained in this assessment are contained in the separate report for Ballyvolane.
- 3.4.63 In addition, the NTA have recently completed the preparation of a Regional Transport Model and are using it to assess the impact of the County Development Plan policies and development proposals for the Metropolitan Area. The model will assess the impacts of the likely build out of all urban expansion areas and identify major road, public transport, walking and cycling interventions that are necessary to enable existing and new residents to access their places of employment, education facilities and all commercial and recreational activities. The contents of their report will affect the transport proposals for this plan and will be included in this section, when available.

Ballyvolane Urban Expansion Area

Policy Background

- 3.4.64 The CASP update (2008) proposed the expansion of Cork's Northern suburbs. Cork County Development Plan 2014 provides for the population of the area to grow to 10,719 persons, representing growth of 4,027 persons on the 2011 population. Most of this growth will occur in the Ballyvolane Urban Expansion area. The 2011 Local Area Plan required the preparation of a masterplan to guide development using a brief prepared by Cork County Council. The masterplan was not completed, it is now intended that the Draft Local Area Plan will put forward a framework for the development of this urban expansion area. A scoping report was also produced following the masterplan which dealt with issues in more detail.
- 3.4.65 The **Special Policy Area (X-01)** objective as contained in the 2011 LAP identified the land use requirements on the site as follows:
- To facilitate the development of a minimum of 2,337 and up to 3,600 dwellings through a phased programme of development.
 - Provision for new housing within a clearly defined network of 'character areas' so that each area can develop its own sense of place with a wide range of house types.
 - Provision of appropriate convenience and complementary comparison shopping facilities;
 - Provision of appropriate employment opportunities and improved linkages to the Strategic Employment Centre at Kilbarry
 - Promote permeability within the area and relationship to and linkages with the wider area
 - Proposals for the creation and treatment of public realm and open space within the area having regard to the topography of the area, in particular the visually prominent ridgeline to the north.
 - Proposals for the timing and provision of the necessary wastewater infrastructure to connect with infrastructure serving Stoneview in Blarney and Monard
 - proposal for enhanced public transport between the site and the city centre. This will require the preparation of a detailed transportation strategy in conjunction with Cork City Council and other key stakeholders
 - Proposals for the timing and provision of road infrastructure. This is to include provision for safe pedestrian and cycle links to the neighbourhood centre; public transport nodes and wider area;

- Proposals for the provision and construction of a two primary schools and a secondary school to meet the educational requirements.
- Provision of an urban park of approximately 20 hectares. This is to be provided in addition to the normal open space requirements provided as part of new housing developments;
- Demonstrate how the protection and enhancement of biodiversity will be successfully achieved
- Proposals for a detailed landscaping strategy that will outline boundary treatments in sensitive locations within the masterplan area
- Proposals for renewable and sustainable energy options on site;
- Provision of an appropriate range of health care facilities.

Planning Considerations & Site Context

- 3.4.66 Ballyvolane is an existing largely residential area adjoining the northeast of Cork City. Its population is primarily located within Cork City Council's administrative area. As a suburban growth area on the edge of Cork City, Ballyvolane has the potential to create the critical mass to support improved public transport and services provision, set within the wider Cork Area Strategic Plan context.
- 3.4.67 The area of the entire site is approximately 260 hectares with approximately 50 existing individual houses on the perimeter and within the area. The site ownership is quite fragmented at the moment, with approximately 20 -25 landowners involved. The proposed Kilbarry Strategic Employment Centre is located West of the site. The satellite town of Glanmire is located approximately 2kms to the East of the site.
- 3.4.68 There is an existing small retail core adjacent to the site. The core is located at the Ballyvolane Crossroads and comprises Dunnes Stores, the Fox and Hounds and the Lidl Discount Store . The retail strategy has identified Ballyvolane as a proposed district centre. The framework plan should facilitate the district centre including the existing facilities.

Topography and Landscape

- 3.4.69 The site rises from levels of approximately 60 meters in the South West to the plateau of 130 meters along the Northern boundary. There are a number of ridge lines within the site. Firstly there is a central ridge between the Banduff and Rathcooney Road. There is an existing housing development located just below this ridge. The South West and Western slopes are also quite prominent. The Ballyvolane site is located within the City Harbour and Estuary Landscape type as defined by the Draft Landscape Strategy which is considered very high in terms of sensitivity and value. The avoidance of development on the steep Westerly slopes, part of the South Westerly Slopes and on the Southern ridge behind the existing pocket of development will help to reduce the overall impact on landscape. Mitigation measures in the form of extensive planting as part of a landscaping strategy will be required to reduce magnitude of the impact.
- 3.4.70 There are a number of small watercourses as shown on the constraints map, a riparian buffer should be maintained on either side. These watercourses will become an important feature for the Sustainable Urban Drainage System which will be required to control and manage surface water runoff. Ground water monitoring will be necessitated for the SUDs strategy.

Constraints to Development

Road Infrastructure

- 3.4.71 There are a number of existing roads which traverse the site. The local road which forms the Northern boundary is substandard and unsuitable for extra vehicular movements. Access from lands along this road would need a separate service road having regard to the number of one off

houses on the narrow road. The Ballyhooley road is a critical route into the City, the creation of additional access points onto the Ballyhooley road would result in additional congestion. The results of the Regional Transport Model currently being prepared by the NTA will be critical to quantifying the exact number of units that are capable of being built prior to substantial road improvements. The condition of the Rathcooney Road is satisfactory at present and has a footpath. However an upgrade will be required given the extra traffic volumes. The Banduff Road is reasonable. The connection and access to the City Centre is also a constraint. The routes into the City are narrow with limited with capacity issues at junctions.

- 3.4.72 Ballyvolane Crossroads is very congested with no space for junction re alignment. In summary the main constraint to development in the area is the road infrastructure in the vicinity of Ballyvolane, the routes into the City and limited capacity at junctions. The recent refusal by An Bord Pleanala regarding the retail development at the Fox and Hounds site was based on a number of reasons including the existing traffic congestion and the lack of the proposed Northern Ring Road.

Water Services Infrastructure

- 3.4.73 The city's Northern Environs are served by drinking water from the Cork Harbour and City Water Supply Scheme. Investment in water infrastructure is required to facilitate the level of development planned for Ballyvolane. The provision of additional water supply will require additional infrastructure including reservoirs. Irish Water are responsible for the provision of water supply.

The waste water infrastructure for the Northern Environs is discharged and treated to the Waste Water Treatment Plant in Carrigrennan, Little Island. However to facilitate the level of development planned for the North Environs major new investment is required to provide infrastructure to connect Ballyvolane (linking with Blarney and Monard) to Carrigrennan Waste Water Treatment Plant. Irish Water are responsible for the provision of waste water infrastructure. An assessment of the waste water infrastructure required to facilitate development across the Northside is being completed at present.

Flooding

- 3.4.74 The most recent flood sources do not identify the site itself as being at risk of flooding. The lands to the south of the site adjacent to the Fox and Hounds site have been identified as a flood risk. The entire site drains into the Glenamought catchment which flows into Blackpool and ultimately the River Lee. A stage 2 Strategic Flood Risk Assessment will be carried out in accordance with "The Planning System and Flood Risk Management Guidelines" issued by the DoEHLG and the Office of Public Works in November 2009 for the Cobh LAP.
- 3.4.75 The issue of surface water disposal is a significant issue having regard to the steep topography and the capacity issues within the Glenamought catchment. Sufficient level land would be required to attenuate flows before reaching the River. The proposed Blackpool flood relief scheme is sensitive to any increase in flows. The OPW have proposed two separate flood relief schemes; the Lower Lee and the Blackpool to progress the implementation of flood risk management measures for Cork City and Blackpool. The recommendation is that all future developments should attenuate for a 1 in 100 year flood event.
- 3.4.76 A new system for the disposal of surface water will need to be constructed to serve the new settlement. The philosophy of SUDS is to replicate as closely as possible, the natural drainage from the lands prior to development thereby minimising the impact of the development on water quality in the receiving waters and quantity of runoff in the downstream of the site. All future planning applications should demonstrate compliance with an overarching SUDs strategy.

Archaeological Sites

3.4.77 There are 7 archaeological sites located within the site. These include ; 1 Fulacht Fia , 2 Burnt Mounds, 1 16th /17th Century House, plus two Ringforts and one redundant monument. The constraints map identifies the location of such features.

Transmission Lines

3.4.78 There are a number of ESB transmission lines crossing the site. The voltage varies from 110 kv to 38Kv. There are two 110 Kv lines, namely the Kilbarry to Knockraha no 1 line and no 2 line. The cost of undergrounding these lines back to the facility in Kilbarry is most likely to be prohibitive. A maximum 40 meter wayleave between buildings is required along the route of the 110kv line. There are a couple of 38Kv lines one of which runs parallel to the Kilbarry to Knockraha no 1 line which can be undergrounded in sections at a relatively low expense. The line running from East to West crosses a steep area which has been reserved for open space. The wooden poles are less visually obtrusive then the steel structures which are necessitated if the line changes direction. There is a small pocket of steel structures adjacent to the Ballyhooley Road.

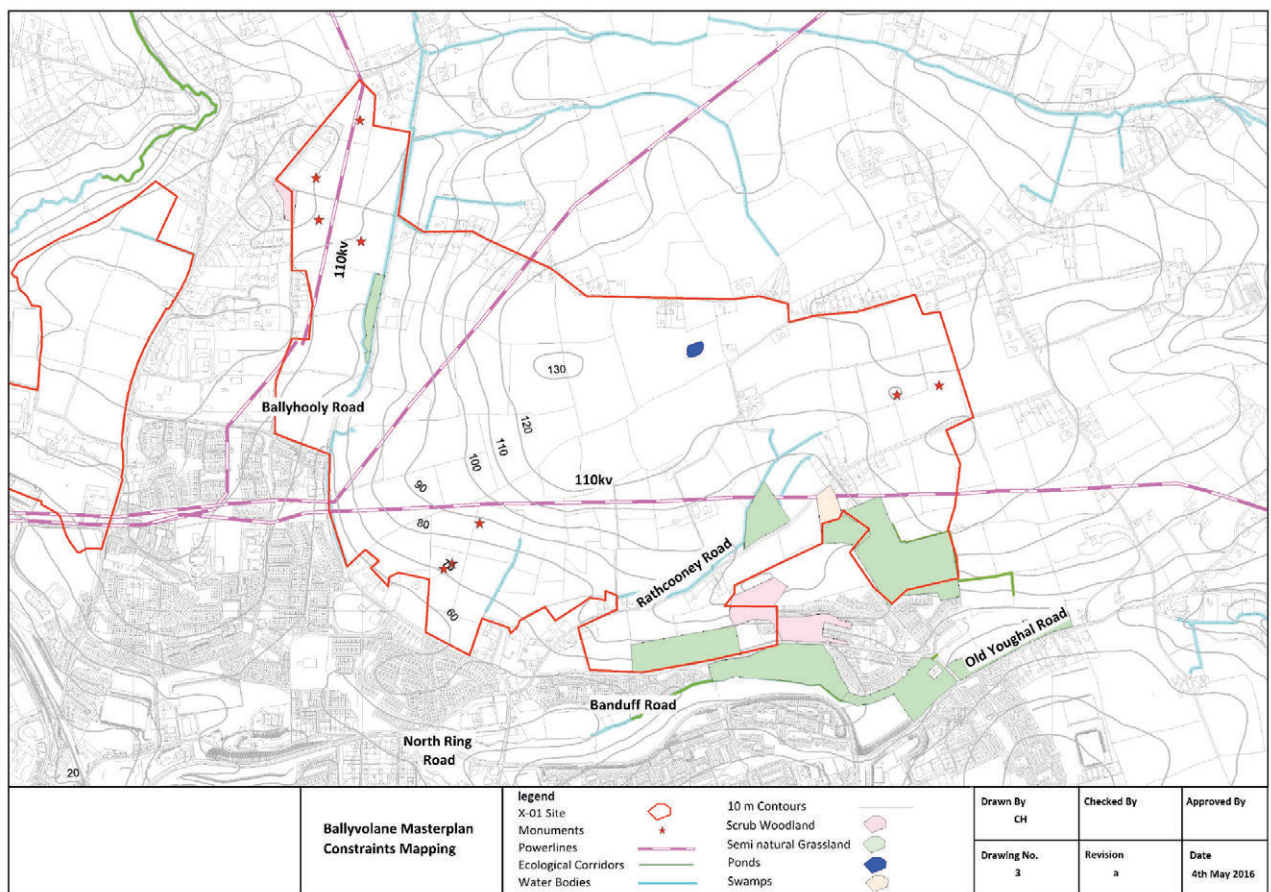


Fig 3.4.1: Environmental Constraints Map

Overall Design Principles

- 3.4.79 The overall design has been guided by a number of factors, these include the constraints identified within the site, the brief produced for the masterplan process and the guidelines both National and those produced by Cork County Council. The site constraints relating to design and layout include: the topography, existing road infrastructure, the location of archaeological and heritage features, transmission lines and the necessary way leaves. The DOE guidelines on Sustainable Residential Development in Urban Areas recommendation's relating to density and public transport are particularly important for this site as it an expansion of the City suburbs.
- 3.4.80 The key principles in considering sustainable development on the site are as follows:-
- Ensure that the proposed development provides **effective connectivity** (walking and cycling) to the town centre, educational and employment centres for the future residents
 - Support the achievement of **high levels of modal shift** by collaborating with other agencies to improve public transport services and influence patterns of employment development to support use of sustainable modes and travel by public transport.
 - Ensure the provision of an **appropriate housing mix**, considering the changing demographic (needs of older people) and the housing market requirements for Metropolitan Cork and the requirement of the Social Housing as per the County Development Plan 2015.
 - Make provision for **housing density** that encourages more efficient land use and infrastructure investment patterns and particularly creates conditions more favourable to the increased use of public transport.
 - To achieve development areas with a distinctive character that ensures a **unique, innovative and distinctive design** of houses with high quality finishes and materials. They should include positive characteristics such as reference to topographical and historical features and the inclusion of individual focal points and a priority for the provision of high quality public realm.

Land Use Proposals

- 3.4.81 The land use proposals for this site have utilized the design principles identified and focuses on the provision of a mixed use neighbourhood incorporating residential, community, open space and recreation, retail, traffic and transport, water services and other infrastructure. The proposals are contained in a zoning map with land use categories, land areas and specific objectives.

Residential Development

- 3.4.82 The quantum of houses envisaged for Ballyvolane was between 2337 and 3,600 units. The number proposed in this plan is 3000. A total of 3 phases are recommended for the phased delivery of housing in tandem with the facilities and amenities to serve a development. The average density across the entire site is 23 units per hectare. The highest density is 35 the lowest is 18, however there is scope to reduce densities on sloping sites. The overall number of units proposed in this report is 3,000.
- 3.4.83 The pockets of existing one off houses will necessitate a buffer of low density housing to protect their residential amenity. The areas concerned are along the existing roads. The higher densities should be concentrated on the Western and Southern sections of the site with the lower densities to the East and medium density to the North subject to adequate consideration for the landscape and sloping nature of the site. There is sufficient land within the area defined to accommodate a medium density development whilst also providing a generous quantity of useable and passive

open space to ensure protection of residential amenity and a reduction in the overall visual impact of the new development.

- 3.4.84 The Council's Housing Strategy states that on zoned lands, it will be a requirement that 10% of all land zoned for residential uses (or for a mix of residential and other uses) be reserved for the purpose of social housing. This housing should be scattered through the development. The following table outlines the phases, type and likely housing yield from the proposed development zones within the area:

Phase	Zone	Gross Area	Net Area (ha)	Density Type	No of Units
1	NE-R-03	7.9	5.9	Medium B	107
	NE-R-04	13.4	10.0	High and Med A	350
	NE-R-05	13.0	9.8	Medium A	216
	NE-R-10	17.8	13.3	Medium B	241
	NE-R-11	19.1	14.3	Medium B	259
2	NE-R-07	23.7	17.7	Medium A	391
	NE-R-08	12.3	9.2	Medium A	203
	NE-R-09	20.2	15.1	Medium A	333
	NE-R-13	16.5	12.3	Medium B	223
3	NE-R-12	27.3	20.4	Medium B	369
	NE-R-05	22.3	16.7	Medium B	301
Total		193.5	144.7		2995

Urban Design and Layout

- 3.4.85 The layout and design of the neighbourhoods within each phase or character area should take account of the Guidelines on Sustainable Residential Development in Urban Areas and accompanying Urban Design Manual. The orientation of the slopes is generally in a southerly, south westerly and westerly direction, this should be advantageous for solar gain. However the predominant winds are south westerlies, planting will also play a role in providing shelter for new housing as well as reducing the overall visual impact over time. The lands west of the Ballyhooley road face an easterly direction. The County Council's Design Guide for Residential Estate Development should be used as a basis for the design of future schemes with a design statement for any large applications.
- 3.4.86 The general road system, as well as dedicated pedestrian and cycle routes, should promote a sense of security by utilising passive surveillance to encourage use of the green routes. Development should conform to Cork County Council's residential estate design guide 'Making Places' (2011), which aims at control of vehicle speeds in housing areas, and a safe environment around the home.
- 3.4.87 All future applications will have to comply with Part V of the Planning and Development Act 2000 and the subsequent amendment. A 10% social housing provision will be required. A statement of housing mix both in terms of size and design should be provided with all applications for multi-unit residential development to demonstrate consistency with Development Plan and Housing Strategy.

Transportation and Public Transport

3.4.88 The existing road infrastructure consists of the Ballyhooley Road, Rathcooney Road, Banduff Road Arderrow Road and the local road along the Northern site boundary. The delivery of the Northern Ring Road will be important to remove national traffic from the area. The proposed NRR includes provision for a dedicated junction to serve Monard, Kilbarry and Ballyvolane. The non national road network will also need to be upgraded.

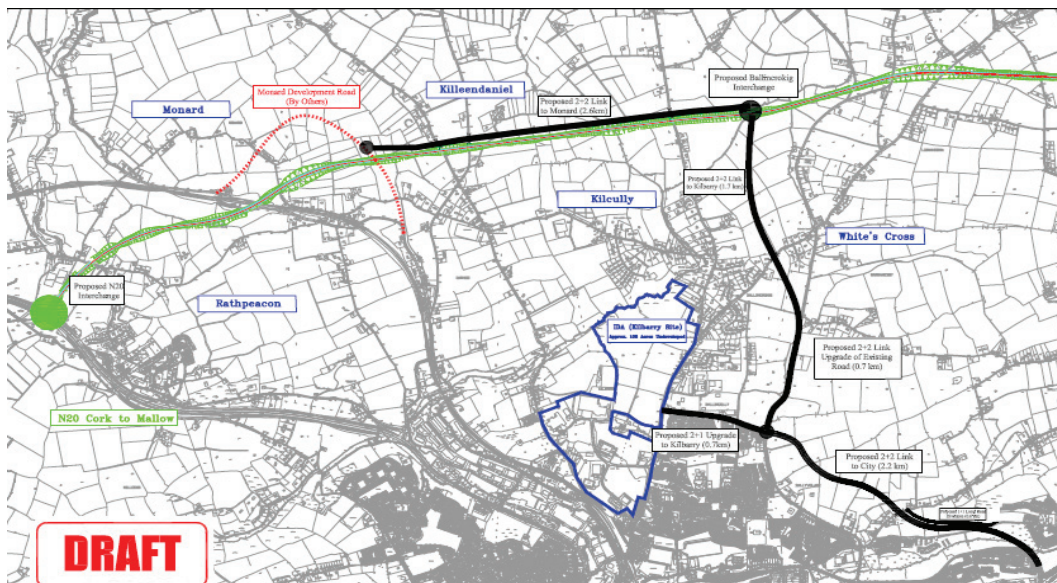


Fig.3.4.2: Strategic Road Infrastructure in the North Environs

- 3.4.89 A frequent bus service will be the primary mode of public transport to serve the expanding area. There is a need also for a high quality public transport corridor connecting Kilbarry to Ballyvolane to provide access to employment locations. There is an existing bus route along part of the Ballyhooley road, the Eastern half of Ballyvolane is presently remote from public transport. The potential for a bus loop has been identified in the zoning map. The proposed internal road network should provide for the bus and stops within the site, preferably in a loop. Provision for bus priority is particularly desirable on sections of road with a high likelihood of a frequent bus service on them e.g. Ballyhooley and Rathcooney road. The Regional Transport Assessment which is currently being prepared by the NTA will examine future traffic flows and land use plans based on the principle of modelling. The timing of the new road proposals will be informed by this assessment.
- 3.4.90 The link road proposed in the Cork Northern Environs Transport Assessment produced by Systra will be accommodated in the layout. The proposed road traverses the North Western corner and South Western section of the site, the length of which is approximately 2.2 km. The exact alignment including the bridges etc required to cross the existing roads is needed. The construction of this link road connecting Mayfield to Killbarry is a critical piece of road infrastructure to alleviate the congestion at the Fox and Hounds and the intersection of Ballyhooley Road and the Northern Relief Road i.e. Ballyvolane Cross Roads. The upgrade of road infrastructure should be linked to phasing to avoid significant congestion and increase capacity on routes into the City centre.
- 3.4.91 The expansion of this area straddles the administrative boundary with Cork City Council. Therefore the preparation of an integrated transport strategy is critical to delivering improved transport infrastructure. There are a number of constraints within the local road infrastructure, this is largely due to the historical streetscape and narrow road network. The City Council, funded by the NTA are currently preparing the Northern Strategic Corridor Study. The study is due to be finalised soon. The aim of the study is to examine the existing network with a view to identifying problems and

prioritise investment in these specific areas. The implementation of these measures identified will need to be carried out prior to the development of lands at Ballyvolane. The existing Northern Relief Road (R635) is an important corridor for movements between the N20 in the North to the N8 in the East and is located a short distance from the site.

- 3.4.92 The route is also used to access the City centre via Blackpool. The capacity of the road particularly at the junctions e.g. Ballyvolane Cross would need to be upgraded to provide a high quality Northern Orbital Route. The upgrade of the entire route to facilitate bus priority would provide a direct access to the City via an express bus. Employment locations west of the City could be accessed once in the City Centre. In the Eastern direction a bus corridor to employment locations such as Littleisland could be provided once the constraints at Mayfield in terms of bus priority are overcome. The outcome of the NTA's Regional Transport Assessment and the City's Study of the Northside due at the end of October will inform the transport strategy going forward.
- 3.4.93 The upgrade of the road network to provide for pedestrian and cycle routes are being is also required in the vicinity of the site particularly on the Ballyhooley Road, Rathcooney Road, Banduff Road. The route of the principal cycle-way shall link up with the Cork Cycle Network Plan is a joint venture between City and County Councils as part of a Cycling Strategy for Metropolitan Cork.
- 3.4.94 The internal site movements will cater for pedestrian and cycleways from the outset to ensure attractive routes are provided in tandem with the development of housing to promote the slower modes of transport particularly for shorter trips.

Surface water, Green Infrastructure and Biodiversity

- 3.4.95 The provision of adequate pedestrian and cycling facilities within the site and connections to the wider area is an important factor especially as there is limited footpath and no cycling lanes on the existing road network. This green field site represents the opportunity to provide public transport, pedestrian routes and cycle ways in a manner that allows for direct and attractive routes. The Ballyhooley Road should be upgraded to provide both pedestrian and cycle access.
- 3.4.96 The Cork Cycle Network Plan is a joint venture between City and County Councils is being prepared at present, it identifies the strategic cycle network existing and proposed within the metropolitan area. Public consultations commenced in September on the network plan. The plan proposes primary cycle routes through the site, the route of which may change particularly due to the difficult gradient in some parts.

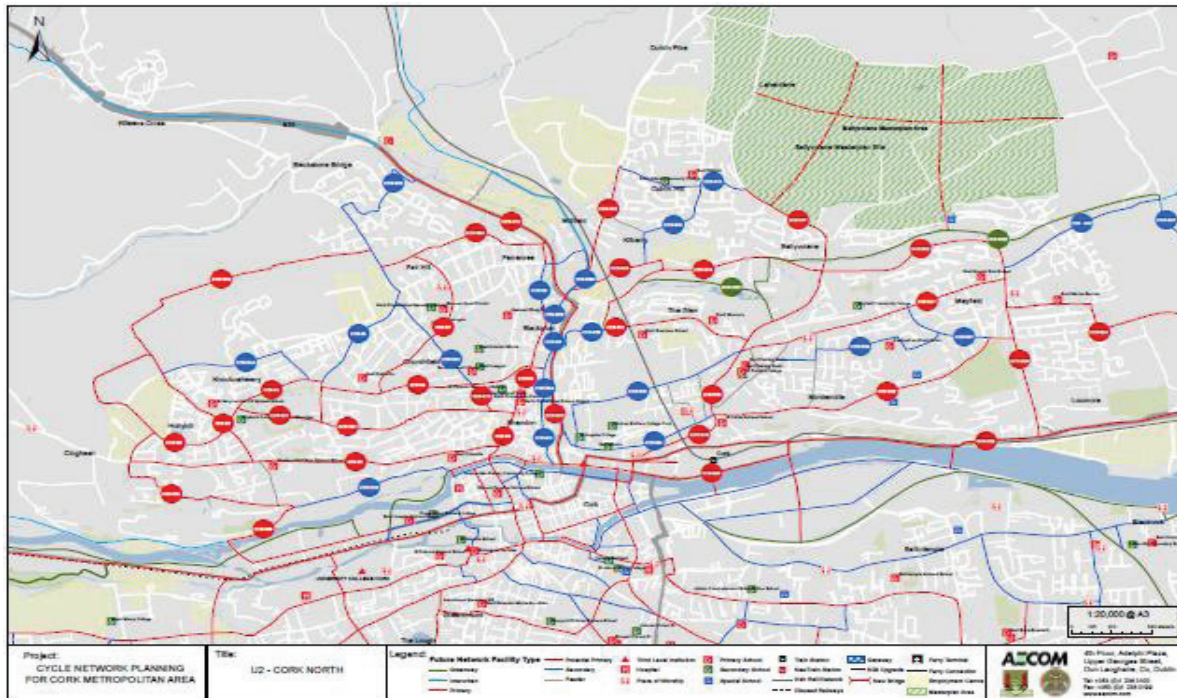


Fig 3.4.3: Cycling Strategy for Metropolitan Cork

- 3.4.97 There is a need to address the **topographical constraints** of the site and the overall visual impact, this can be achieved in a number of ways. Firstly, the avoidance of development on very steep and prominent slopes particularly when viewed from a distance is the primary measure. Secondly, the creation of a landscape strategy which proposes planting of trees in strategic locations to reduce the overall impact, both on the landscape and the visual impact. The landscape strategy should be completed prior to development, planting should take place in combination with construction.
- 3.4.98 The control and management of **surface water** through the use of Sustainable Urban Drainage will necessitate the reservation of land for SUDs features particularly in the South Western corner of the site. The attenuation measures should ensure that the rate at which run-off enters local water courses does not exceed the corresponding rate prior to the commencement of the new development (year storm events of up to 1-in-100 year frequency). Given the size and topography of the site a large area will be required for attenuation measures e.g. a number of hectares.
- 3.4.99 The SUDs features will be incorporated in every development proposal. It will be necessary for applications to clearly outline the specific measures, their design capacity and location of such measures. The existing greenfield run off rates and volumes should not be exceeded. Provision should be made for swales /filtration drains, detention basins/ponds along the new SW link road, to ensure no adverse impact on current peak flows in the rivers and streams downstream of the site. The County Development Plan requires all new developments to incorporate SUDs as per Section 11.5 of CDP 2014. A SUDs study of the site will be required prior to development to establish the number, location and range of features to adequately control the run off. The terms of reference shall be determined.
- 3.4.100 **Habitat mapping** was conducted by Atkins consultants for the electoral areas as an action of the Heritage Plan. The results of the mapping identified the primary habitats as; semi natural grassland, scrub woodland and swamp area. These features should be incorporated into future layouts. There is a large permanently wet area located centrally in a field to the North East of the site which should be accommodated in the layout as a water feature.
- 3.4.101 On a broad scale, sustainable residential development involves settlement patterns that help minimise transport-related energy consumption and encourage energy-efficient housing layouts.

The expansion of the Northern Suburbs will be a sustainable development location close to the City Centre with improved public transport connections into the City and employment locations. The scale and density of the expanded urban area provides an opportunity for the provision of energy efficiency and conservation measures within the new neighbourhoods. These measures should include specific water conservation measures, use of recycled cement, the use of renewable energy sources and energy efficiency in the layout and in individual houses. The compliance with building regulations should be of a standard that exceeds the basic standards to promote a positive environmental effect in the medium to long term on the surrounding.

Public Realm and Community Facilities

3.4.102 The existing landscape is a significant consideration in creation of useable open space. A 20 ha urban park will provide passive recreational facilities for the area as a whole. The provision of the urban park will be linked to the phasing as there is a shortage of informal recreational areas within the Northern suburbs. There is approximately 60 ha of land reserved for open space in total, a generous open space provision. A large central park will be at the pinnacle of the open space hierarchy with smaller areas of open space peppered throughout the layout. In terms of provision of childcare facilities, the recent extension of the ECCE scheme from 1 to 2 years should be provided for in terms of numbers of pre school childcare places. A site for a health centre should be provided adjacent to the retail facilities to cater for existing and future populations as per the objective of the Blarney Local Area Plan 2011.

3.4.103 The recreation and amenity strategy remains part of the CDP, therefore applications should comply with the Council's recreation and amenity policy. A community building is also required in the area to serve the existing community and the new population. A community building was proposed in the recently refused mixed use application adjacent to the Fox and Hounds site.

Retail

3.4.104 Ballyvolane contains an existing neighbourhood centre comprising Dunnes Stores, Fox and Hounds site and the Lidl Discount Store. There is potential to expand to fulfill a District Centre role and bring balance in this regard to the north side of Cork City. It is an objective of Cork City for these centres to develop into mixed use urban centres with good public transport access and high quality urban design. In April of this year, the expansion of retail services at the Fox and Hounds due South of the site was refused permission. The framework plan will provide for convenience and comparison retail development to the rear of the existing Lidl site. Together with the Dunnes Stores and the Fox and Hounds at Ballyvolane Crossroads this nucleus of units will serve as a district centre to serve the existing and future population. The total gross floor area which was granted by the Council but refused by the Bord was 10,077 including a community building.

3.4.105 The future retail development on the site should comprise a total of 10,000m², including Dunnes, Lidl and Fox and Hounds floor areas. In addition, 100 sq meters shall be provided for a community building. The car parking to serve the retail /commercial centre should include multi storey car parking.

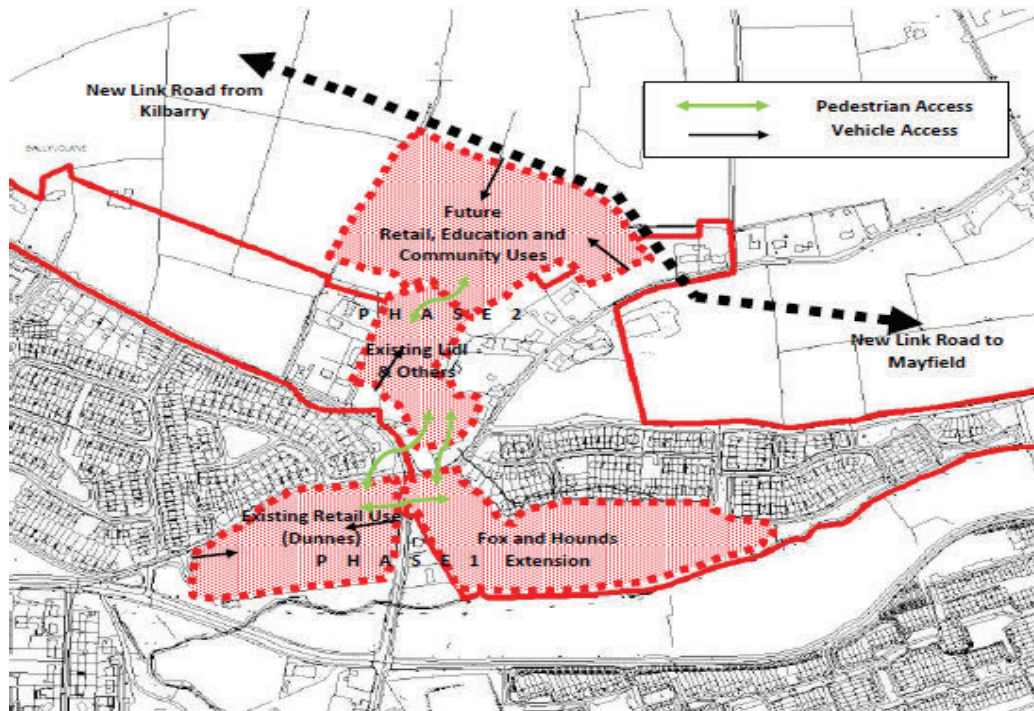


Fig. 3.4.4: Proposed District Centre at Ballyvolane

Employment

3.4.106 This new expansion area will rely on adjacent lands in Kilbarry to provide local and accessible employment. The dedicated junction proposed for the Northern Ring Road should help stimulate employment growth in Kilbarry, with direct access by road with good pedestrian and cycling facilities from Ballyvolane. A dedicated bus lane with a frequent service will provide locals with access to employment locations in the City centre. The improved transport connections into the City will facilitate access to employment locations to the South West and South East of the City. There is a need for additional business land to accommodate small/medium scale manufacturing on the site. A good location for this type of land use will be at the junction of the Ballyhooley road and the Kilbarry link road. Approximately 13.5 hectares have been site aside for this purposes.

3.4.107 The IDA lands will be zoned for industry and enterprise in the Draft Plan, rather than business /enterprise this will be a more broad ranging zoning objective to encourage development and economic activity. The commercial and retail centre will also provide local employment within walking distance of residential areas.

Phasing and Implementation

3.4.108 It is the objective of the Framework plan to set out logical and sequential phasing that allows for an orderly development pattern and maximises the development quantum related to investment in infrastructure. The timing of each phase of development is directly linked to infrastructure availability. It is envisaged that development will commence in a sequential order once appropriate and necessary infrastructure is available to serve the proposed development.

3.4.109 A total of 3 development phases are identified within the site. This framework plan specifies for each phase; the number of residential units, retail and or commercial uses, educational facilities, social facilities, amenities, physical infrastructure and the access strategy required, thereby setting out the enabling works that are required to allow development to commence. There is also a list of strategic studies and infrastructural investment required prior to the commencement of

development. These service requirements are set out in the following table, the subsequent tables outline the requirements in each phase.

Table 3.4.3: Development Programme: Ballyvolane	
Phasing of Development	Strategic Infrastructure and Service Requirements*
<p>➤ Prior to Commencement of development</p>	<p>Transport /Road Infrastructure</p> <ul style="list-style-type: none"> • Complete the Regional Transport Assessment • Complete the detailed design process for the road upgrades and new roads recommended in the above report to cater for initial phase of development. • Package of measures to upgrade existing Northern Relief Road R635 and bus corridors into the City Centre in conjunction with City Council. <p>Water Services Infrastructure</p> <ul style="list-style-type: none"> • Irish Water to commence the provision of the water supply infrastructure, including reservoirs etc in line with assessment of Water Needs for future residential development currently being prepared. • Irish Water to commence provision of the waste water infrastructure to ensure capacity for development of the lands in line with assessment of Water Needs for future residential development currently being prepared. <p>Surface Water Management</p> <ul style="list-style-type: none"> • Undertake SUDS Study which include lands take for retention /detention pond to serve the entire lands. <p>Open Space</p> <ul style="list-style-type: none"> • Complete a Landscape Strategy

Phase 1

3.4.110 This first phase of the development covers an overall area of approximately 71 hectares of residential lands with an approximate net area of 53 hectares. This could provide up to 1175 residential units consisting of Medium A and high density residential in the South Western section adjacent to the district centre. The elevated lands adjacent to existing development to the East of the urban expansion area will be at much lower density to reflect the difficult topography and distance from facilities. (NE-R-03, NE-R-04, NE-R-05, NE-R-10, NE-R11) In addition there are a number of other land use requirements. This phase will deliver the much needed town centre or district centre which will include retail and commercial facilities together with a primary school. Also a section of the urban park which forms part of a much larger area of strategic open space (approximately 15ha) will be provided. These lands are elevated and visually very prominent. The urban park should include walkways and seating as part of a passive amenity area. The higher densities should be provided immediately west of Lidl with Medium A on the lands to the rear. These lands are located East of the Ballyhooley Road adjacent and to the rear of the Lidl discount store. It is important that the facilities linked to this phase are provided in tandem with the housing particularly given the lead times involved.

3.4.111 This phase has direct access onto the Ballyhooley Road, Rathcooney Road and the Banduff Road. The upgrade of these roads will be required to cater for the additional development as discussed earlier in the plan. The provision of crèche facilities both full time and sessional will be required. At

least one childcare facility should be located adjacent to the primary school to reduce the number of local trips. The proposed health centre and community building included in this phase are located within the district centre site also.

- 3.4.112 The lands south of the Rathcooney Road form part of the southern ridge. The steep nature of the lands and the buffer required to existing residences may reduce the overall density of development in this area. In the parcel NE-R-03, the ridge line is generally unsuitable for development and should be retained as open space with long term strategic planting. Similarly the lands on the very Eastern edge are very elevated and prominent. Development should be avoided on steeper slopes, a contour survey will be required for any future development. These lands will be required to provide a comprehensive landscape framework plan including provision for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage and also create a sheltered microclimate on exposed lands. House designs and layouts should be responsive to the topography, with the avoidance of conventional house design with substantial use of retaining walls on sloping contours. Building heights will also be restricted in this area. The house type in this area should be largely single storey and include a greater mix of detached and four bedroom houses to cater for larger family homes, with a much lower density to allow for the transition to the rural environment.
- 3.4.113 There is a small pocket of linear housing on the Rathcooney road, densities in the vicinity of these houses should decrease and the house design should reflect the single storey nature or otherwise of these houses. Any infill development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.
- 3.4.114 The parcel of lands to the South West are located at the base of the steep topography. Land should be reserved for a large SUDS feature in the South West corner at the lowest point of the site. There is an existing stream which travels down the slope adjacent to a mature hedgerow the feature should be located adjacent to this water body as run off from development on the elevated lands will most likely be conveyed along this route. The overall SUDS study will inform the location of future features on the macro scale and within individual developments. The requirements of the landscape framework plan will also be required in terms of advance planting to reduce the overall visual impact of the sloping lands.
- 3.4.115 One of the 110kv transmission lines forms part of the Northern boundary of the site and also traverses part of the lands to the East. A group of lattice structures connected with 110Kv power lines at the North West corner within the lands are zoned open space. There is a mature hedgerow which delineates a townland boundary, this hedgerow should be incorporated into future housing layouts.
- 3.4.116 Development of these lands is subject to adequate capacity of water and waste water being available from the City's system, an issue to be dealt with by Irish Water. The construction of the link road connecting Mayfield to Killbarry is a critical piece of road infrastructure to alleviate the congestion at the Fox and Hounds and the intersection of Ballyhooley Road and the Northern Relief Road. The exact alignment of the Killbarry to Mayfield link road will need to be determined prior to this phase as it traverses the lands between the Rathcooney and Banduff Road. The lands to the East of the urban expansion area will require access to public transport the proposed road through parcels NE-R-10 and NE-R11 could provide a route for a bus loop.
- 3.4.117 There are three archaeological monuments in this first phase, two of which are adjacent to one another within the residential lands, the final one is located in the lands reserved for passive open space. The monuments are all burnt mounds. The habitat mapping has indicated pockets of the site contain the habitat semi natural grassland which should be incorporated into future layouts.

Table 3.4.4: Phase 1: Development Programme: Ballyvolane

Phasing of Development	Strategic Infrastructure and Service Requirements*
Prior to Granting of Planning Permission for Phase 1	<ul style="list-style-type: none"> Put in place package of measures to upgrade existing Northern Relief Road and bus corridors into the City Centre in conjunction with City Council and NTA. Construction of Link Road from Mayfield to Kilbarry.
➤ 0-1175	<p>Water Services</p> <ul style="list-style-type: none"> Provision of Water Supply Reservoir (<i>Irish Water</i>) Provision of capacity for Waste Water Treatment and collection (as required). (<i>Irish Water</i>) Implementation of SUDS Study Recommendations <p>Transport</p> <ul style="list-style-type: none"> Upgrade the Ballyhooley road, provide for pedestrian and cyclists Construction of 2.2km Link Road from Mayfield to Kilbarry Implementation of Cycling and Walking Network within the phase and on the Ballyhooley road. <p>Open Space</p> <ul style="list-style-type: none"> Partial provision of the 20 hectare public park. Completion of Planning and Design for the internal open space Planting of the passive open space as part of overall landscaping strategy. <p>Retail</p> <ul style="list-style-type: none"> Provide 10,000 sq meters of retail/commercial floor space served by multi-storey car parking as a district centre to serve the development. <p>Education</p> <ul style="list-style-type: none"> Provision of a primary school (<i>Dept of Education</i>) on the lands reserved for a 16 classroom primary school adjacent to the proposed town centre and on the Rathcooney road and adjacent to the large open space. The site should be procured by the Dept of Education. <p>Community Facilities</p> <ul style="list-style-type: none"> Childcare facilities , full time and sessional Provision of a health centre Provision of a community building Fullfill the requirements of the recreational and amenity strategy

Phase 2

3.4.118 This second phase of the development covers an area of approximately 73 hectares of residential lands with an approximate net area of 54 hectares. This could provide up to 1150 residential units which will consist of primarily Medium B residential development. The lands are located to the East and West of the Ballyhooley Road (NE-R-07, NE-R-08, NE-R-09, NE-R-13). In addition there are a number of other land use requirements. This phase also contains business lands (NE-B-01) on the Eastern side of the Ballyhooley Road. There is a ridge running North to South on this parcel of land. The majority of the units should gain access from the Ballyhooley Road.

- 3.4.119 In addition there is approximately 30 ha zoned passive open space to the West of the Ballyhooley Road on the steep slopes which is required in this phase. There is a 110 kv transmission line on the southern boundary of this phase which will traverse open space. The extent of the open space requirement provision is outlined in the phasing map. There is a 110Kv pylon running from NE to SW along the Western slopes to the West of the Ballyhooley road the wooden poles are less obtrusive visually. The alignment and gradient of any future internal road network should reflect the elevated and sloping topography. The design of units and the layout will be important to reduce the level of cut and fill and scarring on the landscape. The advanced planting as per the landscape framework for this section of development will be important to mitigate the visual impact from long distances particularly when viewed from the West.
- 3.4.120 The North Western corner of the site (west of the Ballyhooley Road) close to Whites Cross contains a number of constraints to the future development of the lands. There are four recorded monuments including two standing stones, a souterrain and a ringfort. There is also a 110 kv transmission line running through this parcel of development and part of the proposed link road from Mayfield to Kilbarry cuts through the North East corner site. There is a small pocket of linear housing to the rear of the lands, densities in the vicinity of these houses will be decreased and the house design should reflect the single storey nature or otherwise of these houses. Any infill development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.
- 3.4.121 A section of this phase is located on the top of the hill on the level plateau (NE-R-08 and NE-R-09). There is a large area of wet ground, which doesn't appear to be seasonal. This small water body should be incorporated into the layout as a water feature. The local road along the northern boundary is very narrow and serves a long row of one off houses. There is a small pocket of linear housing on this road, densities in the vicinity of these houses will be decreased and the house design should reflect the single storey nature or otherwise of these houses. Any infill development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.
- 3.4.122 In addition there are number of educational and sporting requirements in this phase including a second primary school and a post primary school with playing pitches adjacent to the campus. The provision of a crèche facilities will be required also at least one of the childcare facilities for this phase should be located adjacent to the primary school with appropriate provision for drop off and pick as per the Department of Education's guidelines. The location of the educational facilities overlooking the open space /urban park should provide the option for students to access the school campus on foot through the paths located within the urban park to promote permeability and sustainable modes of transport within the development.

Table 3.4.5: Phase 2: Development Programme: Ballyvolane

Phasing of Development	Strategic Infrastructure and Service Requirements*
Prior to Granting of Planning Permission for Phase 2	<ul style="list-style-type: none"> Put in place package of measures to upgrade existing Northern Relief Road and bus corridors into the City Centre. Completion of the 2.2km Link road from Mayfield to Kilbarry. Upgrade of the Ballyhooley Road.
➤ 1175-2325	<p>Water Services</p> <ul style="list-style-type: none"> Provision of Water Supply Reservoir (<i>Irish Water</i>) Provision of capacity for Waste Water Treatment and collection (as required). (<i>Irish Water</i>) Implementation of SUDS Study Recommendations <p>Open Space</p> <ul style="list-style-type: none"> Completion of Planning and Design for the internal open space Planting of the passive open space on the Western slopes as part of overall landscaping strategy. Provision of paths through the open space to ensure connectivity with lands developed in phase 1. <p>Community Facilities</p> <ul style="list-style-type: none"> Childcare facilities , full time and sessional Provision of a primary school Provision of a secondary school Provision of playing pitches adjacent to the school campus Fullfill the requirements of the recreational and amenity strategy <p>Employment</p> <ul style="list-style-type: none"> Commencement of development on business lands (NE-B-01)

Phase 3

3.4.123 This final phase of development consists of the lands North of Rathcooney Road and the North Eastern corner of the expansion area. This phase of the development covers an area of approximately of 50ha of residential lands with an approximate net area of 37 hectares and could provide up to 670 residential units which will consist primarily of Medium B density residential development. The North Eastern corner is peripheral in relation to the district centre and public transport.

3.4.124 The lands North of the Rathcooney Road are adjacent to an extensive area of passive open space which should be used as part of the urban park to provide a much needed amenity area for new and existing residents.

3.4.125 There are two archaeological monuments, a ringfort and a 16th /17th century house which should be accommodated within the layout. The lands are generally flat. These lands should include a greater mix of detached and four bedroom houses to cater for larger family homes, given the distance to public transport. The lower density will provide for the transition to the adjacent rural environs.

Table 3.4.6: Phase 3: Development Programme: Ballyvolane	
Phasing of Development	Strategic Infrastructure and Service Requirements*
Prior to Granting of Planning Permission for Phase 3	<ul style="list-style-type: none"> Put in place package of measures to upgrade existing Northern Relief Road and bus corridors into the City Centre.
➤ 2325-2995	<p>Water Services</p> <ul style="list-style-type: none"> Provision of Water Supply Reservoir (<i>Irish Water</i>) Provision of capacity for Waste Water Treatment and collection (as required). (<i>Irish Water</i>) Implementation of SUDS Study Recommendations. <p>Open Space</p> <ul style="list-style-type: none"> Completion of Planning and Design for the internal open space. Implementation of the landscape plan <p>Community Facilities</p> <ul style="list-style-type: none"> Childcare facilities , full time and sessional.

3.4.126 Strategic Flood Risk Assessment – The areas drains naturally South West to the Glen River at Ballyvolane Cross via a number of streams and from there via Blackpool to the River Lee. The full implementation and maintenance of the SUDS scheme will ensure no flooding of downstream settlements, this would ensure compliance with the floods directive. Integration of the sustainable urban drainage features into the landscaping structure and amenity areas to ensure SUDS features can be facilitated within useable areas of open which will also enhance the potential for biodiversity.

Local Area Plan Objective	
General Development Objectives for Ballyvolane Urban Expansion Area	
* Flood Risk Obj. IN-01 of Section 1 applies	^ TIA and RSA Required.
Objective No.	
Residential	
NE-GO-01	<p>It is the aim of the urban expansion area to achieve a high quality housing development consisting of a wide mix of house types and design to provide a choice of housing suitable to all age groups and persons at different stages of the housing cycle.</p> <p>It is envisaged that up 3000 units can be accommodated on the site, however having regard to the steep topography in parts of the site the number of units maybe less.</p> <p>Higher densities will be promoted closer to the Ballyvolane Crossroads, and the City boundary to avail of a more frequent and high quality bus service in line with the Sustainable Development Guidelines on Urban Areas.</p> <p>A total of 10% of new housing development is reserved for the purpose of ‘Part V’ social housing and/or specialised housing needs.</p>

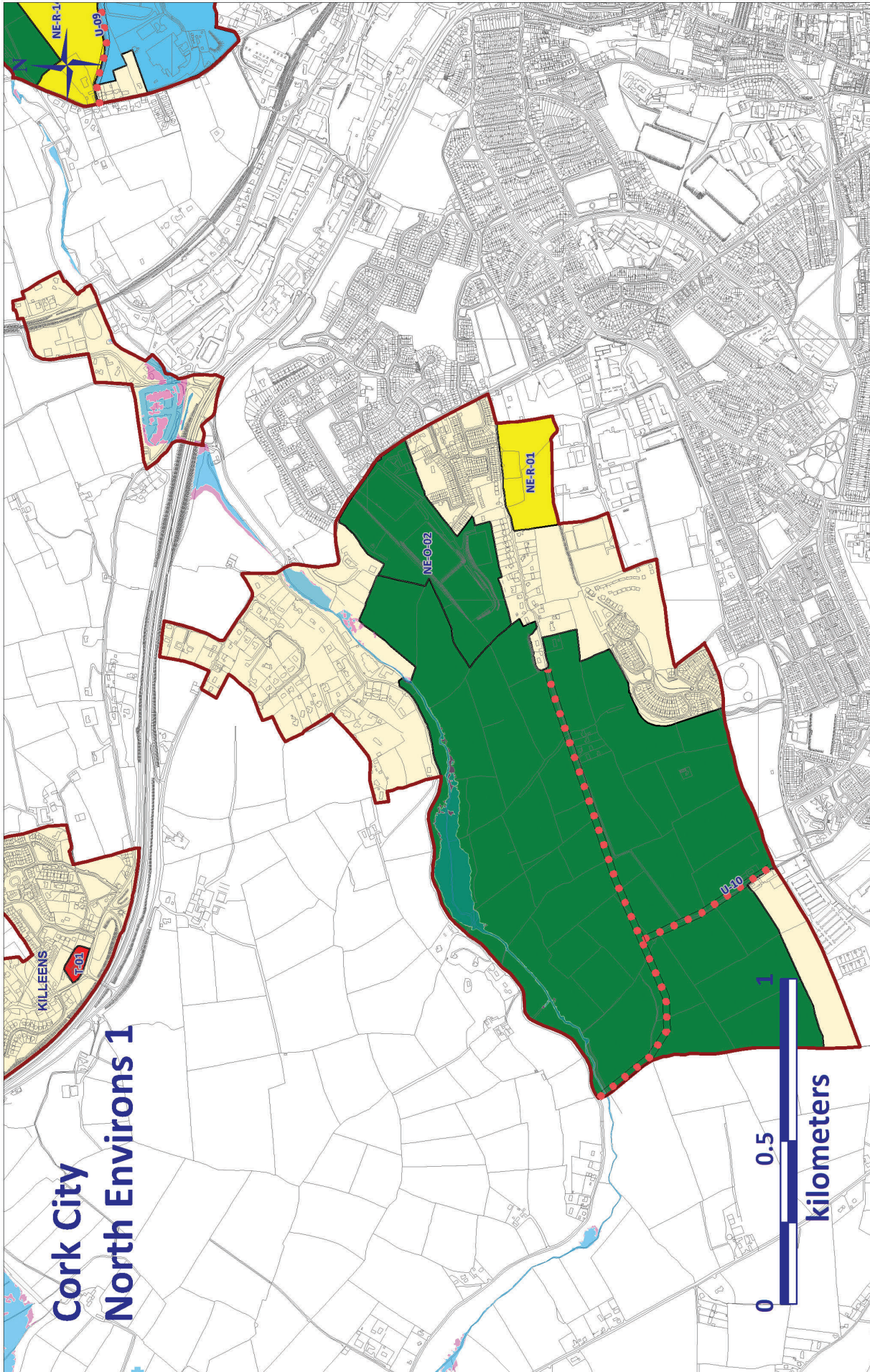
Local Area Plan Objective	
General Development Objectives for Ballyvolane Urban Expansion Area	
* Flood Risk Obj. IN-01 of Section 1 applies	^ TIA and RSA Required.
Objective No.	
NE-GO-02	In order to secure the sustainable population growth and supporting development proposed in NE-GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving harbour does not fall below legally required levels.
NE-GO-03	<p>The design of residential development should be fine grained with houses of a particular type clustered in quite small groups avoiding continuous rows of development. House designs and layouts should be responsive to localised variations in their environment – including topography, orientation, retained features and recreational infrastructure.</p> <p>Avoid use of conventional house design with substantial use of retaining walls on sloping contours, house design should utilize the level difference within the site to an advantage.</p>
NE-GO-04	<p>Construct a permeable built form with green routes to facilitate cycling and pedestrian movements within the site, with dedicated routes in locations with a shallower gradient. Routes should be created within the urban park to link phases of development and provide direct access to the educational facilities and improve permeability through the site.</p> <p>The route of the principal cycle-way shall link up with the Cork Cycle Network Plan is a joint venture between City and County Councils as part of a Cycling Strategy for Metropolitan Cork.</p>
NE-GO-05	Retain a substantial proportion of existing landscape features including field banks, hedgerows and tree lines. Provide a landscape framework plan for each of the six phases of development as part of a landscape strategy. Provide for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage protect the visual amenity of the area.
NE-GO-06	Design an integrated approach to surface water management which considers land use, water quality, amenity and habitat enhancements. Thereby, replicating the current greenfield rate of surface water runoff post development to prevent flooding of lands and settlements downstream. A Sustainable Urban Drainage Strategy should be completed for the site prior to development.
NE- GO-07	Create an ecological network by linking green areas to allow for movement of wildlife. All environmental resources should be incorporated from waterways to woodlands to adopt a green infrastructure approach within the site with links to the surrounding countryside. Open space for public recreation including the provision of playing pitches, amenity walks, children’s playground, open parkland, subject to appropriate scaling and siting.

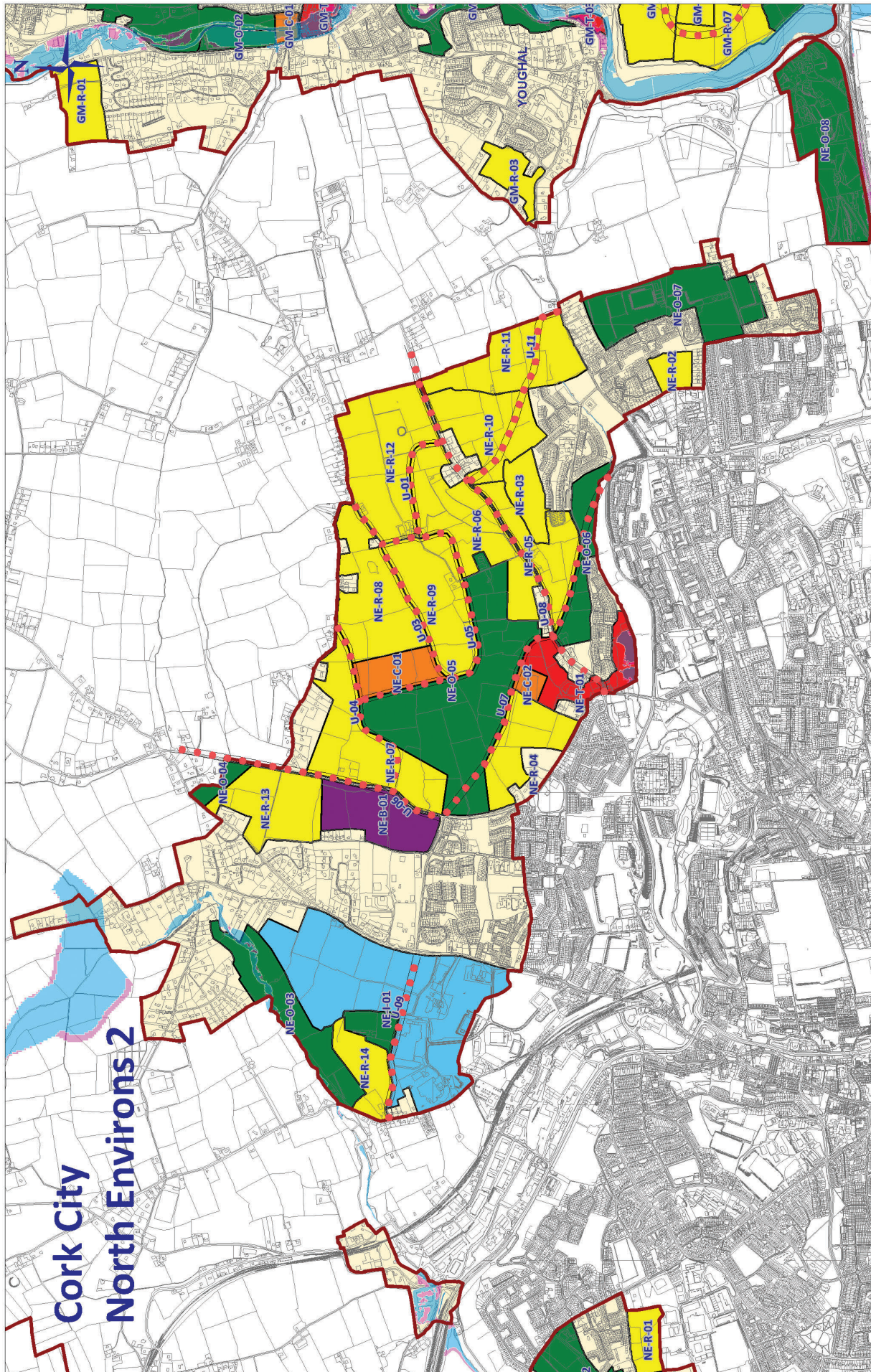
Local Area Plan Objective		
Specific Development Objectives for Ballyvolane Urban Expansion Area		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		
Residential		
NE-R-01	Medium A density residential development.	5.1
NE-R-02	Medium A density residential development.	3.6
NE-R-14	Medium B density residential development. Significant improvements will be required to the local road network to facilitate improved vehicular, cyclist and pedestrian access prior to any development. A detailed Transport Impact Assessment will be required to accompany any future planning applications. ^	8.7
Ballyvolane Urban Expansion Area – Phase 1 (Refer to Table 3.4.4 and Text in Phase 1)		
NE-R-03	Medium B residential development	7.9
NE-R-04	High and Medium A density residential development.	13.4
NE-R-05	Medium B residential development	13.0
NE-R-10	Medium B residential development	17.8
NE-R-11	Medium B residential development	19.1
Ballyvolane Urban Expansion Area – Phase 2 (Refer to Table 3.4.5 and Text in Phase 2)		
NE-R-07	Medium B residential development	23.7
NE-R- 08	Medium B residential development	21.3
NE-R-09	Medium B residential development	20.2
NE-R-13	Medium B residential development	16.5
Ballyvolane Urban Expansion Area – Phase 3 (Refer to Table 3.4.6 and Text in Phase 3)		
NE-R-12	Medium B residential development	27.3
NE-R-06	Medium B residential development	23.0
Industrial		
NE-I-01	Industrial development at Kilbarry to serve the Northern Suburbs. Any development should include appropriate pedestrian and cycling connectivity with the proposed train station and wider Blackpool area. Retail warehousing will not be permitted within the site.	58.5

Local Area Plan Objective		
Specific Development Objectives for Ballyvolane Urban Expansion Area		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		
Employment		
NE-B-01	Business development at Ballyvolane. -The majority of the units should gain access from the Ballyhooley Road. Smaller units maybe gain access off the local road above the ridge line however capacity on this road is very limited. Connectivity between Ballyvolane and Kilbarry and the major concentrations of employment existing and proposed should be prioritized. In particular the proposed Northern Ring Road and access to the National Road Network will improve connectivity.	13.5
District Centre /Retail		
NE-TC-01	<p>Provide a district centre with provision for an appropriate range of retail and commercial facilities to support the new population and taking into consideration the existing retail developments at Fox and Hounds, Dunnes Store and Lidl. The site should also allow for the development of a health centre and community hall/facility for the new residents.</p> <p>The existing neighbourhood centre at the Fox and Hounds will form part of the district retail Centre subject to the resolution of a number of issues:</p> <p>a) Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management'.</p> <p>b) Provision should be made on site, for improved recreational facilities, including informal public recreation with the provision of a pedestrian walk along the Glen River. Any proposals should protect the Glen River Valley, an area considered to be of high landscape value.</p> <p>^*</p>	11.1

Local Area Plan Objective		
Specific Development Objectives for Ballyvolane Urban Expansion Area		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		
Open Space, Sports, Recreation and Amenity		
NE-O-01	Open space for public recreation including the provision of playing pitches, amenity walks, pitch and putt course, children's playground, open parkland, areas of urban forestry and built leisure facilities, subject to appropriate scaling and siting.	111
NE- O-02	Open space including the provision of playing pitches	15.3.
NE-O-03	Open Space for public recreation. This site includes a number of playing pitches which are an important amenity for the area. It is important to retain this site for open space uses.	22.9
NE-O-04	Open Space and recreation corridor for potential access to the link road between the Northern Ring Road and Ballyhooley Road.	2.3
NE-O-05	Open Space for public recreation as an Urban Park. The amenity parkland should provide passive amenity for residents of the North Eastern suburbs and the site. It should also contain the necessary walkways and cycle-ways for accessibility between residential, business, retail and community uses.	40.0
NE-O-06	Open space Linear parkland suitable for recreation but principally to provide accessibility between the development site and the Northern Ring Road in Mayfield for a future link road.	10.0
NE-O-07	Open Space for public recreation. This site includes a playing pitch that is an important amenity for the area. The remainder of the site serves to protect the visual amenity of the area.	
NE-O-08	Open space that fulfils an important function in providing a strategic gap between the City boundary and Glanmire and an open landscaped setting to the buildings within it and to the entrance to the city. Subject to normal proper planning considerations, it is not the intention of this objective to unreasonably restrict the continued operation, intensification or expansion of established institutional or commercial uses.	22.4

Local Area Plan Objective		
Specific Development Objectives for Ballyvolane Urban Expansion Area		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		
Transport Infrastructure		
NE-U-01	Pedestrian walk with access through proposed North Western Regional Park and connection to Glenamought River Valley.	
NE-U-02	Proposed Link Road through Kilbarry employment area, linking the Kilcully Road with the road to Monard.	
NE-U-03	Proposed Link Road between Ballyhooley Road and Northern Ring Road in Mayfield	
Community Facilities		
NE-C-01	Proposed primary school	2.0
NE-C-02	Proposed primary and secondary school campus with playing pitches.	8.1





Settlement Boundary
 Existing Built-up Area
 Open Space / Sports
 Recreation / Amenity
 Residential
 Town Centre / Neighbourhood Centre
 Community / Utility
 Industry
 Business
 Special Policy Area
 Enterprise
 Utilities
 Roads
 Walkways
 Area Susceptible to Flooding: Zone A
 Area Susceptible to Flooding: Zone B

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3.5 Monard

Vision

- 3.5.1 The vision for Monard is to create a new rail based metropolitan town between Blarney and Cork City with good access to the Cork Suburban Rail Network.

Strategic Context

- 3.5.2 The vision for Monard originated in the 2001 CASP Study which envisaged a concentration of development along the Midleton-Blarney rail line, which would support a high quality suburban rail service, seeking a more balanced distribution of growth and modern economic development in the Cork Metropolitan area. Following on from the reopening of the Midleton line in 2009 Monard was considered to be the next phase in the overall programme. The Faber Maunsell Cork Suburban Rail Feasibility Study endorsed the Cork rail project. The Blarney- Kilbarry Special Local Area Plan, adopted in 2005, established a framework for the creation of a new settlement at Monard.
- 3.5.3 A new town at Monard has been an objective of successive Regional Planning Guidelines, the CASP Study and CASP Update, County Development Plans and Local Area Plans. The 2014 County Development Plan seeks (p.27) to ‘maximise new development, for both jobs and housing in the Metropolitan Towns served by the Blarney-Midleton/Cobh rail route (including the proposed new settlement at Monard).
- 3.5.4 The table below highlights the growth anticipated in Monard up to 2022.

	Housing Requirement					Housing Supply	
	Census 2011	Population Target	Total New Households 2011-2022	New housing Units Required	Net Housing Requirement (ha)	Net Residential Area Zoned in the LAP	Estimated Housing Yield (units)
Monard	0	3619	1502	1727	69	170	5000
Total MD	53,544	72,580	10,933	12,642	430	571.83	16025

Planning Considerations

SDZ Designation

- 3.5.5 Following a request by Cork County Council in 2008, Monard was designated a Strategic Development Zone (SDZ) in 2010 by the government for the creation of a new rail based settlement. The SDZ covers 391 hectares (966 acres). The Government designated the area for residential development, including provision for educational, commercial and community facilities, health, childcare, emergency services, and rail infrastructure.
- 3.5.6 Monard will represent a new departure, as the previous generation of ‘satellite towns’ established in Cork from the 1970s onwards involved expansion of pre-existing towns or villages, with some services already in place, whereas Monard will be a completely new town, in which all facilities will have to be provided in tandem with housing.
- 3.5.7 Following designation, a Planning Scheme was prepared and adopted by Cork County Council in 2012. Unlike other plans, SDZ Planning Schemes can be subject to appeal by An Bord Pleanala.

Following the adoption two appeals were subsequently lodged and permission was refused by An Bord Pleanala in September 2013. The Bord decided not to accept the inspector's recommendation which was to seek further information. The Bord decided to refuse to approve the Planning Scheme in September 2013. It was decided following careful consideration of other options to address the reasons for refusal in a revised Planning Scheme.

- 3.5.8 Cork County Council decided by resolution at the meeting on the 27th of July 2015 not to make a formal decision on the 2015 Monard Strategic Development Zone Draft Planning Scheme. Consequently, under section 169(4) of the Planning and Development Act 2000, the scheme was deemed to be made on the 11th of August 2015 in accordance with section 169(3) of that Act. Subsequently a number of appeals were lodged to An Bord Pleanala. An oral hearing was held in Dec 2015 and January 2016. An Bord Pleanala approved the making of the Monard Planning Scheme on the 31st of May 2016, subject to modifications. The modifications to the Scheme are not material and are minor in nature.
- 3.5.9 An SDZ provides greater certainty and a long term vision for the creation of a new town, and strengthen confidence in the project amongst landowners, developers and potential residents. The 2015 Planning Scheme is deemed to form part of the development plan unless or until the scheme is revoked. Planning applications submitted should be consistent with the scheme otherwise permission will not be granted. There is no facility to appeal a decision in relation to a planning application to An Bord Pleanala, hence the level of detail provided within the Planning scheme. A copy of the 2015 Planning Scheme can be found on the Council's website
- 3.5.10 <http://www.corkcoco.ie/co/web/Cork%20County%20Council/Departments/Planning/Monard>.

Contents of the Planning Scheme

- 3.5.11 The 2015 Planning Scheme comprises a written statement accompanied by maps. The chapters and related themes within the Planning Scheme are as follows;
- Planning Framework-Location of major infrastructure and facilities are outlined.
 - Design, Layout and building Issues -General approach to design and layout.
 - Development in Villages and Neighbourhoods – This is the core of the Planning Scheme indicative layouts, volumes and requirements for the four villages.
 - Transportation -Details of the transport infrastructure are outlined.
 - Infrastructural Services -Location of major infrastructure and facilities are outlined.
 - Amenities, Facilities, Community Services - Details regarding services and facilities are provided.
 - Minimising the effects on the environment - Summary of measures used to minimise adverse effects on the environment are outlined.
 - Contributions & Equalisation- Contribution scheme for Monard. A separate Contributions Scheme for Monard accompanies the scheme.
 - Phasing & Implementation-Outlines the principles of the implementation system including the threshold system.

Overall Scale of Development

Population and Housing

- 3.5.12 The 2015 Planning Scheme comprises a group of three interlinked villages namely Lower Monard, Upper Monard, West Village and Kilcronan with a town centre adjacent to the rail way line. It is proposed to accommodate a range of approximately 4-750 – 5,850 new housing units, with a projected population of 13,000 persons, which includes generous provision for open space.
- 3.5.13 The proposed three village centres will serve the adjoining neighbourhoods with the appropriate quantum of dwellings within each neighbourhood, with provision for an appropriate range of retail, commercial, community facilities, primary schools, crèche and amenities to support the new population and existing residents within Monard, while also maximising their accessibility and commercial viability.
- 3.5.14 The approach to the design and overall layout for Monard is predominantly organic in nature. Organic layouts are typically more informal, more readily influenced by inherited features, and more responsive to variations in their local environment. The organic layout is complemented by a mix of housing within localised design contexts. The villages have a distinct character, based mainly on differences in topography and orientation, and there is also sufficient variation at neighbourhood and street level. Street layout is an important component of the overall form of the residential areas in Monard, it is complemented by designing development to face onto the street network and accessed from it.
- 3.5.15 There are a number of forms of guidance in relation to the overall design and layout for the new town. These include;
- The provisions of the Design Manual for Urban Roads and Streets 2013.
 - The specific provisions that are detailed in chapter 4 for each of the 26 neighbourhoods, the town centre and villages.
 - The Council’s own residential estate design guide Making Places: a design guide for residential estate development’ adopted in 2011.
- 3.5.16 Chapter 3 of the Scheme specifically sets out the design, layout and building issues relevant to Monard. The elevated topography in Monard required a very specific layout which dealt with the issues of exposure, creating shelter for planting, ensuring suitable gradients for the road network. The neighbourhood drawings in chapter 4 of the scheme are influenced by a number of issues. The categories of housing of which there are eight including the retirement category are also described in detail together with their physical form in chapter 4.
- 3.5.17 It is also desirable that as many as possible of the families which are established in the area feel able to remain in it as Monard develops, in the interests of maintaining a degree of continuity in the local community. The type of proposed housing adjacent to existing housing has been specified in chapter 4 of the scheme to respect the residential amenity of existing residents.

Economy and Employment

- 3.5.18 Employment uses will consist of local service employment with some offices located adjacent to the proposed Northern Ring Road, the settlement will rely on adjacent employment lands in Kilbarry and Blarney Business Park. The mixed use town centre adjacent to the new rail station will support retail development to support the growing population.
- 3.5.19 The village centres will provide convenience retailing, and community services such as education, childcare and recreation. Local shopping will be within walking distance to help create a sense of

place. The village centres are positioned on or close to the main vehicular routes in and out of the adjoining residential area, and a layout which facilitates easy parking by those leaving or returning.

Primary Schools

3.5.20 To cater for the intended ultimate population of Monard, a total of four primary schools suitable for two stream are proposed in each of the four villages. The sites vary in size between 1.6 and 1.8 hectares. All 4 proposed primary schools are served by pedestrian routes. The existing Rathpeacon primary school which serves Monard has undergone significant expansion in recent years. Early provision of the initial school in Lower Monard is one of the key features of the 2015 Planning Scheme. Provision of the first school in Lower Monard will require advance acquisition of its site by the Council, with an agreement with the Department of Education. The agreement will make provision for the transfer of the school site in Lower Monard, and the provision of a spur road from the Services Corridor and the timing of the planning applications for and the construction of and opening of the school. No significant residential development will be permitted in the SDZ until such an agreement is in place.

Secondary School

3.5.21 A secondary school will be provided in the Southern end of the Country Park. The secondary school will be accessible by a variety of pedestrian routes, including one running through the Country Park. A SUDs assessment will be required to manage surface water flows to greenfield rates.

Community Facilities

3.5.22 In Monard, the Local Community Association has its own community centre in place in Rathpeacon, adjacent to the local national school. While such a facility will prove invaluable to local residents during the early phases of development, provision should also be made so that the existing community facilities can be enhanced in line with the growth of the settlement's population.

Amenities, Facilities and Community Services

3.5.23 The Recreation and Amenity Policy applies in Monard, with some modifications to reflect the special circumstance that Monard is intended as a complete new town. The recreational and community facilities required to serve the new town are listed in the 2015 Planning Scheme along with the authorities or individuals required in the delivery of same. The facilities and amenities are organised on a hierarchical basis, with sports pitches provided at the town level. The pitches to provide for GAA, soccer and rugby along with the changing facilities will be assessed off the Whitechurch road. At the village level a list of required facilities are outlined in Table 7.3 of the Planning Scheme. The majority of the facilities are located in or adjoining village centres. The neighbourhood play areas will be provided at a local level. In addition to the schools already mentioned, the proposed location of crèches approximately 25 in total are listed in Table 7.2 of the Planning scheme on a village by village basis.

3.5.24 A country park facility is proposed for the Blarney River Valley. It will comprise the following ;

- A riverside walk.
- The southern part of the Country Park is suitable for informal kick-about areas and other low-key recreational facilities (such as adventure play areas).
- A small pitch and putt course at the northern end.
- Habitat enhancement and management would form an important element of the Country Park's development, including the creation of wet grassland and aquatic habitats, wildflower grasslands wet alder/willow woodlands, and mixed woodland stands.

- 3.5.25 An extensive open space network is proposed within the overall Scheme, providing an appropriate setting for the housing areas, and an immediately accessible leisure and recreational resource. A wide variety of open spaces is proposed, ranging from linear parks linking neighbourhoods to the country park, the town and village centres, to smaller spaces designed to provide local focal points within neighbourhoods. The housing layouts overlook the open spaces, promoting natural surveillance with the main pedestrian links traversing the open space. Connections across the Old Mallow Road to the Country Park from the main housing areas to the east will be created, this would provide for opportunities for countryside recreation close to people's homes.

Transport

Public Transport

- 3.5.26 The primary provision of public transport is the proposed new rail station at the Southern end of the site close to the town centre. The layout and timing of the rail station including the provision of park and ride, pedestrian access and cycle parking are all outlined in the 2015 Planning Scheme. The opening of the station will coincide with the first substantial block of development. The completion of the train station and park and ride are required prior to development proceeding to the Northern section of Lower Monard. A potential loop for a bus route is contained in the Planning Scheme (Figure 2.6). A bus service serving Monard must be in place before development commences in Kilcronan Village (Northern end). The exact route of the bus through the new town will be an operational matter for the service provider namely Bus Eireann as the town expands. However, utilising the distributor roads serving the western and north eastern corridors is the most likely option with bus stops distributed throughout the route/loop.

Non-motorised modes

- 3.5.27 The Planning Scheme provides for non motorized modes including extensive pedestrian routes and a cycle way with direct routes to the station and the City (via Blackpool) for shorter movements. A two way cycleway is proposed along the contours on the western side of the SDZ, much of it through linear parks. It will have a spur running NE from the village centre in the West Village. The extension of the cycleway into Blackpool is within the administrative boundary of the City Council. The Cork Cycle Network Plan 2015 provides for links to Monard and Ballyvolane from the Northern suburbs.
- 3.5.28 The Scheme provides for a direct high profile pedestrian route between the town centre and Kilcronan village centre, with extensive pedestrian routes throughout the scheme to provide permeability throughout the built form. The dedicated pedestrian and cycle routes were designed first to achieve a suitable gradient adjacent to the open space network to enhance the amenity value of the routes and the open space.

Road Proposals

- 3.5.29 The 2015 Scheme provides for upgrades to the access routes to and from Monard in a phased approach with the provision of additional road improvements including the strategic links to connect with the N20 and Kileens at thresholds identified in the transport assessment. These include the service corridor, strategic southern Link and strategic western Link roads which will provide capacity in the local road network to cater for up to 3,800 residential units in Monard. The details regarding the nature of the road improvements are contained in the Planning Scheme.
- 3.5.30 The delivery of the full quantum of development is dependent on the Northern Ring Road to avoid severe traffic congestion. A Transport Assessment is required if and when development reaches 3,800 units, planning applications cannot be granted beyond this point without the assessment. At that stage it is appropriate time to review both the transport strategy and implementation of the scheme. The Cork Northern Environs Transport Assessment was prepared by Systra in 2014

following the decision by An Bord Pleanála to refuse the 2012 Planning Scheme. Improved access to the National Road Network is required to provide for additional housing units. It will also greatly improve transport connections from Monard to the major concentrations of employment and services South West of the City, whilst also acting as a catalyst for economic development in the Northside.

- 3.5.31 Within the new settlement itself the new road network has been designed in accordance with the County Council's standards for new residential areas. The Scheme provides for a service corridor in an East West direction with four development corridors running North to allow for flexibility in the implementation of the new town. This essential component of the initial road infrastructure will be provided by the Council. The service corridor will include a new roadway within the site which will act as the primary route within the internal road hierarchy. The internal road layout will facilitate a bus route when required. This two lane roadway can be upgraded to a four lane road as the need arises, the train station should be prioritized as the main mode of transport. Therefore, an incremental approach to the provision of extra road capacity on the Services Corridor Road is recommended.

Infrastructure

Water Supply & Waste Water

- 3.5.32 Monard is an unserved rural area. The preferred options for source, supply and storage were examined by consultants RPS in 2012 as part of the preparation of the Planning Scheme. The results were presented in preliminary report. The preferred water supply option was a connection to Cork City WSS at Churchfield reservoir, with a trunk main from Churchfield to serve Monard. The option is recommended subject to completion of proposed strategic trunk link between Cork Harbour & City WSS and the City Council's Lee Road Water Treatment plant to allow water from Iniscarra via the City's water supply infrastructure to a new trunk main feeding Monard.
- 3.5.33 The service corridor will also provide for water supply, to service the adjoining lands. A site has been reserved within the SDZ boundary for a low level reservoir, a high level reservoir outside of the site will be also required, the location has been identified. The construction of a service network to serve the areas identified for new development will be required. Irish Water now have responsibility for the provision of water supply, an alternative provision of public water supply would require an amendment to the Scheme.
- 3.5.34 Monard is also remote from public sewerage system. The options for the development of a the sewerage infrastructure for the collection, treatment and disposal of waste water was examined by consultants on behalf of Cork County Council. The 2012 Preliminary Report proposed twin 250mm and 400mm rising mains that would connect the pumping station in Monard to Carrigrennan. The site for the pump station is located in the country park. The Carrigrennan facility is operated by Cork City Council, sufficient capacity is available for the proposed new town within its operating license. The construction of a service network to serve the areas identified for new development will be required.
- 3.5.35 An interim treatment and disposal system will be needed until Monard's population reaches the critical mass necessary for the pipe to Carrigrennan to operate effectively. The existing treatment plant in Killeens has a design capacity of 1200 p.e., of which c.600 p.e. is in use. Initially, a pipe will convey wastewater from Monard to Killeens for treatment. These works will precede or coincide with construction of the first new developments at Monard. Once the combined load of Killeens and Monard exceeds 1,000 p.e., the pumping process will be reversed, and effluent from both will be piped to Carrigrennan.

Irish Water now have responsibility for the provision of waste water and water supply infrastructure. Cork County Council had preliminary discussions with Irish Water on disposal of waste water from Monard as part of the infrastructure upgrade for the entire Northern Environs.

Surface Water Disposal

- 3.5.36 A site specific Sustainable Urban Drainage System's strategy was developed by consultants. Extensive site investigations were carried out in 2011 across the entire site. The SUDs strategy is a departure from the traditional approach of managing rainfall. The aim is to ensure all surface water runoff from all catchment areas is restricted to the green field discharge rates. The SUDS methodology replicates natural drainage, flow rates and runoff can be managed. The basic hydraulic principle for the design of the scheme is that the rate at which runoff enters local watercourse from the proposed development does not exceed the corresponding rate prior to the commencement of the new development (year storm events up to 1 in 100 year frequency).
- 3.5.37 This strategy is based on the three key elements of water quality control, water quantity control and enhancing the amenity and environmental benefits of the proposed development through the use of appropriate SUDS components.
- 3.5.38 A surface water management train approach will be adopted for each of the sub-catchments by using a minimum of two SUDS components to provide Prevention, Source, Site and Regional Control of urban runoff. In line with best practices, areas greater than 2 ha will not drain to a single SUDS component.
- 3.5.39 A menu of SUDS components appropriate for use within residential neighbourhoods at Monard is specified in the Preliminary Report (section 7) This menu can be employed by developers to ensure compliance with the design criteria and the requirements of the overall SUDS scheme for Monard. Given the likely overlap in terms of responsibility for delivery of primary infrastructure and the individual residential neighbourhoods, it is proposed that 60% of the surface attenuation provision/volume reduction for the developed site should be provided within or adjacent to the residential neighbourhoods. The balance of the surface attenuation provision/ volume reduction must be accommodated within the SUDS scheme accompanying the distributor roads network and associated services provision.
- 3.5.40 It is important to maintain the present surface water hydrological regime of the Blarney River flowing into Blarney bog which is located approximately 1km South West of the site.

Strategic Environmental Assessment

- 3.5.41 It is a requirement of the SEA directive and the Planning and Development (SEA) regulations 2004 to include an Environmental report with a Draft Planning Scheme for an SDZ. The Environmental Report accompanies the 2015 Planning Scheme, it is the main output of the SEA process. The primary aim of the SEA process is to integrate environmental and sustainability considerations into strategic decision making. The SEA process has been an iterative one which has taken place in tandem with the formulation of the Draft Planning Scheme. The Strategic Flood Risk Assessment completed for the site is contained in Appendix 2 of the Environmental Report.

Environment and Heritage

- 3.5.42 The multifunctional open space hierarchy should create an ecological network by linking green areas which will allow for movement of wildlife. All environmental resources should be incorporated from waterways to woodlands to adopt a green infrastructure approach within the site with links to the surrounding countryside.
- 3.5.43 The open space network has been informed by the Landscape Report prepared by consultants and tree planting within it will have important landscape, visual and shelter function. The establishment of new woodland screening is intended to provide a robust framework appropriate to the scale of the proposed development whilst also enhancing the character and appeal of the landscape.
- 3.5.44 It is also important that developments in Monard protect and maintain the current hydro geological regime of the proposed NHA at Blarney bog which supports the wet grassland habitats and the breeding bird population within the site.

Implementation

- 3.5.45 The Planning Scheme does not have a conventional system of phasing. The alternative system of controls allow for the possibility that development could progress northwards along several different corridors, depending on the willingness of particular landowners/developers to develop.
- 3.5.46 A substantial amount of infrastructure and community facilities will need to be put in place at an early stage in the development. Table 10.1 of the Planning Scheme lists the initial linear infrastructure which would have to be available for any new development in Monard to be possible. Planning permission should not be granted prior to awarding of contracts for the works necessary to connect the site applied for to the facilities in question, and works on foot of such permissions should not occur in advance of works on the relevant facilities. Table 10.3 of the Planning Scheme is an import summary table showing preconditions for development north of threshold lines, and facilities to be provided in association with each part of each village.
- 3.5.47 The Planning Scheme provides for a multi-disciplinary team within the County Council, to ensure a coordinated and focused approach to provision of infrastructure and facilities, and the processing of planning applications. The multi-disciplinary team will interact with the local community in Monard/Rathpeacon/Kilcronan through a liaison group. This will provide a regular channel of communication, and make it easier to identify any emerging problems at any early stage. The Liaison group should be set up well before the commencement of development works. The creation of an implementation team for the development of large residential sites in Cork is in progress.

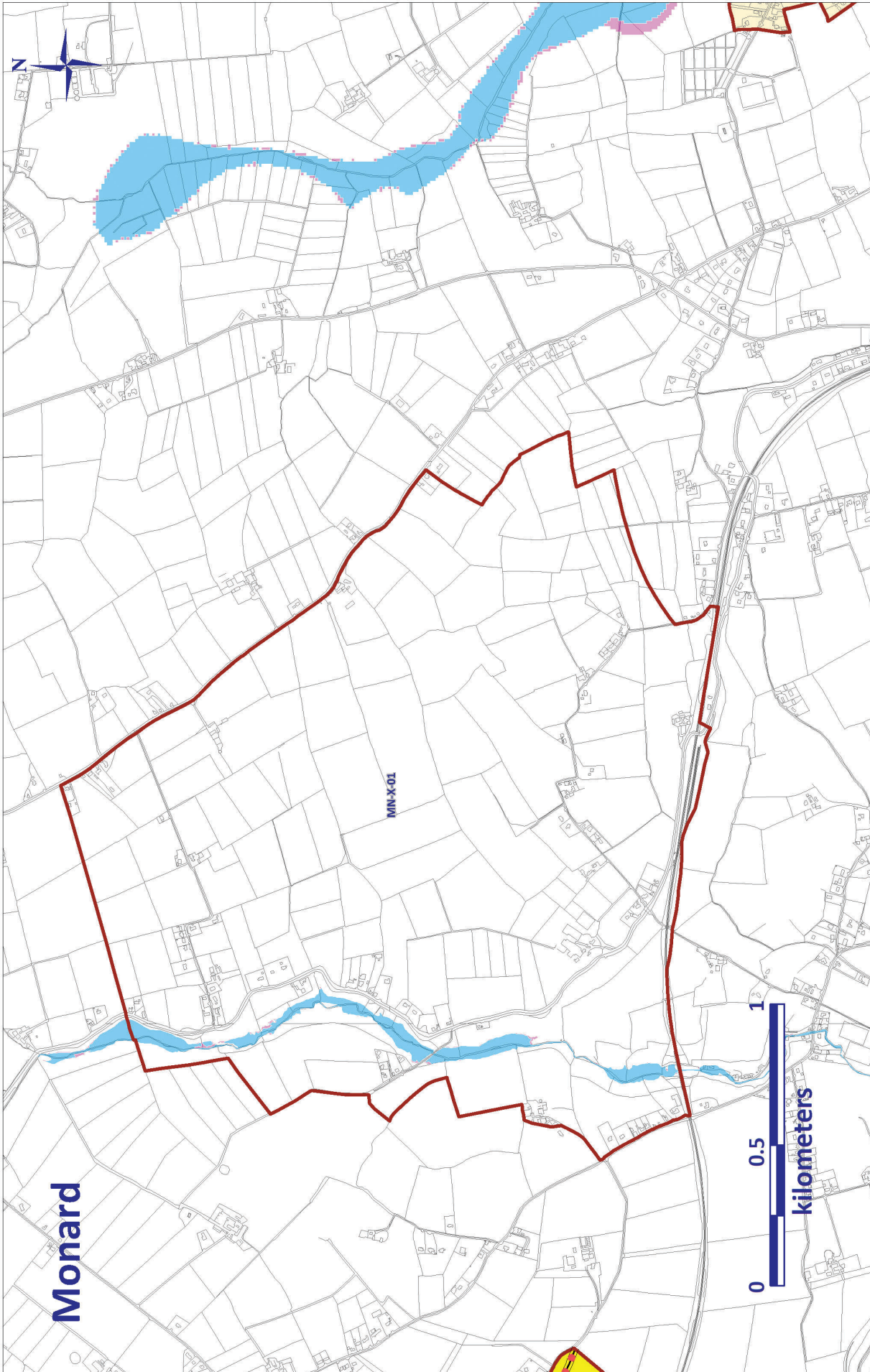
Funding and Contributions Scheme

- 3.5.48 The provision of the necessary infrastructure on this site involves the complex co-ordination of investment programmes by a number of infrastructure agencies involving land in a number of different ownerships.
- 3.5.49 To overcome these difficulties the County Council is proposing to co-ordinate development and infrastructure provision between the various agencies and landowners through the use of agreements under Section 47 of the Planning and Development Acts as described in Section 1
- 3.5.50 Intending developers are advised to enter discussions with the County Council at an early stage so that proposals for the funding and delivery of infrastructure to support the proposed development can be agreed at the outset.

Development Contributions

3.5.51 A new General Contribution Scheme which applies to Monard SDZ only was adopted in 2012 in parallel with the 2012 Monard SDZ Planning Scheme. A revised Contribution Scheme accompanied the 2015 scheme which took account of changes including the transfer of responsibility for water services since 2015. The basis and operation of the Development Contribution Scheme for Monard (including how equalisation mechanisms will be applied with regard to the provision of recreational and community facilities is outlined in chapter 9 of the Planning Scheme itself.)

Local Area Plan Objective		
Special Development Objectives for Monard Strategic Development Zone		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		
Residential		
MN X-01	To facilitate the development of a new rail based settlement in Monard consistent with the Monard SDZ Planning Scheme 2015 and accompanying documents as approved by An Bord Pleanala in May 2016.	391



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3.6 Carrigtwohill

Vision

- 3.6.1 The overall aims for Carrigtwohill are to realise the significant population growth proposed, to maximise the value of the suburban rail project, grow the employment base of the town as a key location for the delivery of the economic targets for the whole of Metropolitan Cork, and build a vibrant and accessible town centre that provides for the needs of the expanding community, while retaining the unique character and community spirit of the town.

Strategic Context

- 3.6.2 Carrigtwohill is a Metropolitan Town within the County Metropolitan Strategic Planning Area and while it is the smallest of the main towns in the Municipal District, it has experienced the most growth in percentage terms of any of the towns in the county in recent years.
- 3.6.3 One of the most significant features of the rapid growth in the population of the town since 2002 is the young profile of the population. Census 2011 recorded a higher than average proportion within the 25-44 age bracket with nearly half the population of the town falling within that category. Conversely only 16% of the population of Carrigtwohill falls within the 45+ age bracket compared to 35% nationally. This has implications for the range of services the community needs, which will be considered by the new LAP.
- 3.6.4 The Cork County Development Plan 2014 envisages further population growth in the town arising from an overall increase in the expectations for the County Metropolitan Strategic Planning Area and an intensification of employment provision, following the delivery of the commuter rail link. The population growth targets are predicated on the delivery of the lands north of the rail line that were the subject of a framework Masterplan that was adopted in 2015.
- 3.6.5 As well as functioning as a main town, Carrigtwohill, designated as a Strategic Employment Area in the 2014 County Development Plan, is one of the primary locations for industrial development and an important location for high technology manufacturing.
- 3.6.6 The ability of the town to provide a strong supply of housing and business land and the availability of a commuter rail service will make this a particularly sustainable settlement. There are no water supply constraints and deficits in waste water infrastructure are currently being addressed. As a consequence of the provision of this infrastructure, Carrigtwohill is well placed to facilitate rapid yet sustainable growth and development.

Local Context

- 3.6.7 Carrigtwohill is located on the N25 Cork - Middleton road and originally developed as a small village serving a larger rural hinterland. The N25 runs to the south of the town and the recently re-opened rail line runs to the north. The town lies on an undulating plain with the hills rising steeply to the north of the rail line providing a backdrop to the town. The town has developed in a linear fashion with the N25 largely providing the town's southern boundary. Encouraged by the Cork Land Use & Transportation Studies of 1978 and 1992, the IDA Business park has been developed as a large area of modern, technology based, industrial development at the western end of the town and a significant landbank of industrial land also demarcates the eastern extent of the town.
- 3.6.8 The location of the settlement in the heart of the Metropolitan Green Belt and adjacent to the upper reaches of Cork Harbour and a designated scenic landscape, provides an excellent opportunity to create a high quality living environment.

- 3.6.9 Housing in recent years has been provided in the form of large housing estate developments which have introduced diversity to the housing mix in the town, catering for all age groups and stages in the lifecycle. This enhanced choice in housing is particularly important for a rapidly expanding settlement like Carrigtwohill, where the need to maintain mixed communities is an essential element in maturing a neighbourhood and creating a sense of integration between the established and new communities.
- 3.6.10 The Carrigtwohill North Framework Master Plan study was completed in 2015 and comprises a set of land use proposals for the development of the previously zoned X-01 site in Carrigtwohill. The findings and recommendations from this report have been included in this new Local Area Plan.

Planning Considerations

Population and Housing

- 3.6.11 Carrigtwohill expanded rapidly through the last decade with the Census recording an almost doubling of its population in the period between 2002 and 2006 from 1,411 to 2,782. In the period between 2006 and 2011, the population grew by a further 1769 persons to 4,551. .
- 3.6.12 This growth in population was mirrored in the expansion of the town's housing stock. The town underwent a very significant level of housing growth with unit numbers increasing from 739 in 2005 to 1980 in 2015, reflecting growth strategies laid down in CASP and successive County Development Plans.
- 3.6.13 Despite the pace of change in the peripheries of the town, the Main Street has maintained a distinct village character, with limited re-development. New housing has a very distinctive urban estate style, the scale of which is not reflective of the village scale of the town centre. This is not helped by the lack of distinctive character areas within these large developments. A number of developments are awaiting completion and this detracts from the visual amenities of the settlement. The completion of these developments will improve the legibility of the town although it is important that new development be designed in such a fashion as to encourage permeability, avoiding excessive cul-de-sacs and thereby allowing convenient pedestrian and cyclist movements and encouraging frontage development on link roads.
- 3.6.14 Carrigtwohill's target population for 2022 is 11,618 which is an increase of 7,076 people over the 2011 population. This population target will give rise to an additional 3,195 households in Carrigtwohill. As a result of these growth targets, this plan must therefore make provision for a further 3,656 dwellings up to 2022. According to the County Development Plan 2014, there is sufficient land zoned in Carrigtwohill to meet this demand.

Table 3.6.1: Carrigtwohill Population Growth and Housing Requirements

	Housing Requirement					Housing Supply	
	Census 2011	Population Target	Total New Households 2011-2022	New housing Units Required	Net Housing Requirement (ha)	Net Residential Area Zoned in the LAP	Estimated Housing Yield (units)
Carrigtwohill	4,551	11,618	3,195	3,675	146	127.8	3,656
Total MD	53,544	72,580	10,933	12,642	430	571.83	16025

Carrigtwohill Framework Master Plan

- 3.6.15 Carrigtwohill North was first identified in the 2005 Special Local Area Plan for Carrigtwohill and again in the 2011 Midleton Electoral Area Local Area Plan as an area capable of delivering significant residential development in tandem with the reopening of the suburban railway line.
- 3.6.16 Since 2010, a number of studies/surveys of the town have been undertaken in order to frame how development should proceed in Carrigtwohill North. These include:-
- A detailed Flood Risk Assessment of Carrigtwohill was has which resulted in changes to the flood map for the town. The new map showing areas of flood risk is shown on Map1.
 - The Cork Metropolitan Cycle Strategy Study was prepared for the Cork County Council and it has made recommendations for the improvement of accessibility to cycle users and pedestrians.
 - A Transport Assessment of the master plan site in its context of the town as a whole. The assessment, utilising up-to-date traffic counts and modeling techniques, examined a number of alternative approaches to the phasing of development and the delivery of road infrastructure and transportation improvements with the aim of identifying a strategy for the development that would make a significant contribution to achieving the Governments targets for modal shift and, at the same time, provide the greatest protection to the carrying capacity of existing and planned road infrastructure.
- 3.6.17 In addition, consultation was undertaken with all key infrastructure service providers (Irish Rail, Irish Water, Bus Eireann, Department of Education and Skills, Transport Infrastructure Ireland and the National Transport Authority in November2014.
- 3.6.18 A framework masterplan study was prepared for the development of the lands at Carrigtwohill North. This study was a non statutory document which informed the preparation of an amendment to the Midleton Electoral Area Local Area Plan in November 2015. The specific zoning proposals for the former masterplan area, the infrastructural requirement and the phasing of development in the area are set out below and will be carried forward into the new Cobh Municipal District Local Area Plan.

Employment and Economic Activity

- 3.6.19 Carrigtwohill has long been an important economic location within Metropolitan Cork and is designated as a Strategic Employment Area in the County Development Plan. The re-opening of the Cork-Midleton Suburban Rail Line has further enhanced the potential attractiveness of the town as an employment location.
- 3.6.20 Analysis of the Census 2011 POWCAR data shows that of the total population of Carrigtwohill, nearly 66% (3002) were at work in 2011, with 31% working in the city and a further 43% working in the wider County Metropolitan Area.
- 3.6.21 Further analysis of the POWSCAR data shows 3,280 jobs within Carrigtwohill¹. 12% of these jobs are held by people living in the area, while 59% are held by persons living within the wider County Metropolitan Area. A further 13% of the workers live within the City and a further 20% within the Greater Cork Ring Area. 73% of these employees travel to work in Carrigtwohill by driving a car/van or other vehicle, while 10% travel on foot and 3.5 % arrive by train or bus. As the population grows, a key challenge for the settlement will be to encourage those who work locally to want to

¹ The DEDs contains 3002 employees residing in the area, 3407 total 'Places of Work' (a place of work within the census data represents a place of work for one individual - or a job), or 3280 'Places of Work' not including mobile workers, and 127 home workers.

live locally in the first instance or along the rail corridor generally. In this regard, significant improvements are required to the urban structure, services and amenities of the town.

- 3.6.22 In recognition of its importance as an employment centre, Carrigtwohill has also some capacity for enterprise related developments within appropriate locations. 'Enterprise' developments included activities such as software development, IT, university and commercial research and development, data processing and telemarketing.

Town Centre

- 3.6.23 Historically, Carrigtwohill primarily functioned as a small rural village with a limited residential and retail function. The townscape of the central area, in terms of the scale and quality of the buildings, is also typical of a rural village. The reopening of the Cork Suburban Rail Line and the growth strategy set out in County Development Plan and the Local Area Plan has resulted in significant population and employment growth in the town since 2002. While new retail facilities (Aldi) have been provided to the west of the town centre, significant regeneration of the town centre itself has yet to take place and the current retail / service offer in the town is limited. The town has instead become a focus for retail warehousing, with the development of over 8,000sqm of retail warehousing at Fota Retail Park. Convenience shopping is provided in the form of a discount food store to the west of the town (Aldi), a Centra in the centre of the town and a Costcutter supermarket at the eastern end.
- 3.6.24 As a key growth area within Metropolitan Cork it is essential that Carrigtwohill develops an attractive vibrant urban centre of its own with shops, services, attractive streets, buildings and public spaces to meet the needs of the local population, attract investment to the area and send a positive signal to investors about the importance of Carrigtwohill as a key growth centre for the future. A key priority for the future therefore, is to develop a strategy to guide the coherent development of the town centre in terms of land use and urban design, addressing issues such as the range of uses to be accommodated, priority areas for development, improved pedestrian facilities, traffic and connectivity issues and improvements to the public realm.

Community Facilities

- 3.6.25 Carrigtwohill has a range of public services and community facilities including two primary schools, a girl's only secondary school, a garda station and a church. The community centre, located in the heart of the settlement on the main street is a substantial building available for a wide variety of activities including sports, drama and meetings. Immediately south of the community centre is a relatively new community playground and further south trees have been planted in parts, however there is no public lighting and the grasslands have been poorly maintained. This site has the potential to be a key asset to the town and its completion to an appropriate standard is desirable.
- 3.6.26 A survey of the town has identified a deficit in sports facilities for a town of this size. Notwithstanding this, there are a wide variety of sports clubs operating in the town including badminton, basketball, athletics, children's tennis in the summer and an extensive programme of activities offered by the Community Games programme for young people. Carrigtwohill GAA is located south of the town's main street and the complex contains 3 pitches, a gymnasium and a handball alley. Carrigtwohill United football club recently re-located to new facilities at Ballyadam to the east of the town where they have 2 playing pitches, 2 training pitches and a clubhouse with dressing rooms. At the beginning of 2010 the Community Council opened a new state of the art All-Weather facility accommodating four 5-a-side pitches or one full size pitch.
- 3.6.27 With the exception of the walkway provided west from Castle Lake (under 2005 SLAP objective O-01), all other sites that were zoned for open space remain undeveloped and unusable and this is contributing to the deficit of sports facilities in the town.

- 3.6.28 The existing primary and post-primary schools in the town are clustered in the area of the Main Street and east of Station Road, and while centrally located, they cause serious problems with traffic congestion in the town centre at peak drop-off and collection times. More importantly, the lack of a boy's secondary school in the town is a serious deficiency. New school facilities to serve the Carrigtwohill North will be provided in tandem with development in that area.

Infrastructure

Roads

- 3.6.29 Carrigtwohill is well served by national road infrastructure being located on the N25 Cork – Waterford road. There is a problem with traffic congestion and on street parking in the town centre which detracts from the public realm. The Midleton and Carrigtwohill Transportation Study, published in August 2010 made recommendations to address these issues and, where appropriate, these recommendations have been reflected in the planning proposals of this plan. The distributor road through Carrigtwohill North is also likely to resolve some of the traffic issues in the town. As part of the restoration of the rail line to Midleton, a pedestrian underpass has also been installed the railway linking lands south of the rail line and the masterplan site.

Walking/Cycling

- 3.6.30 There are limited segregated cycle routes in the town, generally limited to those newer residential developments, although there is potential for increased levels of cycling due to the largely flat terrain.
- 3.6.31 Footpath provision along Main Street is of varying widths, though generally of a reasonable quality. There are good footpath linkages between the IDA Business Park and the town centre but beyond this the public lighting and footpath provision and quality varies from substandard to no provision. As with cycle routes, footpath provision in new residential estates is good however, there is an issue with poor pedestrian connectivity between these developments and the town centre.
- 3.6.32 While the provision of new pedestrian and cycle facilities will be incorporated into the development of Carrigtwohill North from the outset, it is important that the local area plan ensure that these facilities are not delivered in isolation and will be tied into a programme of wider improvements to the walking and cycling infrastructure in the town.
- 3.6.33 One of the principle improvements will be to Station Road, connecting the train station with the town centre and future development in Carrigtwohill North. Currently footpaths are only provided on one side of Station Road and they vary in quality. There is no dedicated cycle path connecting the station with the town centre. Going north, there are currently no pedestrian facilities connecting houses to the north of the rail line with the station.
- 3.6.34 In addition, improvements to pedestrian and cycle facilities connecting existing residential facilities along Carrigane Road and with the recent developments at Castl lake area required Councils objective to develop these routes on a phased basis once funding is made available.

Public Transport

- 3.6.35 The town is served by a number of bus routes as part of the bus services operating between Cork City and a range of settlements in East Cork including Midleton, Cloyne, Whitegate and Youghal. In addition to the scheduled services, other bus operations that take place include school services, particularly to the girl's secondary school. The opening of the rail service is likely to result in a reduction in the frequency and demand for bus services in the longer term.
- 3.6.36 The rail line to Carrigtwohill re-opened on 30th July 2009 and now offers a half hourly service to Cork City in the peak, with a journey time of just 16 minutes. The provision of a commuter rail service may resolve some of the traffic issues experienced on the N25, but it also offers a cost

effective, sustainable alternative to a car based commute. CASP Update recommended the development of an additional station at Carrigtwohill West and in November 2009 permission was granted for a new station at Fota Retail and Business Park, including the provision of a park and ride facility accommodating 94 no. car parking spaces.

Water Supply

3.6.37 The water supply to the town was upgraded in 2007 by the extension of the Cork Harbour and City Water Supply Scheme. Provision has been made for 5 watermain connections under the completed railway line to facilitate development of the lands to the north.

Waste Water

3.6.38 An upgrade to the existing Carrigtwohill Waste Water Treatment plant has been completed and is now operational. This plant has sufficient capacity to cater for the existing and projected future growth of Carrigtwohill.

Surface Water

3.6.39 Surface water from the town discharges to Slatty Pond, a proposed Natural Heritage Area. This freshwater pond was once part of the tidal area of Cork Harbour but it has been separated from this by a system of privately owned sluice gates. These sluice gates are now redundant due to the installation in recent years of a pumping station at Slatty Bridge due to concerns that the failure of the sluice gates could result in localised tidal flooding. Recent development proposals have included provision for the on-site attenuation of surface water-flows to reduce flood risks. However, additional works, including an outfall, may be required to cater for the future development of Carrigtwohill as a whole.

Flooding

3.6.40 The Lee CFRAMS report identified areas at risk of flooding in the south of the town and had recommended that there was a need for a more detailed flood risk assessment study for the whole town, including the master plan site.

3.6.41 As a result of this a more detailed flood risk assessment has been carried out by Cork County Council which identified a number of areas within the Carrigtwohill area which are considered at risk of flooding and are reflected in the zoning maps attached.

Environment and Heritage

3.6.42 There are no significant rivers or large watercourses that drain surface water from the Carrigtwohill area, only a number of smaller streams, which in turn drain to the Barryscourt River and Slatty Pond. Barryscourt River is designated as poor ecological status and as a Protected Area. The Carrigtwohill WWTP discharges to the tidal area of the upper harbour known as Slatty Waters, which are identified as potentially eutrophic. Water quality in this part of the Upper Harbour is identified as of moderate ecological status. The Carrigtwohill WWTP is currently being upgraded and will help improve water quality in the Upper Harbour area.

3.6.43 There is one proposed Natural Heritage Area within the Carrigtwohill area, the Great Island Channel including the area around Harpers Island, Foaty Island and also the channel south of Carrigtwohill and North of Cobh (Great Island) as far as the Ballinacurra River Estuary (pNHA-1058). It is an objective of the CDP 2014 to maintain the conservation value of all Natural Heritage Areas proposed for designation. There is one candidate special area of conservation (cSAC-1058) in the

Carrigtwohill area. This cSAC is also called 'Great Island Channel' and covers the same area as the proposed natural heritage area outlined above.

- 3.6.44 There are a number of cave systems in Carrigtwohill. The most notable of these is the limestone cave system at Terry's Land. Other small caves are found near the graveyard and in the bed of a stream near the quarry.
- 3.6.45 The National Inventory of Architectural Heritage contains a number of entries for Carrigtwohill including two bridges along the rail line, the former presbytery and the RC Church.
- 3.6.46 There are a number of structures in the Carrigtwohill area listed in the Record of Protected Structures contained in the CDP 2014. It is an objective of the County Development Plan 2014 "to ensure the protection of all structures (or parts of structures) contained in the Record of Protected Structures."

Planning Proposals

Development Boundary

- 3.6.47 Over the lifetime of this plan, it is envisaged that there will be significant housing and employment growth in Carrigtwohill consistent with the objectives for the settlement set out in the County Development Plan, CASP and CASP Update. The town's 2022 target population is 11,618, requiring the provision of an additional 3,656 dwellings.
- 3.6.48 Having examined the likely yield from lands already zoned and the provisions set out in the Framework Masterplan for Carrigtwohill North, it is considered that there is no requirement for the zoning of new lands outside the established development boundary for residential use. Minor modifications to the boundary have been made to correspond with established field or property boundaries or to reflect a grant of planning permission.
- 3.6.49 The publication of the Midleton and Carrigtwohill Transportation Study has significant implications, direct and indirect on all lands contained within the development boundary of the town. Implementation of a number of the recommendations of that study will be key to unlocking the rejuvenation and expansion of the town centre as well as facilitating the delivery of new roads in Carrigtwohill North and the upgrade of the connections between the existing town centre and new developments.
- 3.6.50 Much of the existing built up area of Carrigtwohill is within a convenient walking or cycling distance from the town's new station and the town centre itself. In order to make the most advantageous use of the new railway service it is important to encourage the provision of safe, convenient and pleasant access to the station area for walkers and cyclists. The development of this network will also facilitate better access to the town centre and, ultimately, between the main residential areas.
- 3.6.51 This can be achieved through the establishment of a network of designated routes linking the main residential areas with the railway station and other important destinations within the town.
- 3.6.52 Outside the development boundary, the land forms part of the Metropolitan Green Belt. Here, the objectives of the CDP 2014 seek to retain the open and rural character of lands between and adjacent to urban areas, maintaining the clear distinction between urban areas and the countryside, to prevent urban sprawl and the coalescence of built up areas, to focus attention on lands within settlements which are zoned for development and provide for appropriate land uses that protect the physical and visual amenity of the area.

Residential

- 3.6.53 A significant amount of residential development has taken place in the town. However, some of the areas that were designated for housing in previous plans, did not come forward for development as a result of the requirement to prepare a masterplan for such land. It is anticipated that the inclusion of the main provisions of the Carrigtwohill North Framework Masterplan Plan into the Cobh Municipal District Local Area Plan will facilitate the delivery of a significant quantum of residential development to the north of Carrigtwohill.
- 3.6.54 It is important to ensure that future residential development to the south of the rail line in Carrigtwohill allows for permeability between housing areas and in particular, direct, safe and convenient access to the rail station by pedestrians and cyclists. This is particularly important on the R-01 site where providing appropriate connectivity with lands in Carrigtwohill North is essential.
- 3.6.55 As part of the Strategic Flood Risk Assessment undertaken as part of the preparation of this Local Area Plan, parts of the R-01 site zoned in the 2011 Local Area Plan were identified as being at risk of flooding. As per the principles set out in the Guidelines on the Planning System and Flood Risk Management, part of this site has now been zoned for community and open space use. It is intended that this zoning will provide for an education campus plus additional recreational and amenity facilities associated with the development of the site.
- 3.6.56 Additional land has been identified for residential development to the east of Carrigtwohill. The land was formerly zoned as Industry but a positive case has been made for the early development of land for housing in association with CT-R-02 on the adjoining lands.

Employment

- 3.6.57 In order to ensure the continued growth of the employment sector in the town, it is imperative that a shortfall in suitably zoned lands does not arise. The augmentation of the business offering could take the form of more job intensive uses on existing zoned lands or the modest addition of new greenfield sites, and the strategy being pursued in this plan involves both options.

Enterprise

- 3.6.58 While there are no specific Enterprise zonings identified within this Local Area Plan, it is recognised that there is some scope for enterprise development, of an appropriate scale, within the CT-X-01 site alongside Carrigtwohill Railway Station. Any such development should form part of the overall development of the site and should be visually appropriate to the development as a whole.

Industry

- 3.6.59 One of the key development priorities for the Cork Gateway identified in the National Development Plan 2007-2013 is the development of lands in Carrigtwohill by IDA Ireland as part of its Strategic Sites Initiative and the IDA landbank has been protected in this plan.
- 3.6.60 The site proposed for industry at Ballyadam (CT-I-04), has been identified for this use as far back as the 1996 County Development Plan and remains an important asset to the town. While previously zoned for standalone uses only, it is now the intention of Cork County Council to allow for a wider range of industrial uses on site. .
- 3.6.61 The following criteria will need to be addressed in the development of the site:
- Road improvements required to the National Primary network including a new grade separated interchange with the N25,

- Road improvements to the local road network. These routes should be capable of providing public transport to connect the site with the town centre and railway station and adequate land should be reserved to facilitate likely future traffic growth;
 - The need to set aside land for a passenger station to serve the proposed development in the medium or longer term, subject to the selection of an agreed location in consultation with Iarnród Éireann; and
 - A landscaping and tree planting scheme will be implemented to enhance the setting of the development; and
 - A detailed Traffic Impact Assessment (TIA), Mobility Management plan and parking strategy that optimizes modal shift to rail, cycling and walking will also be required.
- 3.6.62 Provision has also been made for sites suitable to accommodate additional industrial development, ensuring Carrigtwohill has the optimum mix of sites to meet the industrial sector requirements. Additional lands to the west of Carrigtwohill have been included for this purpose.
- 3.6.63 In relation to the development of other lands zoned for industrial use, the following issues should be considered as part of any development proposals,
- CT-I-01 -High quality structural landscaping shall be provided along the western site boundary as part of a comprehensive landscaping scheme for the site and shall also include proposals to minimise the impact on existing residential properties on the eastern site boundary.
 - CT-I-02 - Consideration should be given to providing connectivity between the south-western part of this site and the proposed passenger rail station at Fota Business and Retail Park.

Business

- 3.6.64 Survey work on the town has noted the lack of opportunities for small scale business units. In order to address this, several sites are identified for business uses, with a number of sites previously zoned for enterprise use now zoned for business use. One of the key business opportunities in Carrigtwohill is at the Station Quarter (CT-B-08). Provision shall be made in this area for a range of uses including convenience retailing, professional services and Leisure Facilities. Residential development can also be accommodated at first floor level and above.
- 3.6.65 In the 2011 Local Area Plan, 4 sites were identified for Enterprise related development. These sites have remained undeveloped. One site, to the west of the town, has been dezoned because it is at risk of flooding. Given the proximity to existing business uses and the location of these sites next to a major intersection on the N25, it was considered appropriate to rezone the remaining sites for more general business uses with the new CT-B-04 and CT-B-05 suited to distribution related business uses.

Town Centre/Neighbourhood Centre

- 3.6.66 This plan envisages that the town centre of Carrigtwohill will grow in line with the planned increases in population and develop into an attractive area of mixed use development where the aim is to ensure that a significant amount of the goods and services required by the town's population can be provided without the need to travel to other locations. It is particularly important, if unnecessary car journeys are to be avoided, that the range and scale of convenience goods shopping should be sufficient to provide for the weekly shopping needs of the resident population. The parallel development of a good range of comparison goods shopping will add significantly to the overall attractiveness of Carrigtwohill as a place to live and work.

- 3.6.67 The dispersed nature of the town centre in Carrigtwohill is noted, with the primary retail area being located along Main Street (CT-T-01). This retail area has evolved over time and it is acknowledged that improvements are required to public realm spaces and connectivity. More recent town centre development (CT-T-02) has been provided to support the newer residential areas at Castle Lake and its environs. Future development planned for Carrigtwohill North will support additional retail areas.
- 3.6.68 The CT-T-01 site denotes the established footprint of the town centre and includes a significant area to allow for the expansion of town centre uses. This core shopping area (retail core) is the primary location for new retail and office development where services are provided to visiting members of the public. New residential development that will enhance the vitality, attractiveness and safety of the town centre will be an important component of any development proposal.
- 3.6.69 Any proposals for development within this core CT-T-01 area should comply with the overall uses acceptable in town centre areas and make provision for a new public car park at a location west of the all-weather pitch, with the exact location and size of which to be agreed with the Council. The development of the core retail area will also provide for the closure of the eastbound slip off road from the N25. It is desirable that this be considered within a National Infrastructure improvements programme.
- 3.6.70 The CT-T-02 and the CT-T-03 are located on the western and northern edge of Carrigtwohill town centre. Planning permission has been granted on the CT-T-02 site for a mixed use retail scheme that includes the 120 bed hotel and 4 retail units. Provision has been made to allow for town centre related development along Station Road (CT-T-03) so as to provide continuity and connectivity to the Station Quarter and encourage pedestrian and cyclists movements contributing to the vibrancy of the area.
- 3.6.71 Development within all Town Centre areas, in conjunction with Table 3.6.2, shall provide for new town centre streets and improved junctions with Main Street so as to provide access to backlands, include proposals for public realm improvements with particular focus on Main Street, and include proposals for the completion of the upgrade of the junction of Main Street and Church Road.
- 3.6.72 Traffic congestion and lack of parking have long detracted from the town centre and a number of measures have been set out in the Transportation Study to deal with these issues. The study identifies a location for a new public car park and indicates a possible road network providing access to the lands to the rear of Main Street and re-development proposals for the town centre will need to make provision for these requirements. Concurrent with the resolution of parking and congestion issues will be the opportunity to instigate public realm improvements, particularly with the rationalisation of parking and junction improvements on Main Street.

Public Realm, Open Space and Community Facilities

- 3.6.73 Two new primary schools and one new post-primary school have been included in proposals for Carrigtwohill North. This will be sufficient to cater for the demand for new school places arising from the population targets for the town. Proposed school sites shall be subject to a review if the requirement for schools in Carrigtwohill changes during the lifetime of the plan.
- 3.6.74 However, given the long term nature of the Carrigtwohill North project and the need to address the lack of a post primary boy's school in the town in the shorter term, consideration will be given to the development of a post-primary school on other suitable lands, including zoned lands, in the town, subject to proper planning and sustainable development considerations. As pressure is likely to increase on the existing schools in the short term in line with population growth, the need for a new school site will become increasingly important. A temporary planning permission has issued at Fota Business Park to allow for use of existing offices as a post primary school in the short term.

- 3.6.75 The Department of Education and Skills has made arrangements for the acquisition of lands in the centre of Carrigtwohill for the development of a post primary school and primary school provision in a campus together with appropriate open space (playing fields). A community zone (CT-C-01 comprising 10.4ha) will be set aside for this education campus to provide for this education campus. The land is subject to flood risk and the development will need to comply with Chapter 5 of the Ministerial Guidelines “The Planning System and Flood Risk Management”. The site is central to the existing development of Carrigtwohill and when developed will ensure adequate permeability between existing adjacent residential areas and the proposed schools. Flood risk mitigation will be essential on the site.
- 3.6.76 The Community Council have invested significantly in the provision of facilities on their site, south of Main Street, including a children’s playground and a new all-weather pitch. It is important that these facilities be protected for use by the wider community and an objective has been included in this regard.
- 3.6.77 The distributor road to be provided as part of the development of the masterplan site north of the rail line will alleviate traffic congestion in the town, acting as an outer relief road. The completion of the undeveloped housing lands south of the rail line provide a further opportunity to enhance connectivity in the town through the provision of a link road through Castlflake to Station Road that would ultimately connect up with the existing link road from Station Road to the Carrigane Road.
- 3.6.78 Provision is also made in the proposals of this plan for a number of new town centre streets, to the south of Main Street which are key to unlocking access to these backlands and are identified in the recommendations of the Midleton and Carrigtwohill Transportation Study August 2010.
- 3.6.79 The sports and education campus in Carrigtwohill North will address a part of the deficit in sporting facilities in the town in the longer term. However, it is important that proposals be advanced in the established areas of the town to provide a balance in the location of facilities.
- 3.6.80 Additional open space will be provided in Carrigtwohill in line with provisions set out in the Framework masterplan. Provision will be made in the CT-O-05 and the CT-O-06 for a Small Park with provision made for a linear park on the CT-O-07 site. Within these sites. Provision should also be made to accommodate playground facilities, passive recreational areas, bio-diversity areas, possible storm water attenuation swales and a number of playing facilities in accordance with the Recreation and Amenity Policy of Cork County Council. Sports facilities will be shared with the neighbouring school.

Special Policy Areas

- 3.6.81 One of the key development opportunities in Carrigtwohill remains the undeveloped land south of the rail line adjacent to the station Car Park. Given the proximity of these lands to the station it is appropriate to adopt similar approach their development as was taken on the CT-B-08 site on the opposite side of the rail line in the masterplan area i.e. a high density mixed use core. This is a site where the highest densities in the town, 50+ units per hectare, are considered appropriate. In addition this site lends itself to enterprise-related developments.

Carrigtwohill North

3.6.82 It remains the aim of Cork County Council to provide for a new residential neighbourhood located to the north of the rail line in Carrigtwohill that will enable the town to expand to meet the growth targets of the Cork County Development Plan 2014. A framework masterplan for the area was adopted in 2015 by Cork County Council and identified the most sustainable development strategy for this substantial land bank. Intending developers in Carrigtwohill North will have regard to the provisions set out in the Framework Masterplan adopted in 2015, particularly in relation to the phasing of development, the provision of infrastructure, greenways and open space.

Funding and Contributions Scheme

3.6.83 The provision of the necessary infrastructure on this site involves the complex co-ordination of investment programmes by a number of infrastructure agencies involving land in a number of different ownerships.

3.6.84 To overcome these difficulties the County Council is proposing to co-ordinate development and infrastructure provision between the various agencies and landowners through the use of agreements under Section 47 of the Planning and Development Acts as described in Section 1

3.6.85 Intending developers are advised to enter discussions with the County Council at an early stage so that proposals for the funding and delivery of infrastructure to support the proposed development can be agreed at the outset.

Phasing and Implementation Carrigtwohill North

3.6.86 The phasing program set out in this Local Area plan relates to the development of Carrigtwohill North and the residential zonings within the area (CT-R-04 to CT-R- 19). A total of two development phases (1 and 2) are identified.

3.6.87 Phase 1 covers a developable area of approximately 39 ha and will provide up to 1,060 residential units and covers the CT-R-04 to CT-R-11 residential zonings. It represents the lands closest to the railway station and also the lands which can currently be accessed more readily by motor vehicles. This phase is also closest to existing and proposed residential areas of the town.

3.6.88 A key component of the residential development in phase 1 of the Carrigtwohill North development is the need to ensure that residential densities are reflective of the proximity of the development to the train station with higher densities to be provided on those sites closer to the station. Layouts shall allow for permeability between housing areas and in particular, direct, safe and convenient access to the rail station by pedestrians and cyclists.

3.6.89 Developments in phase 1 will need to incorporate the delivery of a number of key pieces of road infrastructure. Where specified in the Framework Masterplan, developers will need to provide link roads, which will need to be constructed in accordance with the specifications and approval of the Roads Section of Cork County Council. These roads will need to be built up to the boundaries of the site so that it can link to adjacent landowners and developments.

3.6.90 On those sites adjacent to proposed greenways, developers will be responsible for the provision of this infrastructure which will be designed in accordance with the DMURS Guidance document to the approval of the Cork County Council. This infrastructure should also be capable of being linked to other parts of the greenway on adjacent properties. Where the Framework Master plan has specified upgrades to the local road network to accommodate Pedestrians and Cyclists, such works should be constructed in accordance with the specifications and approval of the Roads Section of Cork County Council.

- 3.6.91 Within this phase the Station Quarter is envisaged to be a vibrant, high density, mixed use local centre given its strategic position within the Framework Masterplan site adjoining the railway station.
- 3.6.92 Phase 1 will also require the reservation of land for a 16 classroom primary school and the completion of a neighbourhood park and commencement of a greenway at the western end of the site.
- 3.6.93 Phase 2 covers an area of approximately 83 ha and will provide up to 1,474 residential units on the lands zoned CT-R-12 to CT-R-19. Prior to the development of Phase 2, there is a requirement for the current transport assessment to be reviewed, to identify road and transport infrastructure and the required timing for delivery. Phase 2 will also require the provision of 2 parks, Local Park and a Linear Park, the completion of the Greenway commenced in Phase 1 and the reservation of land for a 16 classroom primary school and a secondary school.
- 3.6.94 As with residential developments in Phase 1, proposed residential developments in phase 2 will include a mix of house types and a graduation in the density commensurate with the railway station. Layouts shall allow for permeability between housing areas and in particular, direct, safe and convenient access to the rail station by pedestrians and cyclists.
- 3.6.95 In relation to the provision of new roads, improvements to local roads and the completion of the proposed greenways, the delivery of this infrastructure will be the responsibility of intending developers, who will have to have regard to the framework masterplan. Any new roads will need to be built up to the boundaries of the site so that it can link to adjacent landowners and developments. All roads will need to be constructed in accordance with the specifications of the Roads Section of Cork County Council.

Table 3.6.2: Carrigtwohill North Infrastructure Requirements

Phase 1 Prior to commencement of development	Cycle and pedestrian bridge study.
	Sustainable Urban Drainage Scheme (SUDS) Study
	Junction and traffic management measures from Traffic Assessment
Phase 1	Carrigtwohill Cycling and Walking Network
	Construction of SUDS measures
	Construction of pedestrian cycle bridges (Wyse's and Station)
Phase 2 Prior to commencement of development	Transport Assessment for N25 Upgrade
Phase 2	Junction and traffic management measures from the Transport Model & Transport Assessment Report for Carrigtwohill (August 2014)
	Construction of pedestrian and cycle bridge
	Construction of SUDs measures
	Construction of Linear Park and local park
	Carrigtwohill Cycling and Walking Network

Station Quarter (CT-B-08)

- 3.6.96 The creation of a Station Quarter in Carrigtwohill North will result in the delivery of a vibrant, high density residential and mixed use local centre providing a focal point for the entire community. A vertical mix of compatible uses should be focused around a new square with a mix of business of appropriate scale, residential uses can be accommodated at ground floor level as well as over ground floor business space.
- 3.6.97 The development of the CT-B-08 site should include provision for a public square, designed to accommodate a wide variety of events such as a regular local market and should include cycle parking provision, public seating and public art. Access to this square should be via a variety of pedestrian priority streets/lanes/arcades which should converge on this space to reinforce its centrality within the plan area.
- 3.6.98 When approaching the development of the CT-B-08 site, part of which is adjacent to the new greenway (CT-U-03) that will comprise a cycleway and pedestrian pathway, consideration should be given to the provisions of the Design Manual for Urban Roads and Streets, with pathways and cycleways designed accordingly. In addition, part of the site is adjacent to the local roads L 6306 (CT-U-04) and L6303 (CT-U-05) which will need to be upgraded to accommodate increased pedestrian and cycle activity.

Transport Assessment

- 3.6.99 As part of the preparation of the Carrigtwohill North Framework Masterplan Study, a Transport Assessment was commissioned by Cork County Council. The assessment assumed, that all extant permissions in the wider town for both residential and commercial development would be utilised in full, a new secondary and a new primary school would be constructed within the existing town and that the projected population targets be achieved in Carrigtwohill and the wider Cork Metropolitan Area.
- 3.6.100 The assessment identified a number of minor road works and improvements to accommodate the first phase of the development (1,000 houses approximate) With an additional 500 units constructed and an increase of 5% in modal shift is anticipated additional works will be required and these include
- Signalisation Main Street/Carrigane Road Junction
 - Signalisation Main Street/Wyses Road
 - Junction Upgrade of cross roads junction Maple Lane/ Oakbrook to a roundabout.
- 3.6.101 The Transport Assessment also acknowledges, based on an assumption of high rates of modal shift that the full upgrade of the N25 Interchange between Midleton to Carrigtwohill N25 route or additional road improvements may not be required to achieve the target number of dwellings if a range of transport measures are delivered to help secure higher levels of modal shift including;
- 3.6.102 The development of such a large site in close proximity to the suburban rail network offers a major opportunity to achieve high modal shift therefore providing new homes at this location, where residents can gain easy access to high quality rail from the outset, is a priority for Cork County Council.
- 3.6.103 It is proposed that Cork County Council and other agencies, including Transport Infrastructure Ireland (TII), the NTA and Irish Rail, will subject to agreement with the relevant agencies and programming, be responsible for the funding and/or implementation of the measures.

Green Infrastructure

- 3.6.104 A primary green corridor is proposed across Carrigtwohill North forming a key link between existing and future development to the south, developments in Phase 1 and a Linear park to the east of the masterplan area – the station quarter and the proposed schools. This green corridor will provide a well maintained and secure natural corridor. In addition, a number of secondary green corridors are envisaged that link the site in a north to south and east to west direction. This network of corridors will form a local community hub enabling pedestrian / cycle cross movements towards the linear park at all times of the day. Provision shall be also made for landscaping along the green corridors to ensure an attractive pedestrian and cycling link through the area.
- 3.6.105 In accordance with the objective contained in the Carrigtwohill Section of the Midleton Local Area Plan for this site, useable open space shall be in the order of 20% of the total site area and shall be designed and located in accordance with best practice guidance.

General Objectives

Local Area Plan General Objectives for Carrigtwohill	
Objective No.	
CT-GO-01	Taking account of development already completed or under construction, to secure the development of 3,656 new dwellings in Carrigtwohill over the lifetime of the plan in order to facilitate the sustainable growth of the town's population to 12,012 people over the same period. These will be provided through the development of land for which planning permission has already been granted and by the development of land designated for development in this plan.
CT-GO-02	In order to secure the sustainable population growth and supporting development proposed in CT-GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan as well as the Cork Harbour Special Protection Area and the Great Island Channel Special Area of Conservation, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving harbour does not fall below legally required levels.
CT-GO-03	The boundary of Carrigtwohill is adjacent to the Cork Harbour Special Protection Area and the Great Island Channel Special Area of Conservation. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.
CT-GO-04	To improve public realm spaces within the Town Centre and to allow greater connectivity between existing and proposed development areas.
CT-GO-05	To broadly support the principles of the Midleton and Carrigtwohill Transportation Study published in August 2010 as they apply to Carrigtwohill, in a sustainable manner.
CT-GO-06	To reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard. This objective applies to all land within 5m of the perimeter fence on either side of the railway. Within this area the following categories of development will be resisted:

	<ul style="list-style-type: none"> • New buildings not required for the operation of the railway; and • New vehicular and pedestrian accesses where these accesses are the sole or primary access to development. • New bridge crossings constructed will be required to provide sufficient clearance to permit double track operation. <p>Open land uses, such as open space, surface car parking and agriculture will normally be permitted subject to the proper planning and sustainable development of the area.</p>
CT-GO-07	<p>A network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools, the town centre and the railway station complex. The network of designated walking and cycling routes proposed will include the following residential areas within the town:</p> <ul style="list-style-type: none"> • Bog Road; • Fota Rock; • Gortnamucky; • Rocklands; • Terry's Land (North & South); and • Tullagreen.
CT-GO-08	<p>To ensure that provision is made in proposals for new development, particularly for housing, office, retail, industrial and educational uses to provide safe, convenient and pleasant routes linking the development to the railway station and the other principal areas of the town for walkers and cyclists. Any such provision must have regard to the existing deficiencies in infrastructure and the requirement to ensure the delivery of adequate infrastructure ahead of or in tandem with the new development.</p> <p>In achieving this objective, special attention will be paid to the layout of the development to ensure that appropriate measures are taken to establish a walking and cycling friendly environment.</p>
CT-GO-09	<p>To support the implementation of important safety improvements to the national road network generally in accordance with the N25 improvement proposals developed by the National Roads Authority and outlined in the Midleton and Carrigtwohill Transportation Study August 2010.</p>
CT-GO-10	<p>It is an objective of this plan to secure significant road safety and traffic management improvements to Station Road so that it can provide a safe, pleasant and effective route between the station and the town centre.</p>
CT-GO-11	<p>All proposals for employment related development shall be required to prepare and submit a mobility management plan that maximises the use of public transport options/passenger rail services.</p>
CT-GO-12	<p>To support the implementation of the Carrigtwohill North Framework Masterplan Study.</p>
CT-GO-13	<p>Provide a landscape framework plan for each phase of development of Carrigtwohill North as part of a landscape strategy. Provide for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage protect the visual amenity of the area.</p>
CT-GO-14	<p>All development shall contribute to improved pedestrian and cyclist connectivity and shall include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities for cyclists, as appropriate.</p> <p>It is an objective of this plan that a network of designated walking and cycling</p>

	routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools, the town centres in accordance with the Metropolitan Cycling Strategy.
CT-GO-15	Retain a substantial proportion of existing landscape features, including field banks, hedgerows and treelines within zoned lands.
CT-GO-16	Design an integrated approach to surface water management which considers land use, water quality, amenity and habitat enhancements. Thereby, replicating the current Greenfield rate of surface water runoff post development to prevent flooding of lands and settlements downstream. A Sustainable Urban Drainage Strategy should be completed for the site prior to development.

Specific Objectives

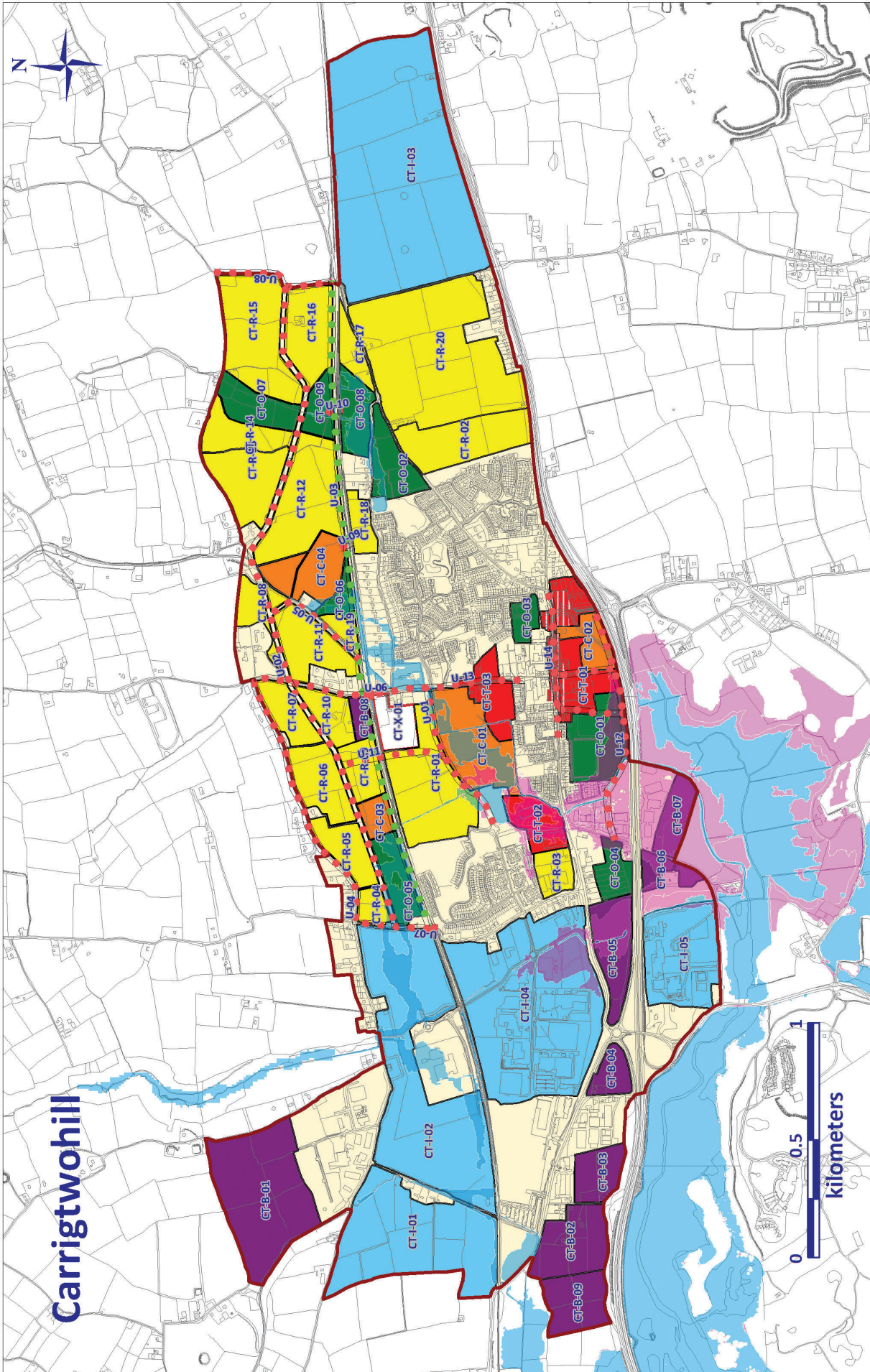
Local Area Plan Objective		
Specific Development Objectives for Carrigtwohill		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Residential		
CT-R-01	Medium density (A & B) residential development. *	13.6
CT-R-02	Medium density B residential development. Proposals should include a 20 metre tree planted buffer to the eastern and southern boundary of the site and screening to protect views from the N25.	9.6
CT-R-03	Medium density B residential development of high architectural standard on this gateway site at the entrance to the town centre. Structural landscaping shall be an integral part of any layout.	2.8
CT-R-20	Medium density B residential development	32.2
Carrigtwohill North Residential Zonings - Phase 1 (Refer to Infrastructure Requirements Table 3.6.2 and Text in Phase 1)		
CT-R-04	Medium density B residential development *	1.8
CT-R-05	Medium density B residential development	4.4
CT-R-06	Medium density A residential development	6.2
CT-R-07	Medium density A residential development	4.0
CT-R-08	Medium density B residential development	2.6
CT-R-09	High density residential development	3.8
CT-R-10	High density residential development	3.7
CT-R-11	High density residential development	7.3

Local Area Plan Objective		
Specific Development Objectives for Carrigtwohill		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Carrigtwohill North Residential Zonings - Phase 2 (Refer to Infrastructure Requirements Table 3.6.2 and Text in Phase 2)		
CT-R-12	Medium density A residential development. A way leave for an existing high voltage powerline is in place on this site and prospective developers will need agreements with ESB networks regarding required separation distances for developments in proximity to the powerlines. *	12.4
CT-R-13	Medium density A residential development *	7.7
CT-R-14	Medium density A residential development *	4.7
CT-R-15	Medium density A residential development *	12.9
CT-R-16	Medium density A residential development *	7.4
CT-R-17	Medium density B residential development *	2.5
CT-R-18	Medium density B residential development *	2.4
CT-R-19	Medium density A residential development.	1.5
Industry		
CT-I-01	Industrial type activities including warehousing and distribution. *^	24.6
CT-I-02	It is an objective to develop this site for industrial type activities giving priority to high quality manufacturing. *^	35.6
CT-I-03	Industrial development	56.0
CT-I-04	Maintain existing industrial uses. *	39.7
CT-I-05	Maintain existing industrial uses *	13.0
Business		

Local Area Plan Objective		
Specific Development Objectives for Carrigtwohill		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
CT-B-01	Business development, excluding retail warehousing, non-retail general offices and car showrooms. Proposals for this site will include a comprehensive layout and structural landscaping scheme that will ensure that any buildings or other structures erected have minimal visual impact in longer distance views. Vehicular access to the site will be from the adjoining industrial area to the south only. ^	19.8
CT-B-02	Business development. Proposals shall optimise connectivity with the proposed rail passenger station at Fota Business and Retail Park, particularly for pedestrians and cyclists. A significant landscaped buffer shall be provided along the western site boundary *^	8.0
CT-B-03	Business development. Proposals should include a 20 metre tree planted buffer and screening to protect views from the N25. *^	4.3
CT-B-04	Business development. *^	2.8
CT-B-05	Business development. *^	6.6
CT-B-06	Business development. ^	2.3
CT-B-07	Business development excluding non-retail general offices and car showrooms. ^	3.8
CT-B-08	Station Quarter including convenience retailing, professional services and Leisure Facilities. Residential development can be accommodated at first floor level and above. ^	1.4
CT-B-09	Business development subject to an ecological assessment. *^	6.1

Local Area Plan Objective		
Specific Development Objectives for Carrigtwohill		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Town Centre		
CT-T-01	Expansion of established town centre in line with overall uses acceptable in town centre areas and providing for improved connectivity and public realm spaces. ^	9.8
CT-T-02	Town/neighbourhood centre in line with the overall uses acceptable in town centre areas. Careful consideration shall be given to the overall design approach given the prominence of the site to both the entrance to Castl lake and the start of the Main Street. *^	4.4
CT-T-03	Town Centre development *^	5.0
Community		
CT-C-01	Land to provide for education purposes to include two primary schools and a post primary school with ancillary open space area suitable for playing fields. *	10.4
CT-C-02	Retain existing community centre, playground and sports facilities.	3.4
CT-C-03	Provision of a primary school. *	2.1
CT-C-04	Provision of a primary and secondary school multi campus. *	6.5
Utilities		
CT-U-01	Provision of a new link road connecting Castle Lake to Station Road with underpass and CT-U-02. Road line on map is indicative only.	-
CT-U-02	Provision of new link roads to access development lands. Road lines on map are indicative only.	-
CT-U-03	Provision of a Greenway to comprise a cycleway and pedestrian pathway designed in accordance with the DMURS Guidance document to the approval of Cork County Council and constructed as part of the development and linked to other parts of the greenway on adjacent properties.	2.8

Local Area Plan Objective		
Specific Development Objectives for Carrigtwohill		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
CT-U-04	Upgrading of Feeder Road (CT-U-04) to accommodate Pedestrian and Cycling facilities.	-
CT-U-05	Upgrading of Feeder Road (CT-U-05) to accommodate Pedestrian and Cycling facilities	-
CT-U-06	Upgrading of Station Bridge to accommodate Pedestrian and Cycling facilities	-
CT-U-07	Upgrading of Wyse's Bridge to accommodate Pedestrian and Cycling facilities	-
CT-U-08	Upgrading of Ballyadam Bridge to accommodate Pedestrian and Cycling facilities	-
CT-U-09	Construction of Pedestrian/Cycling Bridge linking CT-R-12, CT-R18 and Educational Campus CT-C-04.	-
CT-U-10	Construction of Pedestrian/Cycling Bridge linking Open Spaces	-
CT-U-11	Provision of a new link road connecting with underpass and CT-U-02. Road line on map is indicative only.	-
CT-U-12	Provision of new link Road to access backlands. Road line on map is indicative only.	-
CT-U-13	Upgrade of Station Road	-
CT-U-14	Upgrade of Main Street	-
Open Space, Sports, Recreation and Amenity		
CT-O-01	Open Space - Maintain active open space. *	7.8
CT-O-02	Active open space to include the provision of playing pitches, ancillary facilities and parking. *	5.0
CT-O-03	Open Space - Maintain active open space.	1.9
CT-O-04	Open Space - Provision of a Small Park *	3.0
CT-O-05	Open Space - Provision of a Small Park *	4.5
CT-O-06	Open Space - Provision of a Linear Park *	1.8
CT-O-07	Open Space *	7.6
CT-O-08	Open Space	4.3
CT-O-09	Open Space	7.6
Special Policy Area		
CT-X-01	Station Quarter South – Mixed use development to include enterprise development, high density residential, small scale retail and community uses *	3.3



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3.7 Little Island

Vision

- 3.7.1 Little Island is one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area in the County Development Plan 2014. The main vision for the area is to promote a high quality work place environment for the existing and future workforce population and limited residential expansion.
- 3.7.2 According to the CSO POWSCAR data from the 2011 census, there are approximately 5,693 persons working in Little Island, with 1 in 5 employed as employers and managers. Current Local Area Plan policy for the area is to reaffirm Little Islands function as a strategic centre of general business development while protecting the amenity enjoyed by existing residential communities.

Strategic Context

- 3.7.3 Little Island enjoys a strategic location on the N25 and stands to benefit from improved access as part of the upgrading of the Dunkettle Interchange. Its location on the suburban rail corridor is also significant and as further population growth takes places along this corridor at Carrigtwohill and Midleton, demand for development in Little Island may further increase.
- 3.7.4 Regeneration of Cork City Docklands is a key part of the CASP strategy for the development of Metropolitan Cork. In order to achieve this industries and businesses located within the docklands need to be able to relocate to other industrial / business areas and it is recognised that Little Island offers significant potential in this regard. It is proposed to explore this role for Little Island further in the new Local Area Plan.
- 3.7.5 The preparation of the new Local Area Plan for Little Island offers the opportunity to take stock in terms of its role as an strategic employment location in Metropolitan Cork and our vision of what kind of employment focus it should retain into the future and to set out the landuse framework that should be put in place to help us progress towards achieving that vision.

Local Context

- 3.7.6 Little Island, located approximately 8km to the east of Cork City on the N25, has emerged as one of the principle employment locations in Cork. It has a number of large scale manufacturing industries, a number of small to medium sized industrial parks, a large office park (Eastgate) and a modern car sales facility. Parts of the settlement are located near industries that are covered by the Control of Major Accidents Hazards (Seveso II) Directive.
- 3.7.7 As well as being a major employment centre, Little Island has a significant residential element with 1,050 persons living on the Island. The aim of the local area plan will be to ensure that the business function in Little Island does not detract from the existing amenity of existing residential communities.

Planning Considerations

Population and Housing

- 3.7.8 According to the CSO Small Area Population Statistics, the population of Little Island in 2011 was approximately 1,015 persons and there are approximately 540 dwellings in Little Island. The centre of Little Island has a small residential community with a church, a primary school and sports facilities which include a soccer club and a golf course. Other services such as cafes and shops are located in an existing neighbourhood centre at the entrance to the Eastgate Business Park to serve the needs of both local residents and those working in the employment areas.

- 3.7.9 In relation to future population growth, the Cork County Development Plan 2014 does not envisage significant growth. The aim of this Local Area Plan will be to ensure that the amenity and quality of life experienced by the existing communities will not be comprised by the growth of Little Island as a strategic employment centre.

Employment and Economic Activity

- 3.7.10 According to the CSO POWSCAR data from the 2011 census, there are approximately 5,693 persons working in Little Island. Little Island is a substantial and diverse employment area composed of a series of industrial estates and business/commercial parks. The focus in the area has typically been on large scale stand alone industrial developments principally located to the west of the island both within and around the large IDA industrial estate. In recent years, there has been a move away from this traditional manufacturing base towards more distribution and logistical type developments on the eastern end of Little Island.
- 3.7.11 Eastgate is an office based development which reflected the new service based focus in Little Island. It is fronted by a retail park which contains a number of large retail warehouses. A number of these remain unoccupied. A cluster of car showrooms and a neighbourhood centre are also located within this area. The Euro Business Park to the east of Eastgate contains a mix of commercial and logistical uses, storage and distribution in a similar modern and landscaped environment. Types of uses include car testing, post office depot, storage and distribution, flooring, vehicle accessories, etc. To the south is the O'Connell Business Park which contains uses such as warehouse distribution, small scale workshops, car sales, etc. The Harbour Point and Courtstown Business Park is located further south and contains uses such as wholesale retail, catering supplies, other general warehousing and logistics and continues to expand.
- 3.7.12 Most of the land supply in Little Island is already developed, and is identified as part of the existing built up area, although some green field sites remain available for development. Development opportunities also arise through the redevelopment of redundant industrial sites, for example, the Mitsui Denman site at the western end of the Island.

Employment Land Supply

- 3.7.13 The Blarney Electoral Area Local Area Plan 2011 zoned 91 hectares of land for industrial related development. Additional land was provided for business use as part of the mixed use redevelopment of Harbour Point Golf Club. A significant portion of this land supply is still available to accommodate future growth and it is therefore proposed to retain the existing zoning objectives on these sites for the lifetime of this plan.

Future Growth

- 3.7.14 The 2014 County Development Plan identifies Little Island as a Strategic Employment Area. The specific objective in the CDP for Strategic Employment Areas is to promote the development of these areas which are considered suitable for large scale developments. It is an objective to protect lands in these areas from inappropriate development which may undermine their suitability as Strategic Employment Centres.
- 3.7.15 The CASP Update 2008 predicts the employment growth in Little Island and Carrigtwohill to be in the order of 2,174 jobs up to 2022. Given its proximity to Cork City and the existing mixed character of employment development that is located there, it is considered that its potential will be best achieved by continuing to provide for mixed employment development. While some locations in close proximity to the rail station may be suitable for higher density office uses, more areas less well located in relation to public transport will be best suited to lower density manufacturing, storage and distribution/logistic uses.

Community Facilities

- 3.7.16 There are a number of important sporting and cultural facilities on Little Island including Cork Golf Club which is a valuable amenity on Little Island.
- 3.7.17 The Little Island sports complex provides outdoor soccer facilities for Leaside Football Club. The complex also includes an indoor hall for sporting and community related uses. No GAA facilities are provided in Little Island, with the nearest clubs located in Glanmire and Glounthaune.

Infrastructure

Public Transport Connectivity

- 3.7.18 Little Island has a train station on the suburban rail line but the station is located north of the N25 on the local road network, some distance from the main employment areas. Pedestrian connectivity between the station and the major employers is inadequate. Similarly the Bus Eireann bus route serving the area runs along the local road network north of the N25 but does not serve Little Island itself. The available public transport options therefore only serve the East Gate and Euro Business Parks. Ample car parking is provided for staff and visitors with the area relying heavily on car usage, with 82% (4680) workers on the island using the car as the principle means of transport.

Road Connectivity

- 3.7.19 Provision was made in the 2011 LAP to upgrade the existing junction with the N25. These improvements have not been implemented and traffic congestion at peak hours remains a concern. In 2013, An Bord Pleanála approved a major upgrade to the Dunkettle Interchange. As part of the upgrade, a new link will be provided with the R623 regional road in Wallingstown. This link will serve the western end of Little Island and should help address the issue of congestion at the existing junction. These upgrades are expected to proceed in the short term.

It is intended that a detailed Land Use and Transportation Study for Little Island is carried out within the lifetime of this Plan, to address:

- Future land use requirements on the Island, specifically in terms of open space provision,
- The development of brownfield lands,
- Accessibility to the National Road Network,
- The upgrade of the Dunkettle interchange, having regard to any National Road Authority studies or proposed improvement works,
- The delivery of the Dunkettle Park and Ride,
- Public transport permeability within Little island, and
- Pedestrian and cycling improvement within Little Island, in line with the measures outlined within the Draft Cork Cycle Network Plan 2015.

Water supply

- 3.7.20 The current water supply to Little Island is adequate. There are no capacity concerns for projected growth of this employment location.

Wastewater Treatment

- 3.7.21 The Wastewater Treatment Plant at Carrigrennan, Little Island, accommodates flows from Cork City, Tramore Valley, Glounthaune, Glanmire, and Little Island areas. Its modular design allows for expansion if required. In addition, most industries on Little Island have their own treatment plants.

Stormwater

- 3.7.22 Disposal of stormwater from new developments is a matter for a developer and is dependent on attenuation being provided by the developer in accordance with the Dublin Sustainable Drainage System (SuDS) model. For a developed site it is required that any flows in excess of those from the original greenfield site must be attenuated.

Flooding

- 3.7.23 The assessment and management of flood risks in relation to planned future development is an important element of the local area plan. Flood maps have been prepared in association with the OPW and parts of Little Island have been identified as being at risk of flooding. The areas at risk are illustrated on the settlement map. Those areas most directly affected include lands to the east and west of the settlement.
- 3.7.24 All land under active consideration for 'zoning' for future development (including 'zonings' inherited from the 2011 local area plans, that now conflict with the level of flood risk will be subjected to the 'Justification Test for development plans' set out in section 4 of the ministerial guidelines and, generally, 'zonings' that do not satisfy the requirements of the test will be omitted or 're-zoned' to flood compatible uses in this plan.
- 3.7.25 A detailed Strategic Flood Risk Assessment will accompany the preparation of the Cobh Municipal District Environmental report.

Waste Management

- 3.7.26 There are no bring sites or recycling services located in Little Island. The closest recycling facility is adjacent to Little Island Train Station.

Environment and Heritage

Landscape & Visual Amenity

- 3.7.27 The County Development Plan 2014 addresses the landscape of the County with reference to 16 defined landscape types that were derived from a study of the 76 smaller landscape character areas. Little Island lies within the City Harbour and Estuary Landscape Character Area, an area of very high landscape value and sensitivity. The Cork County Draft Landscape Strategy has suggested that this area is of national landscape importance.

Special Protection Areas

- 3.7.28 There is one SPA, Cork Harbour (SPA 4030), which lies to the north and east of Little Island. Cork Harbour is designated an SPA for the occurrence of nationally and internationally important wintering waterfowl which use coastal habitats including mudflats and saltmarsh protected under the SAC designation. The areas of importance in this Municipal District are concentrated along the coastline of the harbour, reaching up to Glanmire and down to Great Island and the channels in between.

Candidate Special Area of Conservation

3.7.29 The largest concentration of Environmental designations in the County is around Cork Harbour, which affects the southern part of the Municipal District. The main designation of concern is SAC 1058 Great Island Channel, stretching from Little Island to Midleton, with its southern boundary being formed by Great Island. It is an integral part of Cork Harbour which contains several other sites of conservation interest. This site is of major importance for the two habitats listed on the EU Habitats Directive that it contains, as well as for its important numbers of wintering waders and wildfowl.

Proposed Natural Heritage Areas

- 3.7.30 Rockfarm Quarry on Little Island has been designated a proposed Natural Heritage Area. This limestone region is of international importance because of its geological characteristics and because it is a seasonal home to a number of migrating bird species.
- 3.7.31 It is an objective of the County Development Plan 2014 (HE 2-1) to provide protection to all natural heritage sites designated or proposed for designation under National and European legislation and International Agreements, and to maintain or develop linkages between these. This includes Special Areas of Conservation, Special Protection Areas, Natural Heritage Areas, Statutory Nature Reserves, and Refuges for Fauna and Ramsar Sites.

Protected Structures

- 3.7.32 There are 4 protected structures on Little Island, Wallingstown Tower House (RPS no 00491), Little Island Church (in ruins, RPS no 00495), the lodge (RPS no 00501) and Ditchley House (RPS no 00502).
- 3.7.33 It is an objective of the County Development Plan 2014 (HE 4-1) to seek the protection of all structures within the County which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. In accordance with this objective, a Record of Protected Structures has been established and is set out in Volume 2, Chapter 1 of the CDP.

Planning Proposals

Overall Scale of Development

3.7.34 Over the lifetime of this plan, it is envisaged that Little Island will continue to function primarily as a strategic employment centre. It is not anticipated that there will any significant growth in the overall population of Little Island. However limited residential development can be accommodated in appropriate locations not covered by specific zoning objectives, subject to proper planning and sustainable development and in particular, within a limited area in the north and western extents of the X-01 site as per the attached zoning map.

Development Boundary

- 3.7.35 The development boundary for Little Island includes all the areas that are the subject of specific zoning objectives. Where lands are included within the development boundary and are not covered by a specific zoning objective, a general objective (LI-GO-01) shall apply.
- 3.7.36 While it is important to acknowledge the strategic nature of Little Island and its function in supporting the economy of the wider metropolitan area, it is essential that future development does not adversely impact upon the amenity of existing residents. Industrial related developments in close proximity to established residential areas will need to ensure that sufficient measures are put in place to protect local residents' amenities

- 3.7.37 To the north of the N25, the land forms part of the Metropolitan Greenbelt where the objective is to preserve them from development. For further detail on these areas see objectives RCI 4-1 and GI 8-1 as set out in Chapters 4 and 8 of Volume One of the Cork County Development Plan 2014.
- 3.7.38 Although Little Island is a strategic employment area, there is potential for limited residential development to support the expansion of employment in the area. This plan suggests that limited residential development may be provided for within the LI-X-01 site for up to a maximum of 90no. dwellings and at Medium B Density, principally to provide for the housing needs of those who require to live in this area.

Industry

- 3.7.39 Little Island is an industrial location of strategic importance for industry where good access to the distribution network is a key factor. In this plan, provision has been made to reserve four areas for industrial development. These areas are best placed to accommodate those uses that need to be relocated from major areas of urban regeneration in Cork City.

Retail

- 3.7.40 It will be important to support high occupancy rates in the retail warehousing units and encourage enhancement of the established neighbourhood centre at Eastgate.

Open Space and Recreation

- 3.7.41 Little Island a number of facilities that make an important contribution to sports and recreation provision in the metropolitan area as a whole. These areas have been designated open space in order to protect them from inappropriate developments.
- 3.7.42 The eastern part of the island is close to Fota Island where there are important leisure and cultural facilities. In order to protect the views and prospects at this point, land at the eastern end of the island has been made the subject of a specific objective.
- 3.7.43 The LI-O-03 site is affected by flooding. Regard will have to be given to the provisions outlined in Section 1 of this Plan, in relation to developments in areas susceptible to flooding, when considering future proposals on this site.

Community Facilities

- 3.7.44 The specific community facility objective for Little Island is set out within the table below.
- 3.7.45 Part of the site, particularly on the northern boundary, is affected by flooding. Regard will have to be given to the provisions outlined in Section 1 of this Plan, in relation to developments in areas susceptible to flooding, when considering future proposals on this site.

Special Policy Areas

Harbour Point Golf Club

- 3.7.46 Comprising of approximately 45 hectares of land, this site in the south east of Little Island was previously operated as a golf club, which has since closed. The course provided a substantial buffer between areas of residential development and areas of industrial development.
- 3.7.47 In the context of the vision for Little Island it is considered appropriate to facilitate the development of this key site over the lifetime of this plan. It is therefore important that this development be integrated into the surrounding land uses, to ensure appropriate protection of the

adjoining residential land use. It is important that adequate public transportation links are provided to serve the area.

- 3.7.48 The existing special policy area objective will be retained on the site and proposed uses will include business related development on the eastern side of the site, a hotel, amenity uses and publicly accessible open space as well as limited residential development along the northern and western edges of the site, subject to appropriate scale and design. A landscaping buffer will be required to ensure appropriate protection of existing and proposed residential land use.
- 3.7.49 Access to the eastern side of the site should be taken from the Courtstown Road, to avoid increased traffic movements on the Clash Road. This road should be extended to connect to the existing access road to the east, as set out in the zoning map for Little Island.
- 3.7.50 An opportunity exists on this land to provide an additional 90no. residential units on the western and northern portion of the site. A landscape buffer shall also be provided to screen the existing and proposed residential units from the business and other uses proposed for the remainder of the site.

General Objectives

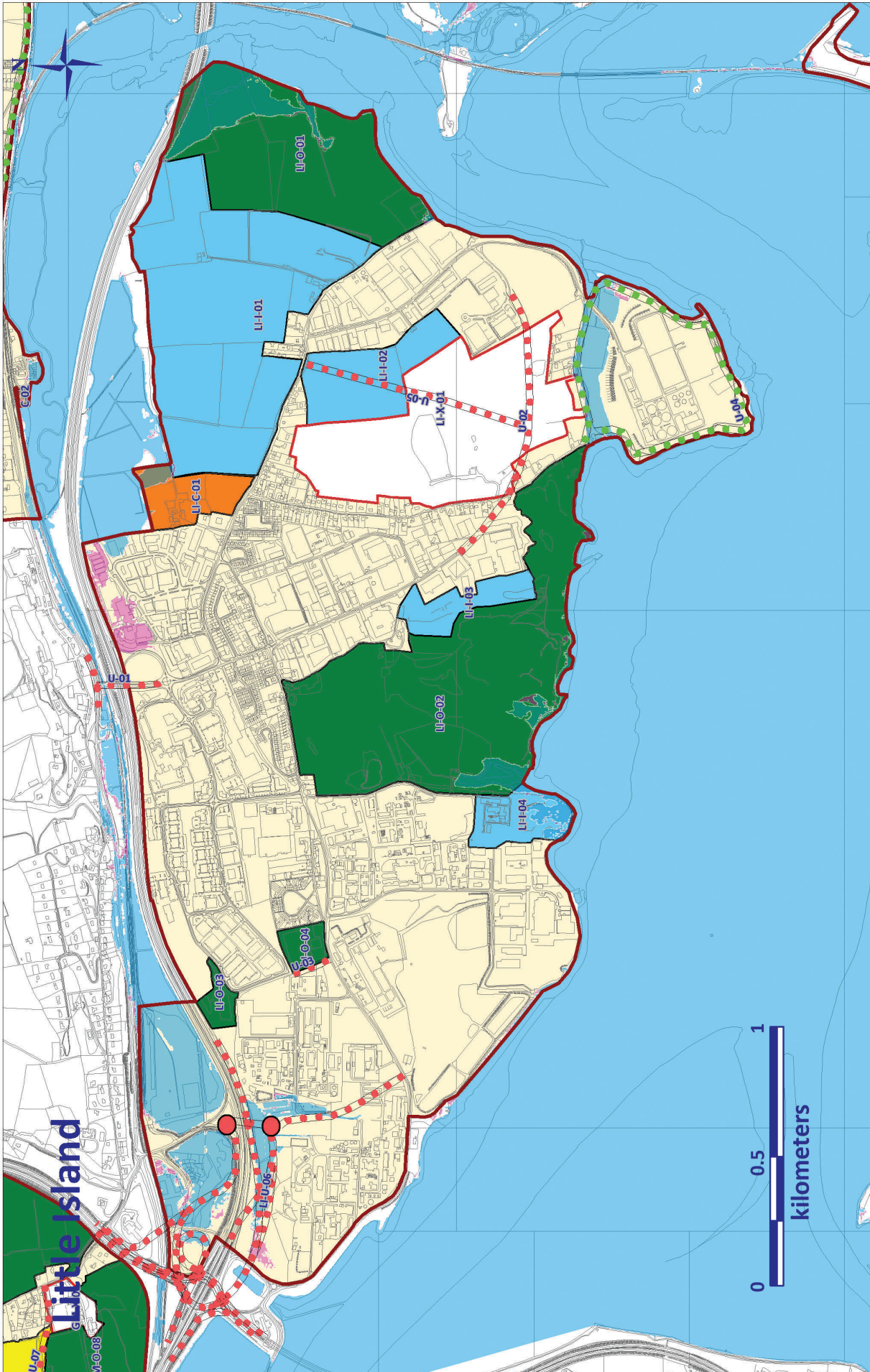
3.7.51 The general objectives for Little Island are set out as follows:

Objective No.	General Objectives Little Island
LI-GO-01	To locate new business development within the development boundary, which will provide an additional 2000 jobs up to 2022.
LI-GO-02	To secure the development of 90 new dwellings in Little Island over the lifetime of the plan. These dwellings will be located primarily within the LI-X-01 lands with the development boundary.
LI-GO-03	In order to secure the sustainable population growth and supporting development proposed in LI-GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan as well as the Cork Harbour Special Protection Area and the Great Island Channel Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving harbour does not fall below legally required levels.
LI-GO-04	The boundary of Little Island is adjacent to the Cork Harbour Special Protection Area and the Great Island Channel Special Area of Conservation. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.
LI-GO-05	To complete a detailed Land Use and Transportation Study for Little Island. This study will need to specifically address the following issues; <ul style="list-style-type: none"> – Future land use requirements on the Island, specifically in terms of open space provision, – The development of brownfield lands, – Accessibility to the National Road Network, – The upgrade of the Dunkettle interchange, having regard to any National Road Authority studies or proposed improvement works, – The delivery of the Dunkettle Park and Ride, – Public transport permeability within Little island

	– Pedestrian and cycling improvement within Little Island in line with the Draft Cork Cycle Network Plan, 2015.
LI-GO-06	To ensure that future industrial development in Little Island does not negatively impact upon the amenity enjoyed by the existing residents of the area.
LI-GO-07	All development shall contribute to improved pedestrian and cyclist connectivity and shall include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities for cyclists, as appropriate. It is an objective of this plan that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools, the town centres in accordance with the Metropolitan Cycling Strategy.
LI-GO-08	All proposals for employment related development shall be required to prepare and submit a mobility management plan that maximise the use of public transport options/ passenger rail services.
LI-GO-09	Retain a substantial proportion of existing landscape features, including field banks, hedgerows and treelines within zoned lands.
LI-GO-10	Design an integrated approach to surface water management which considers land use, water quality, amenity and habitat enhancements. Thereby, replicating the current Greenfield rate of surface water runoff post development to prevent flooding of lands and settlements downstream. A Sustainable Urban Drainage Strategy should be completed for the site prior to development.

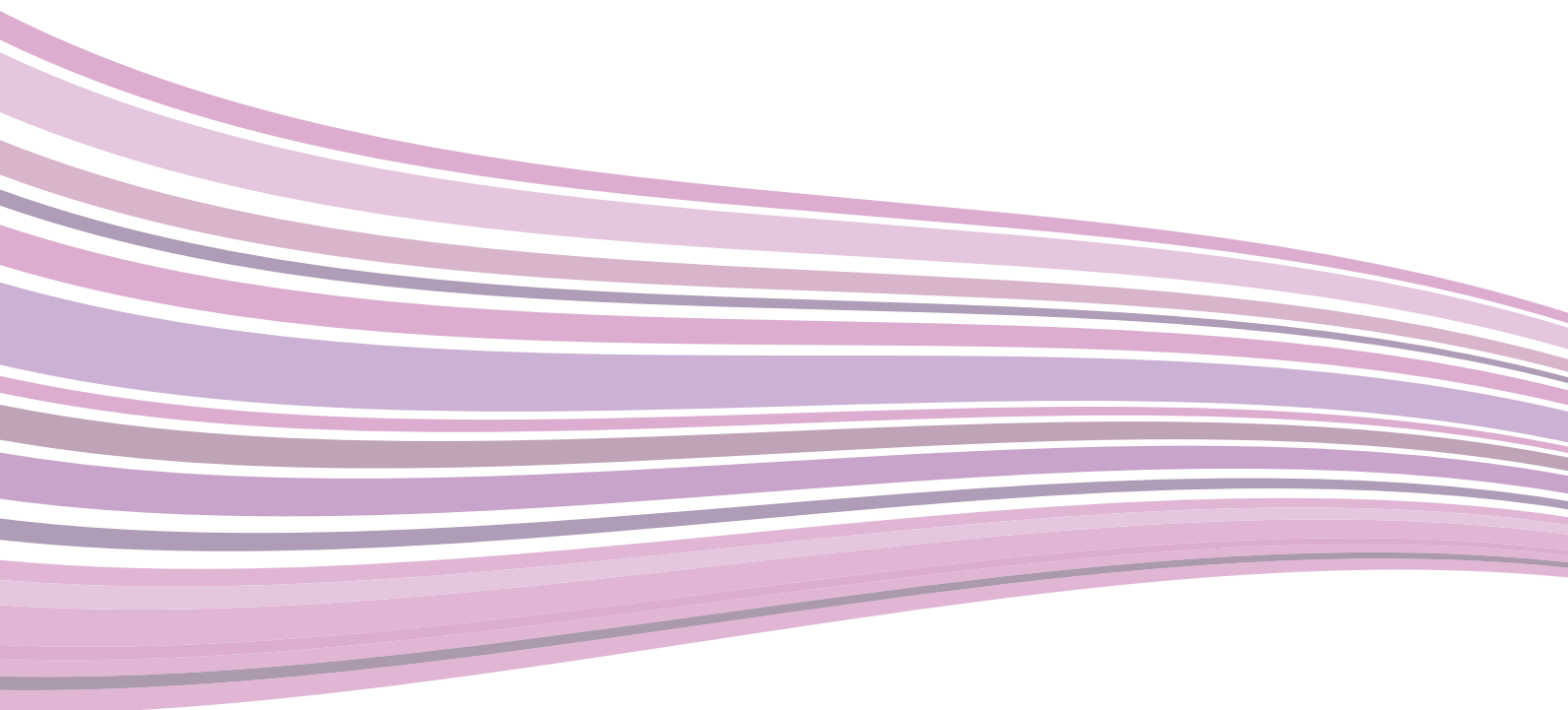
Local Area Plan Objective		
Specific Development Objectives for Little Island		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Industry		
LI-I-01	Industry with provision for planting and landscaping along the northern and eastern boundaries to recognise the sensitive location of the site in terms of the NHA at the northern edge of the site and to protect views of Little Island from the N25 and Fota Island.	64.2
LI-I-02	Industrial estate and/or warehousing and distribution with provision for local access road. Minimum 20-metre wide tree planted buffer along northern and western boundary of site. 20-metre wide.	13.6
LI-I-03	Industrial estate and/or warehousing and distribution. In developing the site consideration should be given to the proximity of the NHA at the south-western edge of the site.	6.2
LI-I-04	Industry. *	7.1

Local Area Plan Objective		
Specific Development Objectives for Little Island		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Special Policy Area Objective		
LI-X-01	Mixed use development including provision of: a) Appropriate uses on-site, including primarily business uses but also a hotel and significant open space; b) Limited residential development (Medium Density B), up to a maximum of 90no. units, within the north and western extent of the site and incorporating a landscape buffer between the residential and other uses; c) The link road LI-U-02, as identified on the land use zoning map; d) A detailed public transport strategy that will also address improvements to the pedestrian and cycling facilities; e) Accessible public open space.	43.4
Community		
LI-C-01	Provision for community facilities and uses to support residential amenity (e.g. community hall) and associated uses. *	7.7
Open Space, Sports, Recreation and Amenity		
LI-O-01	Open space. This area makes a significant contribution to the setting of Little Island and offers scenic views of the island when viewed from Fota and on eastern approaches to Cork City. It also functions as an important buffer for the adjoining strategic industrial area. There is a general presumption against development on these lands, although there is some potential for recreation/amenity uses (e.g. waterside park).*	41.1
LI-O-02	Open Space - Protect the setting of Cork Golf Club.	70.1
LI-O-03	Open space and amenity area *	2.2
LI-O-04	Open space and amenity area	2.7
Utilities		
LI-U-01	Junction upgrade of Primary Road Access onto N25 to include widening of the existing overpass and pedestrian and cycling connectivity to the railway station.	-
LI-U-02	Distributor road.	-
LI-U-03	Link road.	-
LI-U-04	Maintain existing amenity walk	-
LI-U-05	Distributor Road	-
LI-U-06	Upgrade of Dunkettle Interchange	-



- Settlement Boundary
- Existing Built-up Area
- Open Space / Sports
- Recreation / Amenity
- Residential
- Town Centre / Neighbourhood Centre
- Community / Utility
- Industry
- Business
- Special Policy Area
- Enterprise
- Utilities
- Retail Core
- Roads
- Walkways
- Area Susceptible to Flooding: Zone A
- Area Susceptible to Flooding: Zone B

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Cobh Municipal District

4 Key Villages

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4 Key Villages

4.1 Purpose of this Section

- 4.1.1 The purpose of this section of the Plan is to provide planning policy guidance on future development in the key villages.
- 4.1.2 Within the Cobh Municipal District Area, there are three key villages – Carrignavar, Glenville and Glounthaune.

4.2 Role of Key Villages

- 4.2.1 The settlement network of the county comprises a settlement of networks with a hierarchy of services, with Main Towns at the upper tier of that structure. Below the Main Towns are the Key Villages, followed by Villages, Village Nuclei and Other Locations.
- 4.2.2 It is a strategic aim of the Cork County Development Plan, 2014 to establish key villages as the primary focus for development in rural areas in the lower order settlement network and allow for the provision of local services, by encouraging and facilitating population growth at a scale, layout and design that reflects the character of each village, where water services and waste water infrastructure is available. Supporting the retention and improvement of key social and community facilities, and inter urban public transport.
- 4.2.3 Key Villages' often benefit from an existing level of infrastructure and service investment that, although less than the main towns, still offers a sound basis for future growth, particularly for those seeking to live or work in a more rural environment. 'Key Villages' also have significant hinterlands providing important services to a wider rural community.
- 4.2.4 Settlements designated as Key Villages will normally have the following facilities: A permanent resident population, primary school and / or secondary school, Church or other community facility, convenience shops, pubs and either comparison shops or other retail services, industrial or office based employment, post office/ bank / ATM / building society, Garda station, primary healthcare facilities (GP doctor / pharmacy), sports facility, mains sewerage, mains water, public transport, served by a regional road, traffic calming / management scheme / off street car parking, bring site/recycling facilities.
- 4.2.5 Key Villages are important locations for the provision of jobs and services in rural areas. The strategic aims for key villages are that they will be the primary focus for the development of surrounding rural areas and provide local services, by encouraging and facilitating population growth and by supporting the retention and improvement of key facilities, including social and physical infrastructure and public transport.
- 4.2.6 To allow key villages to develop in an orderly manner, it is particularly important that improvements are made to the village's infrastructure, to improve and protect the supply of water and to upgrade the waste water treatment plant as required.
- 4.2.7 There is scope for development within the Key Villages, however, it is important that each village's rural character, architectural heritage and its other heritage and natural amenities are maintained, enhanced and not compromised.
- 4.2.8 It is particularly important that development does not extend the existing pattern of linear development of the settlements. It is important that new facilities are encouraged to locate within the village cores and that where possible, existing community facilities are improved.

- 4.2.9 The settlements would benefit from a more compact form and from some regeneration of and re-use of existing properties within the village cores. In particular, further improvements to the village centres, with an enhanced streetscape, improved shopfronts and provision for improved street lighting, public footpaths and street furniture would be desirable. Further opportunities for streetscape improvements exist in the settlements, particularly within the village cores.

Overall Scale of Development

- 4.2.10 It is an aim to ensure that the scale of new residential development in the key villages will be in proportion to the pattern and grain of existing development. The future expansion of the key villages will proceed on the basis of a number of well integrated sites within each settlement, supported by the availability of employment opportunities in the locality and the continued provision of local services.
- 4.2.11 The development boundaries of the villages as defined in the 2011 Local Area Plans contained significant areas of land, the majority of which remains undeveloped at the start of 2016.
- 4.2.12 It is considered reasonable to ensure good development opportunities continue to be available within the key villages. The development boundaries closely reflect the existing pattern of development and it is therefore considered reasonable to retain it as defined in 2011, although it is clear that not all the land within the boundaries will be required for development over the lifetime of this plan.
- 4.2.13 The overall scale of development envisaged in this Plan for each Key Village and given the scale and development pattern of each key village, guidance on the size of any individual scheme for new housing development is set out in Table 4.2.1.
- 4.2.14 This level of proposed development is based on the assumption that the required waste water infrastructure and water supply improvements identified will be delivered. If these projects are not delivered then given the waste water issues affecting some settlements, the overall scale of growth will need to be managed to reflect available water services capacity.
- 4.2.15 If a proposal for a local employment opportunity at a scale appropriate to the particular key village is forthcoming, either through the refurbishment of an existing building or the provision of a new building, then this should be given consideration within the current development boundary of the village. Buildings whose format and layout encourages the sharing of services (for example administrative services) are also to be encouraged.
- 4.2.16 If during the lifetime of the plan funding becomes available for community facilities for the key villages, then provision should be made on a site which provides safe convenient access within the village's current development boundary. Some local improvements to public footpaths and lighting are also desirable.

Table 4.2.1: Appropriate Scale of Development for Key Villages

Name	Existing Number of Houses Q1 2015 (Geodirectory)	Growth 2010 to 2015 (Geodirectory)	Overall Scale of Development (No. of houses)	Normal Recommended Scale of any Individual scheme
Carrignavar	175	3	100	30
Glenville	166	4	100	25
Glounthaune	506	31	400	40
Total Key Villages			600	

General Objectives for Key Villages

- 4.2.17 This section sets out the Local Area Plan objectives for the Key Villages. General Objectives set out the overarching objectives that apply to all Key Villages.
- 4.2.18 Under each Key Village there are also Specific Development Objectives relating where appropriate to that village and an accompanying map of each of the villages showing the extent of each villages development boundary, what lands any specific objectives relate to and showing any areas which are susceptible to flooding.

Local Area Plan Objective GO-01: General Objectives for Key Villages
<ul style="list-style-type: none"> a) Within the development boundary of the key villages it is an objective to encourage housing development on the scale set out in Table 4.2.1 in the period 2017 – 2023. b) The number of houses in any particular individual scheme should have regard to the scale and character of the existing village and will not normally exceed the provision of the number of units set out in Table 4.2.1. c) In order to secure the population growth and supporting development proposed, appropriate and sustainable water and waste water infrastructure, that will help secure the objectives of the relevant River Basin Management Plan and where applicable the protection of Natura 2000 sites, needs to be provided in tandem with the development. d) Notwithstanding the scale of growth outlined in Table 4.2.1, in the absence of a public wastewater treatment plant, only the development of individual dwelling units served by individual treatment systems will be considered, subject to normal proper planning and sustainable development considerations. Any new dwellings with individual wastewater treatment must make provision for connection to the public system in the future and have a sustainable properly maintained private water system, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality. e) Where possible all development should be connected to the public water supply, the public waste water treatment system and make adequate provisions for storm water storage and disposal. f) Development within the core of the villages shall be designed to a high standard and reinforce the character of the existing streetscape. Where appropriate development should be in the form of small terraced development/courtyard schemes. g) Residential development in other areas shall provide for small groups of houses, detached housing, serviced sites and/or self build options. h) Village centre development, including business, local convenience retail, community facilities, and residential should be accommodated within the core of the village and should make adequate provision for off street parking. i) Development along the Main Street and within the core of the village shall be designed to a high standard and reinforce the character of the existing streetscape. j) Other business development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria. k) Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained. l) Good pedestrian and amenity links with the village core/main street are considered to be an important part of any proposed scheme.

- m) Extend footpaths and public lighting to serve the whole of the village and where practicable, to provide for the under-grounding of utilities.
- n) Encourage additional retail and community services within the village to coincide with the needs of any future growth.
- o) Any proposal for development within the village core will need to preserve and enhance the architectural character of the area and should be of an appropriate scale, form and material finish.
- p) All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives WS 6-1 and WS 6-2 as detailed in Chapter 11, Volume 1 of the Cork County Development Plan, 2014, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in WS 6-2.
- q) Encourage new development to be designed to ensure that water resources and the natural environment are protected. Protection and enhancement of biodiversity resources within the receiving environment of the villages is also encouraged. Development will only be permitted where it is shown that it is compatible with the protection of sites designated or proposed to be designated for the protection of natural heritage.

4.3 Carrignavar

Vision

- 4.3.1 The vision for Carrignavar to 2023 is to ensure that it fulfills its role as the primary focus for the development of the surrounding rural areas, to encourage consolidation of the settlement, to retain and improve local services and facilities and to strengthen infrastructure and public transport connections with the larger towns and villages in the Electoral Area.

Context

- 4.3.2 Carrignavar is located approximately 8 kilometres north of Cork City and 2 kilometres east of Whitechurch, in the Cloghnagashee (Glashaboy) River Valley, which gives the village its attractive setting.
- 4.3.3 The village is well established with a number of services and community facilities including a national school, secondary school, outdoor swimming pool, playground, GAA club, Garda station, community hall, tennis courts, church, supermarket, post office, public houses and a number of retail units.

Planning Considerations and Proposals

Population and Housing

- 4.3.4 Carrignavar's rural setting and proximity to Cork City makes it an attractive location for development. The village's rural character should be protected from insensitive development, which could seriously undermine the attractiveness of the village, through appropriately scaled development and protection of mature trees and hedgerows. While development in more recent years has seen acceleration in population growth, facilities and infrastructure have tended to lag behind.
- 4.3.5 The character of the village is being compromised by an unfinished development on the approach road from Whitechurch. This road frontage development is quite unsightly and the satisfactory completion of the development or reinstatement of the site to Greenfield status must be prioritised over any further estate development in the village.
- 4.3.6 In 2011, the census recorded a population of 499 people in Carrignavar, a 3% increase on the 2006 levels. There are a number of mature estates within the village and, as the table below shows, it is estimated from geodirectory data that between 2010 and 2015, 3 new dwelling units were constructed in the village.
- 4.3.7 The development boundary of Carrignavar has been largely determined by topography and infrastructural considerations. Generally it has been drawn to include existing developed areas as well as additional land where future development can be considered.
- 4.3.8 Subject to the provision of water and wastewater treatment infrastructure and notwithstanding outstanding permissions, it is considered that, should infrastructural constraints be overcome, a **maximum growth of 100 units** over the next ten years would represent a more balanced approach to growth within this key village.
- 4.3.9 In order to better reflect the existing 'grain' or character of the village and the DoEHLG guidelines on Sustainable Residential Development in Urban Areas, **any new individual housing scheme should not exceed 30 units**. In the absence of water and waste water infrastructure the potential to accommodate new development is limited to 10 new dwellings each providing its own waste water infrastructure.

- 4.3.10 Lands closest to the village core are to be developed prior to land on the fringes. It is considered that the most suitable lands for future residential development are brownfield or infill sites. In addition, land to the east and north of the village has development potential. An area of circa 2.3ha of land to the west and north of the church could also accommodate development and some development could be accommodated to the west of the village adjoining the approach road from Whitechurch. Development of these lands must be of an appropriate density to facilitate integration with the landscape.
- 4.3.11 There is also some potential for some limited development to the west of the village. The south of the village along the valley floor may be prone to flooding and development is to be avoided here.
- 4.3.12 Having regard to recent growth it is important that a balance be provided in the form of community facilities, in particular by enhancing existing community facilities and encouraging new facilities to locate within the village. The village would also benefit from the introduction of traffic calming measures.

Infrastructure

Road Infrastructure and Transport

- 4.3.13 Road access to Carrignavar is adequate both from Cork City and Whitechurch. The village is served by a regular bus service connecting to Cork City (four times daily from Cork and the return journey twice a day) and has a less frequent service to Glenville. Other important issues in Carrignavar include the need for improvements to the footpath network and the introduction of traffic calming measures.
- 4.3.14 The Plan aims to maintain and extend the existing riverside walkway. Re-instatement of the public foot path between the village to Ardalaghta Cross Roads is important to the local community.

Water Supply

- 4.3.15 There is an existing water supply available to Carrignavar though both storage and network constraints exist at present.

Waste Water Infrastructure

- 4.3.16 There are capacity constraints within the existing waste water treatment plant in Carrignavar and to facilitate future development in the village it is particularly important that a new water source is identified, which has sufficient capacity to cater for existing and proposed development within the entire village and that the waste water treatment plant be upgraded.
- 4.3.17 In the absence of either public proposals for enhanced waste water treatment facilities, or the funding of improvements to the current plant through developer contributions, the potential for development in Carrignavar is likely to be limited to a small number of individual dwellings with their own waste water treatment facilities.
- 4.3.18 The village is served by a waste water treatment unit, which is licensed for, treats and discharges to the Cloghnagashee River which in turn feeds into the River Glashaboy. It has insufficient future capacity.

Stormwater

- 4.3.19 Disposal of stormwater from new developments is a matter for a developer and is dependent on attenuation being provided by the developer in accordance with the Dublin Sustainable Drainage System (SuDS) model. For a developed site it is required that any flows in excess of those from the original greenfield site must be attenuated.

Flooding

4.3.20 While there are no known flood risks or OPW National Flood Hazard Mapping recorded flood events in Carrignavar village, parts of Carrignavar have been identified as being at risk of flooding. The areas at risk follow the path of the Glashaboy River through the village and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated as being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section One of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

Community Facilities

4.3.21 Carrignavar has a number of community facilities and services which include a bus service, church, supermarket, public house, post office, Garda Station and a small number of retail and commercial units. The village also has a national school, secondary school, outdoor swimming pool, playground, GAA Clun, tennis courts and community hall.

Employment and Economic Activity

4.3.22 The village has an attractive main street with a mix of retail units and residential dwellings. There is an infill development on the main street with parking off street to the rear which includes a café, post office, pharmacy, florists and a beauty salon.

General Objectives

4.3.23 The general objectives that apply within the development boundary of Carrignavar are set out in the following table:

Objective No.	Development Boundary Objectives for Carrignavar
DB-01	a) Subject to the provision of appropriate water and waste water treatment infrastructure, an appropriate scale of growth in Carrignavar over the lifetime of the plan will be a maximum of 100 additional dwelling units in the village up to 2023. b) No single proposal for residential development shall be larger than 30 housing units.

Specific Objectives

Residential

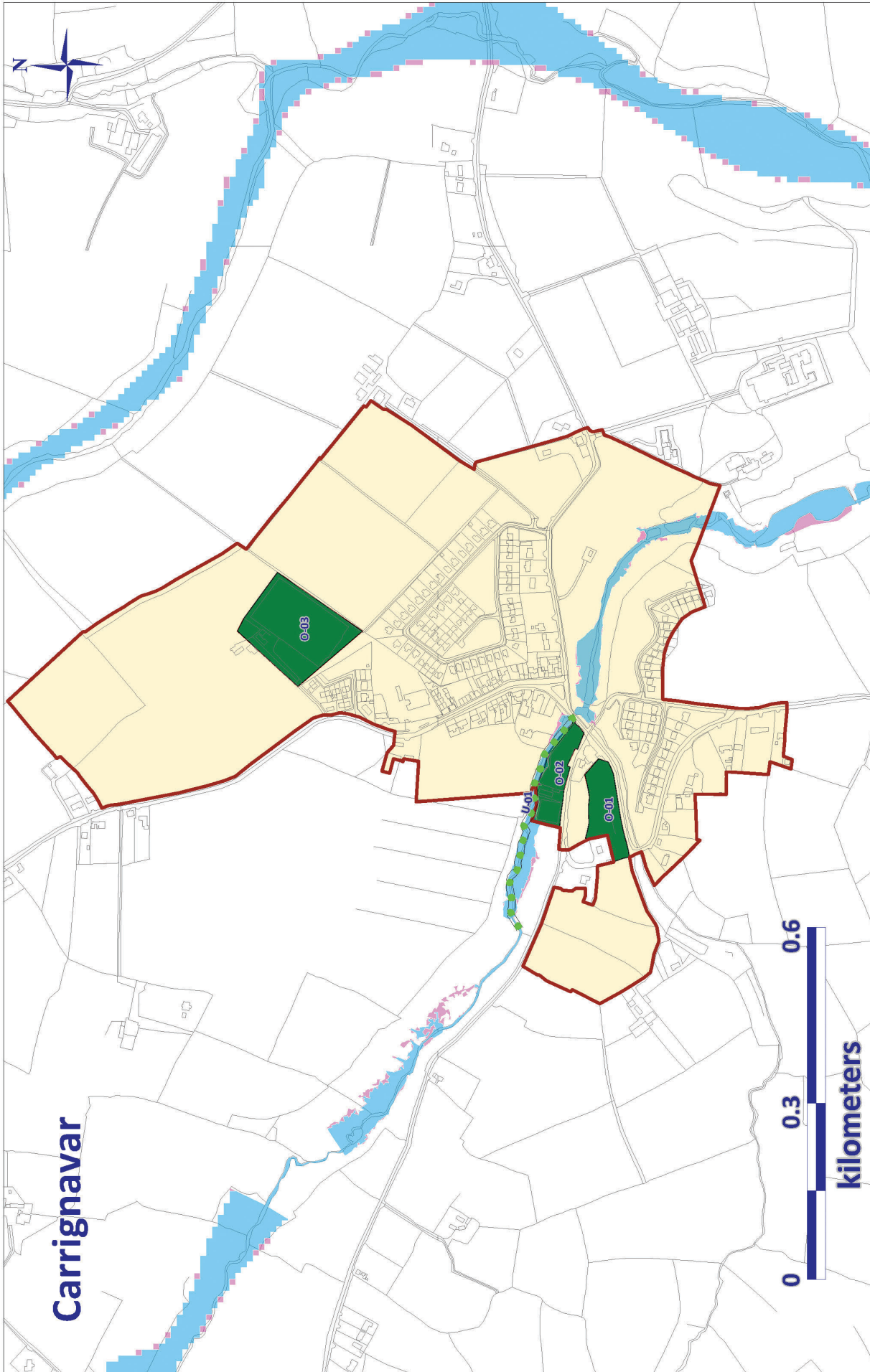
4.3.24 Within the development boundary there a number of options for residential development, in particular in the northeast of the village where the priority is to achieve a balance between residential development and the provision of community facilities.

Open Space

4.3.25 This plan includes a zoning objective for active open space use to facilitate the provision of GAA playing pitches. The existing GAA pitch has been incorporated into land reserved for the school with the requirement that access to and use of the pitch by the community is retained.

4.3.26 The location of the Cloghnagashee River valley close to the village centre provides an opportunity to extend the river walk and provide further open space and amenity areas. The tennis courts, playground and adjoining open space is to be maintained as open space.

Local Area Plan Objective		
Specific Development Objectives for Carrignavar		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Open Space Objectives		
O-01	Open Space	0.8
O-02	Open Space – protection of existing tennis/basketball courts, playground and adjoining lands overlooking riverside walk*	0.7
O-03	Open Space – maintain existing GAA grounds for active open space use	2.1
Utilities Objectives		
U-01	Maintain and extend pedestrian walk along river bank	-



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4.4 Glenville

Vision

- 4.4.1 The strategic aims for the key Village of Glenville to 2023 are to realise its role as the primary focus for the development of the surrounding rural areas, to retain and improve local services and facilities and to strengthen infrastructure and public transport connections to the village.

Context

- 4.4.2 Glenville, located in an elevated position with the village street rising north from the Owenbawn River, is situated to the north east of the Blarney Electoral Area. It lies approximately 15 kilometres north of Cork City.
- 4.4.3 Glenville is a very well established village dominated by Glenville Manor, which is located to the west of the attractive main street running through the village. All the recent residential development is located on the eastern side of the village. The housing mix in the villages is limited with the majority of units detached or semi detached. The most recent developments are in the form of serviced sites.
- 4.4.4 The village has a large number of services and community facilities including a national school, GAA club and pitches, Garda station, church, shops and a public house.

Planning Considerations and Proposals

Population and Housing

- 4.4.5 Over the lifetime of this plan, it is envisaged that the key village of Glenville will develop in an organic manner, subject to the provision of appropriate wastewater treatment facilities and an appropriate water supply.
- 4.4.6 Apart from a small finger of the development boundary that has been extended to capture existing development, the development boundary of Glenville is tightly drawn on the northern side, as the land is elevated and offers prominent views across the Bride Valley. To the south, the boundary encompasses existing development and makes provision for some additional open space and residential development. To the east, the boundary was drawn to include recent residential development but allowing for limited expansion and should not extend any further east as the land falls to the river. The western boundary includes part of the lands around Glenville Manor, but does not extend as far as the Manor itself.
- 4.4.7 Given the status and relatively good service base of this village, it is considered appropriate to plan for development in the coming decade to broadly match the scale of new development recorded in the last decade. Therefore, subject to the provision of wastewater treatment facilities, it is considered that **a maximum growth of 100 units** can be accommodated in Glenville up to 2023.
- 4.4.8 Taking into consideration the DoEHLG guidelines on Sustainable Residential Development in Urban Areas and the existing grain of development **any new individual housing schemes should not exceed 20-25 units.**
- 4.4.9 In the absence of investment in waste water infrastructure, given the water quality issues affecting the Glashanabrack River, the development potential of Glenville will be limited to a small number of individual dwellings served by individual waste water treatment facilities.
- 4.4.10 It is considered that the most suitable lands for future residential development are brownfield or infill sites. Lands to the east of the village have potential to accommodate additional development.

Land west of and behind the main street, south of and abutting the entrance to Glenville Manor presents an opportunity for a mixed use development subject to a detailed development brief being agreed with the planning authority.

- 4.4.11 Given the designation of part of the village as an Architectural Conservation Area, future development within the village centre and the main street will need to preserve and enhance the character of the area. Any future development must have regard to this designation and should be of an appropriate scale, form and material finish.
- 4.4.12 In 2011, the population of Glenville was 489, an increase of 2% of 2006 population levels. As a result, the village has experienced a limited growth in the number of dwellings within the development boundary of the village. The table below shows that between 2010 and 2015, 4 units were constructed in Glenville.
- 4.4.13 Glenville has an attractive rural setting. The level of development over the last decade has changed the nature of this village. Most of the newer estates for example have not been completed to the appropriate level with poor attention paid to landscaping in particular. This level of growth highlights the importance of protecting the village's rural character from insensitive large-scale development.
- 4.4.14 While some properties in the village have been restored with the help of Leader/National Development Plan funding, there are still a number of run down properties on the main street that detract from the amenity of the village. There is a clear opportunity for the re development of these building, many of which are of a traditional rural vernacular.

Infrastructure and Community Facilities

- 4.4.15 To allow the village to develop in an orderly manner, given the water quality issues affecting the Glashanabrack River, it is particularly important that public waste water treatment facilities and a new water supply, which have sufficient capacity to cater for existing and proposed development within the entire village, are provided.

Employment and Economic Activity

- 4.4.16 Employment opportunities in Glenville are limited to the services sector. There is potential for some further business related development to the west of the village centre. Any development should be of a scale that reflects the existing scale of development in the village and does not detract from its visual setting.

Environment and Heritage

- 4.4.17 Glenville's Church of Ireland to the north of the village is entered in the Record of Protected Structures. The Bride/Bunaglanna Valley, to the north of the village forms a proposed Natural Heritage Area.
- 4.4.18 The Manor Estate, which lies to the west of the village centre, was designated as an Architectural Conservation Area, in the Cork County Development Plan 2014. It is an aim of this plan to preserve and enhance the special character of this area.
- 4.4.19 The River Bride, a tributary of the Blackwater, runs to the East of Glenville. The river has been designated a (candidate) Special Area of Conservation and a (proposed) Natural Heritage Area in the Cork County Development Plan 2014. The Blarney Electoral Area District Habitat Survey (Dec, 2008) found that the biological communities of the pNHA are notable and include some very rare species. The Glashanabrack stream runs to the south of the village centre.

4.4.20 Glenville is located within the “Valleyed Marginal Middleground” landscape type as identified in the Draft Landscape strategy for County Cork`. This area is of high landscape value and high landscape sensitivity. The landscape is valued for agriculture while the upland areas are used for commercial forestry. The aim of this plan will be to preserve this unique landscape setting, particularly the scenic and amenity values of the Bride River Valley.

Infrastructure

Water Supply

4.4.21 There are capacity constraints within the current water supply to the village. Until a new source is identified, no further large scale development should occur.

Waste Water Infrastructure

4.4.22 The village has a small treatment unit which is currently at capacity. Irish Water are currently progressing plans to address this issue.

Surface Water

4.4.23 Disposal of stormwater from new developments is a matter for a developer and is dependent on attenuation being provided by the developer in accordance with the Dublin Sustainable Drainage System (SuDS) model. For a developed site it is required that any flows in excess of those from the original greenfield site must be attenuated.

Flooding

4.4.24 While there are no recorded flood events within the development boundary of Glenville, the R614 to the east is prone to flooding events. Other parts of Glenville have been identified as being at risk of flooding. The areas at risk follow the path of the river that runs to the south of the village and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated as being at risk of flooding.

General Objectives

4.4.25 The general objectives that apply within the development boundary of Carrignavar are set out in the following table:

Objective No.	Development Boundary Objectives for Glenville
DB-01	<p>Within the development Boundary of Glenville, the following objective applies;</p> <p>a) Subject to the provision of waste water treatment infrastructure, encourage the development of up to 100 dwelling units in the period 2017-2023.</p> <p>b) The number of units in any particular group, having regard to the existing grain of development in the area, should not exceed 25 units.</p>
DB-02	<p>Glenville village is situated adjacent to the Blackwater River Special Area of Conservation. Development in this settlement will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of this site.</p>

Specific Objectives

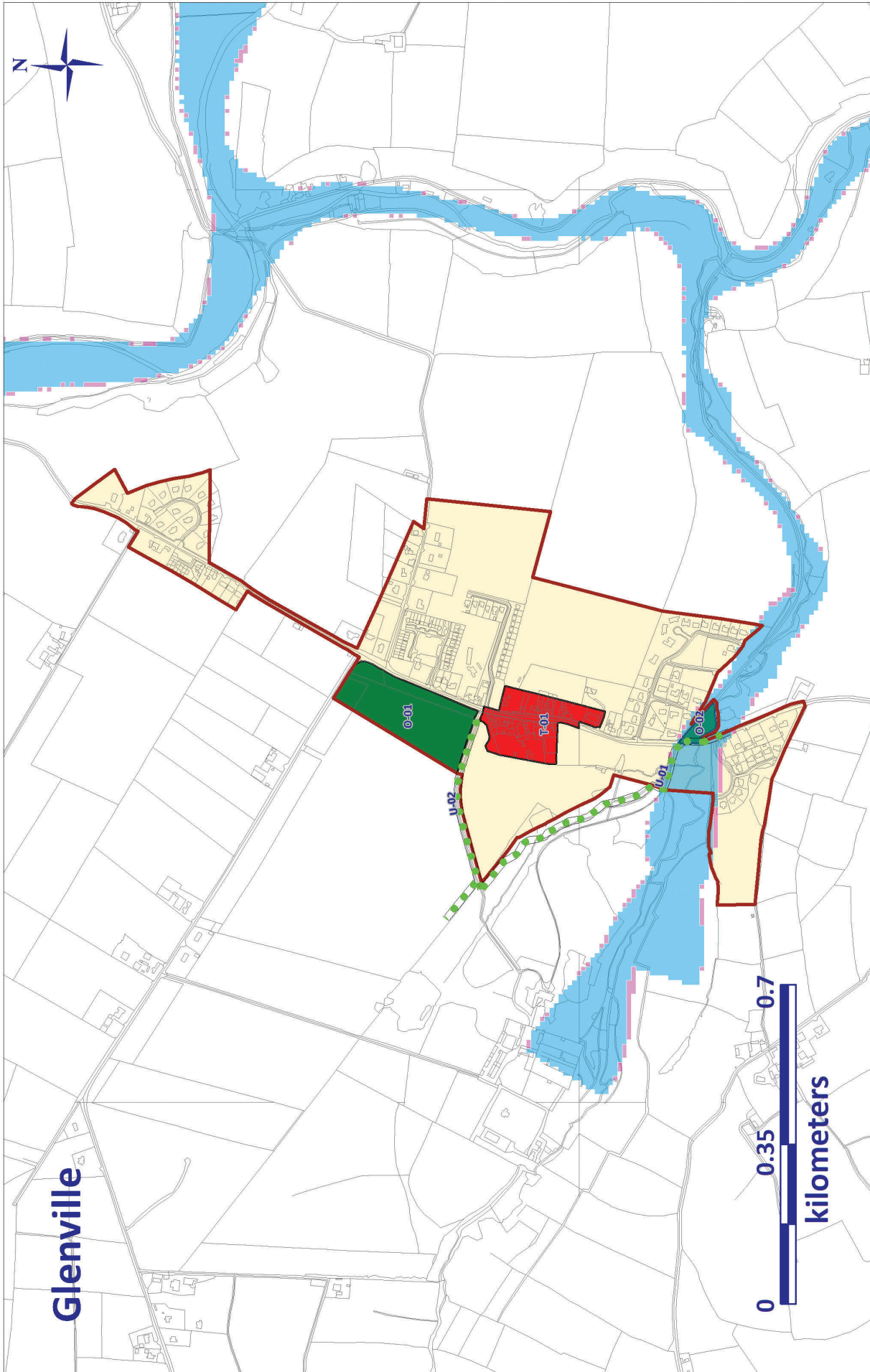
Village Centre Development

4.4.26 Given the targeted population growth for Glenville, it is envisaged that additional retail and business uses will be required. An opportunity exists to extend the village centre to the west of the existing centre to provide for mix of uses including business, retail, community and residential. Any proposal within this area should preserve and enhance the architectural character of the area, make provision for the retention and strengthening of existing mature tree belts and hedgerows and the provision of the pedestrian links identified above.

Open Space

- 4.4.27 Glenville Manor is an extremely attractive feature of the village. The lands enclosed by Glenville Manor should be protected as a heritage resource for the community. All existing tree belts in the vicinity of Glenville Manor and elsewhere within the village should be maintained and strengthened.
- 4.4.28 Outside the development boundary, the land forms part of the open countryside. Here, the objectives of this plan seek to prevent sprawl and ensure a clear distinction between built up areas and the open countryside by reserving land in the immediate surroundings of settlements generally for use as agriculture, open space and recreational uses.
- 4.4.29 In terms of the provision of open space and recreational facilities, it is an objective to facilitate the provision of additional public recreational facilities including playing pitches on lands to the west of the village centre.
- 4.4.30 It is an objective of this plan to enhance the facilities available to pedestrians with the village centre and the surrounding areas. Pedestrian links should be provided linking areas of open space to the north and south of the village centre.
- 4.4.31 The O-02 site is affected by flooding. Regard will have to be given to the provisions outlined in Section 1 of this Plan, in relation to developments in areas susceptible to flooding, when considering future proposals on this site.

Local Area Plan Objective Specific Development Objectives for Glenville		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Village Centre Objectives		
T-01	<p>a) Village Centre Development- including business, retail, community, and residential facilities. Any proposal will need to preserve and enhance the architectural character of the area and make provision for the retention and strengthening of existing mature tree belts and hedgerows.</p> <p>b) Developments along the main street should preserve and enhance the architectural character of the area and should be of an appropriate scale, form and material finish</p>	8.1
Open Space Objectives		
0-01	Open space for public recreation including the provision of playing pitches and providing for the retention and protection of the existing trees along the eastern boundary.	3.6
0-02	Open space and amenity area *	0.3
Utilities Objectives		
U-01	<p>Develop and maintain pedestrian walk linking new open space areas with the village.</p> <p>Development of this walk should be designed to ensure compatibility with the protection of the Blackwater River Special Area of Conservation (refer also to DB-02).</p> <p>*</p>	-
U-02	Develop and maintain pedestrian walk linking new open space areas.	-



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4.5 Glounthaune

Vision

- 4.5.1 The vision for Glounthaune to 2023 is to secure a significant increase in the population of the settlement (balancing the maximisation of the sustainable transport benefit offered by the railway station, with development appropriate to the character, setting and scale of the village), to retain and improve local services and facilities and to strengthen infrastructure provision.

Strategic Context

- 4.5.2 Glounthaune is located approximately 8 kilometres east of Cork City, parallel to the N25 Cork-Midleton road. The western side of Glounthaune is located within Blarney Electoral Area, while the eastern side is within Midleton Electoral Area. In the overall strategy of this Local Area Plan, Glounthaune has been designated as a key village within Metropolitan Cork.
- 4.5.3 This new designation reflects the principles of the DoEHLG Guidelines on Sustainable Residential Development in Urban Areas. These guidelines allow for significant enhancement of the scale and density of development in small towns and villages, in locations close to Gateways and Hubs designated under the NSS, that are served by existing and or planned high quality public transport corridors and that have been earmarked for particular development function in regional planning guidelines and development plans.
- 4.5.4 It is an extensive settlement straddling an upper and a lower road with most of the services and amenities being located off the lower road which is the old N25 route and is still quite busy. To the south of the railway line is the attractive old village containing the community centre, playground and a bar/restaurant.
- 4.5.5 There are a number of business uses to the west of the village. There are a number of established residential estates off the upper road to the east and west of the village centre. The most recent development has been located at the eastern end of the lower village, northeast of the railway station.
- 4.5.6 Much of the settlement is built on a hill and most of the undeveloped lands within the boundary are very visually sensitive. Existing properties have extensive views over Lough Mahon and Fota Island.

Planning Proposals

Population and Housing

- 4.5.7 Glounthaune is a well established residential area. It is estimated that 31 new units were constructed between 2010 and 2015. The guidance set out in the DoEHLG publication “Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas” promotes plan led development that contributes to compact villages, offers alternatives to urban generated rural housing, and respects the grain and pattern of existing development. The guidelines allow for higher densities in certain locations. Following these principles, an upper limit on the level of development in Glounthaune has been established.
- 4.5.8 **It is considered that new development in Glounthaune over the next ten years should not exceed 400 units in total.** While this growth is substantial relative to the growth that has taken place over the last ten years, it is reasonable, reflecting the village’s infrastructural capacity and, most significantly, its availability of public transport, to ensure that any new development is in proportion with the pattern and grain of existing development. It is considered that any **new individual housing schemes should not exceed 40 units.**

- 4.5.9 Within the development boundary of Glounthaune, which is tightly drawn to protect the strategic gap between Glanmire to the west and Carrigtwohill to the east, the land to the north and to the south east of the village is considered suitable for residential development.
- 4.5.10 Given its proximity to the existing rail station and the desire to facilitate a more sustainable pattern of residential development in the metropolitan area, the eastern side of Glounthaune has potential for further housing development above what has already been provided. For that reason, it has been decided to extend the development boundary of Glounthaune further east, adjacent to The Woods development. The development boundary has been drawn so as to be sensitive to the topography of the locality and avoid those areas of visual amenity.
- 4.5.11 A new road connection (U-01) is proposed to link the existing development with new developments on lands to the east. It is expected that this new road will ultimately connect to the old N25. The provision of this road is a key piece of infrastructure that will allow for a more integrated and coordinated form of development in the eastern part of Glounthaune. Enhancing connections between existing and proposed developments will serve to avoid the development of isolated and car dependent estates.
- 4.5.12 Developments in this part of Glounthaune will need to be delivered in tandem with improvements in pedestrian and cycle connectivity with the train station. These improvements, U-02, should take the form of dedicated and segregated cycle paths and appropriate pedestrian facilities in both directions between the train station and any new developments. Additional traffic calming measures should be considered on this stretch of road. Consideration should be given to extending the 50km/h speed limit to the Amber Petrol station so as to improve pedestrian and cyclists' safety in the area.
- 4.5.13 In relation to the form of future development, it is important that new estate type developments respect the surrounding developments in terms of density, layout and house type. Developments should generally fall within the Medium B density range as set out in the Cork County Development Plan 2014.
- 4.5.14 Glounthaune would benefit from improvements to the village centre, with an enhanced streetscape and provision for improved street lighting and public footpaths. The provision of walking and cycling routes would enhance the quality of life in this key village.

Infrastructure and Community Facilities

Road infrastructure and Accessibility

- 4.5.15 Although the N25 has eliminated a high proportion of the through traffic from Glounthaune, internal roads in the key village are generally quite poor and facilities for cyclists are inadequate. Glounthaune is well served by public transport. The railway station is located close to the village centre and offers a service to Cork City every 15 minutes. The village also has access to a number of bus services, connecting the village to Cork City, Cloyne, Ballycotton, Whitegate and Midleton. Glounthaune would benefit from traffic calming measures along the old N25 road, which would also help give more definition to the village core.

Water Supply

- 4.5.16 The current water supply to the village is adequate with Glounthaune connected to a new trunk main as part of the Cobh, Midleton Carrigtwohill Water Supply Scheme.

Wastewater Infrastructure

- 4.5.17 The Glounthaune Sewerage Scheme was completed in 2007 with the lower village connected to the Carrigrennan WWTP at Little Island. Individual dwellings at the upper extent of Glounthaune are

generally operating on individual treatment units or group schemes (Corryfield, Windsor Hill) which are not currently connected to the public system.

Surface Water

4.5.18 There are problems with storm water in Glounthaune and the need for a new discharge has been highlighted. The area is exposed to tidal flooding, for which there is no immediate remedy.

General Objectives

4.5.19 The general objectives that apply within the development boundary of Glounthaune are set out in the following table:

Objective No.	Development Boundary Objectives
DB-01	<ul style="list-style-type: none"> a) To encourage the development of up to 400 additional dwelling units up to 2023; b) No one proposal for residential development shall be larger than 40 housing units; c) To implement traffic calming measures in the village which include the proper demarcation of the road edge and car parking spaces; d) To achieve the development of a public car park in close proximity to the railway station
DB-02	Glounthaune is located adjacent to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. Development in this settlement will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites.

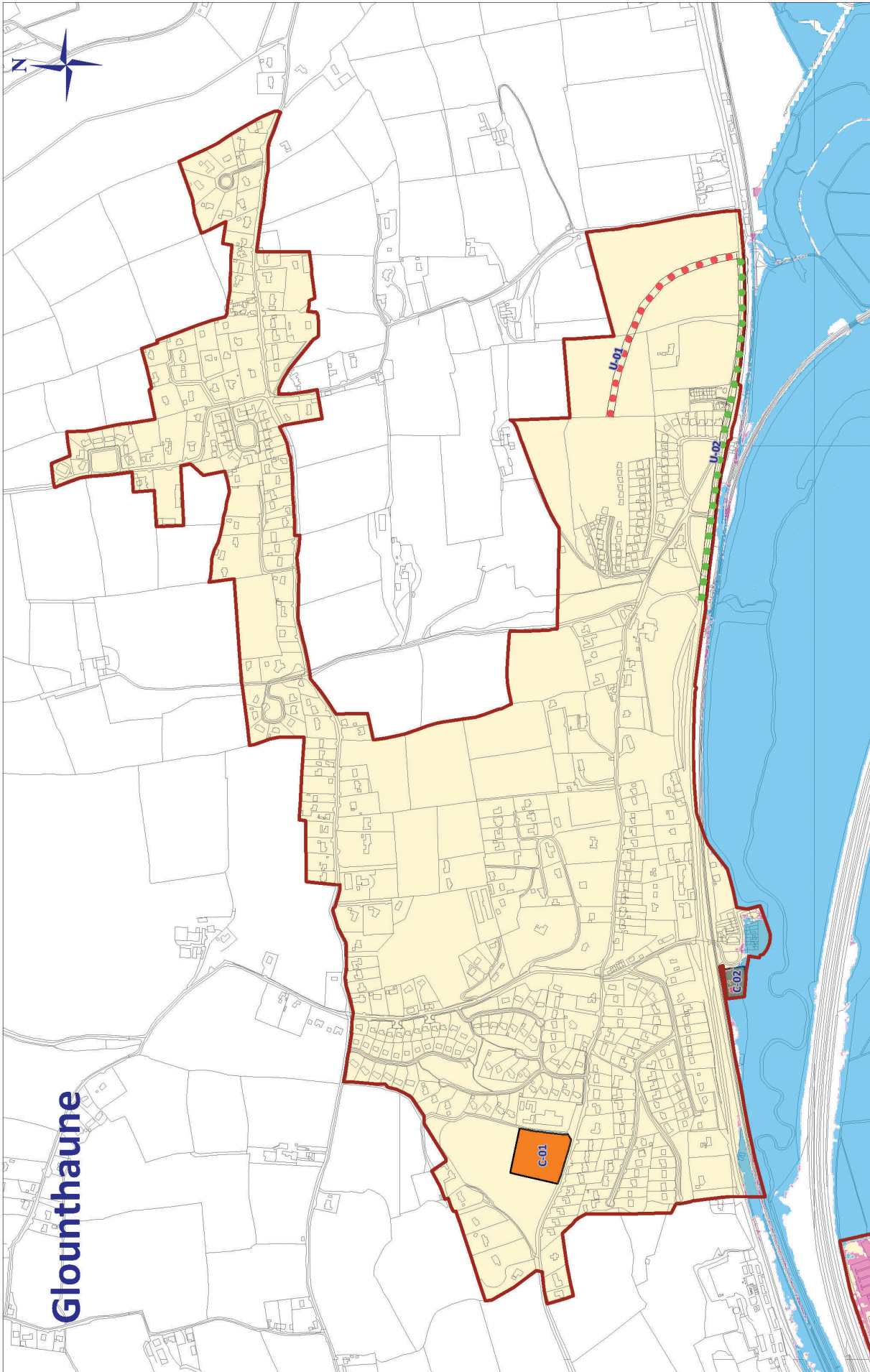
Specific Objectives

Community Facilities

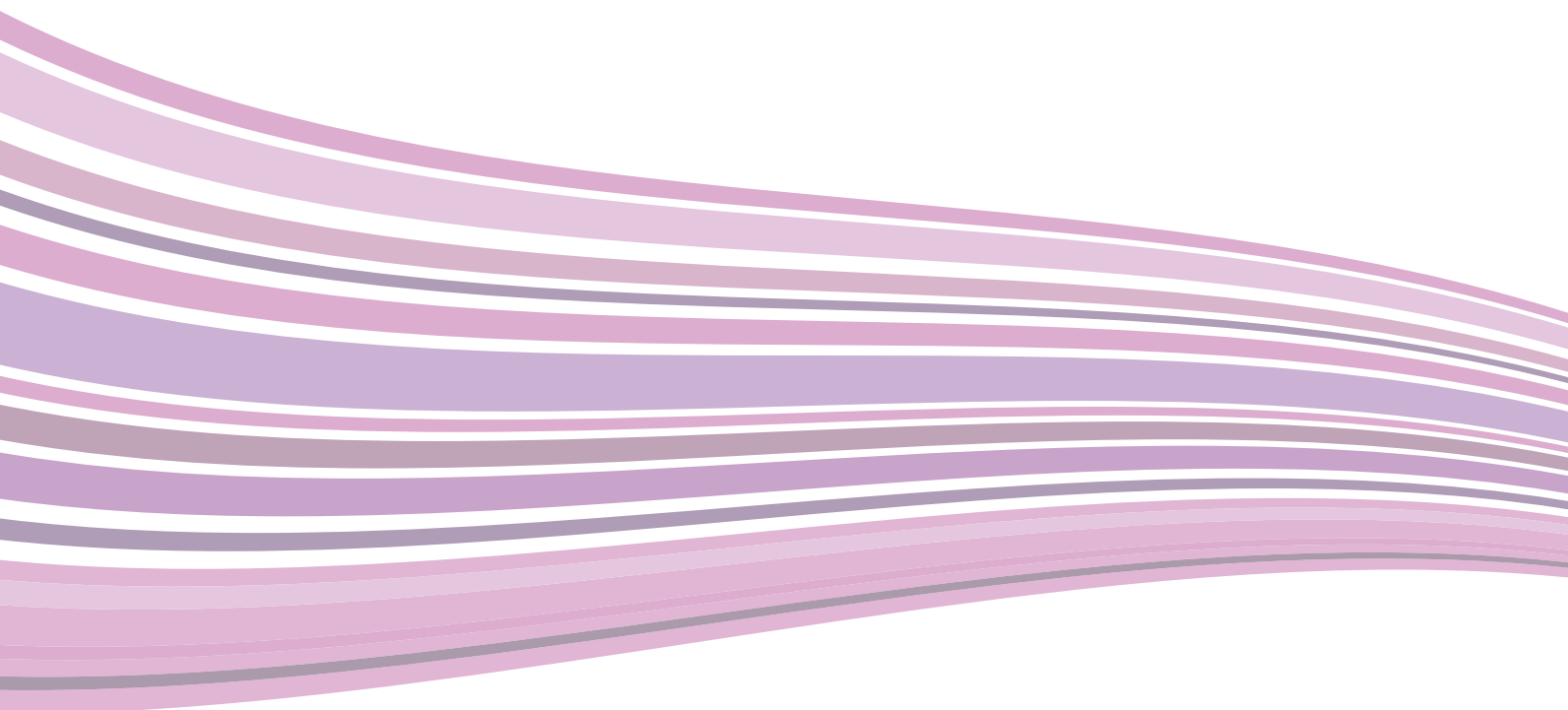
4.5.20 The specific Community facilities objectives that apply within the development boundary of Glounthaune are set out in the following table.

4.5.21 Part of the site, particularly on the southern boundary, is affected by flooding. Regard will have to be given to the provisions outlined in Section 1 of this Plan, in relation to developments in areas susceptible to flooding, when considering future proposals on this site.

Local Area Plan Objective		
Specific Development Objectives for Glounthaune		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Community Objectives		
C-01	Provision for extension to school and recreational facilities.	1.2
C-02	Maintain playground facility.*	0.3
Utilities		
U-01	Provision of new link road	-
U-02	Provision of pedestrian and cycle path. Development of a new route in this area should be designed to ensure compatibility with the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area (refer also to DB-02).	-



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Cobh Municipal District

5 Villages and Village Nuclei

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5 Villages, Village Nuclei and Other Locations

5.1 Purpose of this Section

5.1.1 This section of the plan sets out the planning policy guidance for the Villages in the Cobh Municipal District.

5.2 Villages

5.2.1 There are 5 villages in the Cobh Municipal District; Whitechurch, Kerry Pike, Upper Glanmire, Knockraha and Killeens.

5.2.2 It is a strategic aim of the Cork County Development Plan 2014 to encourage and facilitate development at a scale, layout and design that reflects the character of each village, where water services and waste water infrastructure is available and support the retention and improvement of key social and community facilities within villages, including the improved provision of interurban public transport

5.2.3 Villages are settlements that provide a range of services to a local area but the range of services are not as broad as those provided by the Key Villages.

5.2.4 In some municipal districts where a large part of the rural area was not already served by a key village or rural service centre, it was considered appropriate to designate a less well developed settlement to this category so that, over the life time of the plan, it will act as a focus for new investment and lead to an improvement in the service levels available.

5.2.5 Settlements designated as Villages will normally have the following facilities: A permanent resident population, Church or other community facility, convenience shop / pub / petrol filling station / post office, mains water / group scheme, primary school, public transport (Metropolitan area), employment opportunities, sports facility.

5.2.6 To allow the villages to develop in an orderly manner, it is particularly important that improvements are made to the village's infrastructure. It is intended that future growth will be largely organic in nature based on small scale developments.

5.2.7 There is scope for development within the villages; however, it is important that the village's rural character, architectural heritage and its other heritage and natural amenities are maintained, enhanced and not compromised. It is also important that any future development maintains the integrity of the surrounding landscape, particularly any designated high value landscapes.

5.2.8 There may be opportunities for some small scale development in the village centres. It is important that any proposed development would be in keeping with the established character of the villages.

Overall Scale of Development

5.2.9 It is an aim to ensure that the scale of new residential development in the villages will be in proportion to the pattern and grain of existing development. The future expansion of the villages will proceed on the basis of a number of well integrated sites within the villages, supported by the availability of employment opportunities in the locality and the continued provision of local services.

- 5.2.10 The development boundaries of the villages as defined in the 2011 Local Area Plans contained significant areas of land, the majority of which remains undeveloped at the start of 2015.
- 5.2.11 It is considered reasonable to ensure good development opportunities continue to be available within the villages. The development boundaries closely reflect the existing pattern of development and it is therefore considered reasonable to retain it as defined in 2011, although it is clear that not all the land within the boundaries will be required for development over the lifetime of this plan.
- 5.2.12 The overall scale of development envisaged in this Plan for each Village is set out within this section and given that the scale and development pattern of each village varies, guidance on the size of any individual scheme for new housing development is set out in Table 5.2.1.
- 5.2.13 This level of proposed development is based on the assumption that the required waste water infrastructure and water supply improvements identified will be delivered. If these projects are not delivered then given the waste water issues affecting some settlements, development potential will be limited to a small number of individual dwellings supported by individual waste water treatment systems.
- 5.2.14 If a proposal for a local employment opportunity at a scale appropriate to the particular village is forthcoming, either through the refurbishment of an existing building or the provision of a new building, then this should be given consideration within the current development boundary of the village. Buildings whose format and layout encourages the sharing of services (for example administrative services) are also to be encouraged.
- 5.2.15 If during the lifetime of the plan funding becomes available for community facilities for the villages, then provision should be made on a site which provides safe convenient access within the village's current development boundary. Some local improvements to public footpaths and lighting are also desirable.

Table 5.2.1. Scale of Development in Cobh Municipal District Villages

Villages	Existing Number of Houses Q1 2015 (Geodirectory)	Growth 2005 to 2015 (Geodirectory)	Overall Scale of Development (No. of houses)	Normal Recommended Scale of any Individual scheme.
Whitechurch	207	129	50	20
Kerry Pike	174	23	30	20
Upper Glanmire	151	140	20	20
Knockaha	119	84	25	5
Killeens	258	128	30	10

General Objectives for Villages

- 5.2.16 This section sets out the Local Area Plan objectives for the villages. General Objectives set out the overarching objectives that apply to all the villages.
- 5.2.17 Under each village there are Development Boundary Objectives that apply to a particular village where appropriate. Also there are Specific Development Objectives and an accompanying map of each of the villages showing the extent of each village development boundary, what lands any specific objectives relate to and showing any areas which are susceptible to flooding.

Local Area Plan Objective
GO-01 General Objectives for Villages

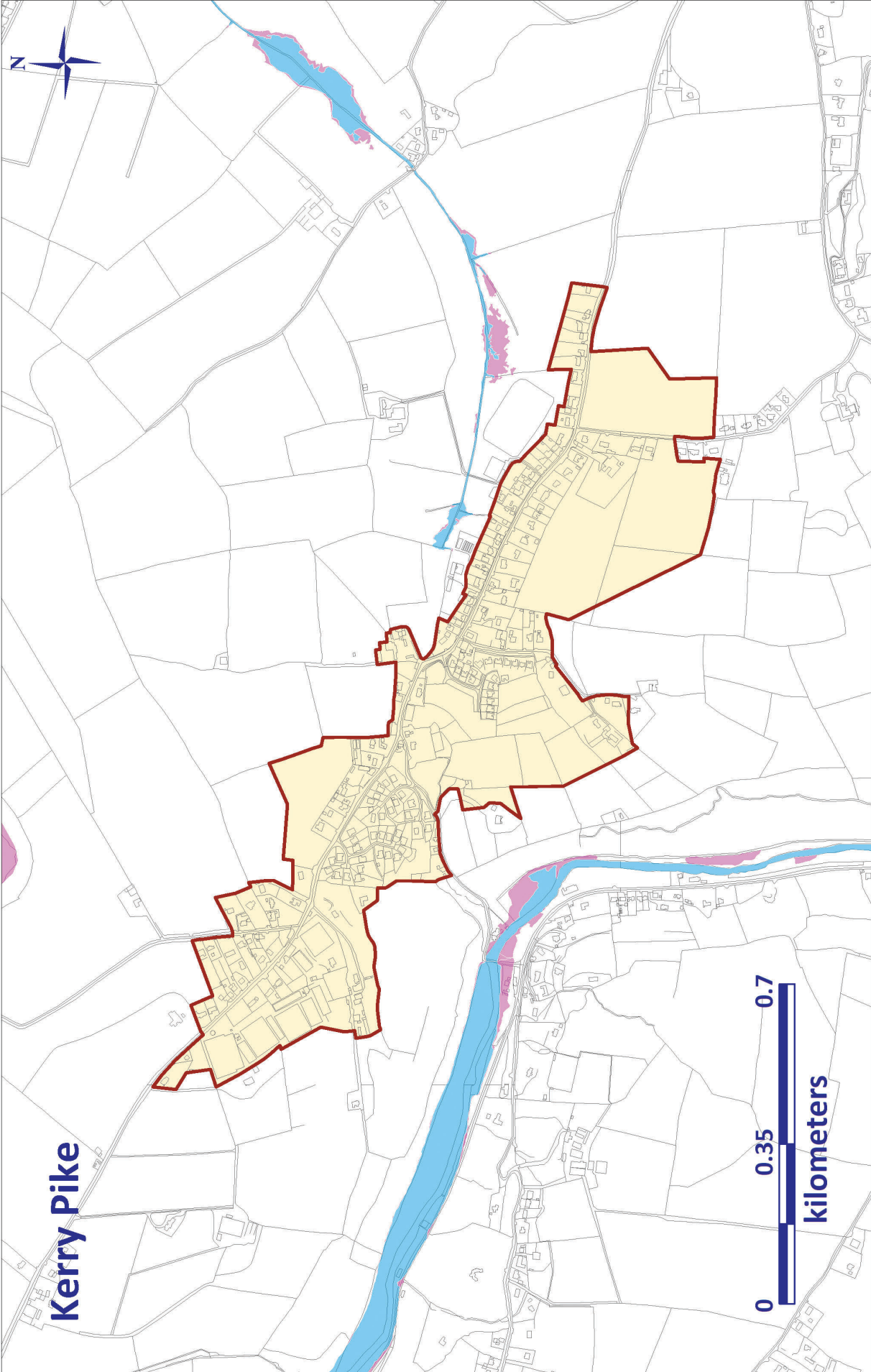
- a) Within the development boundary of the villages it is an objective to encourage housing development on the scale set out in Table 5.2.1 in the period 2017 – 2023.
- b) The number of houses in any particular individual scheme should have regard to the scale and character of the existing village and will not normally exceed the provision of the number of units set out in Table 5.2.1.
- c) Notwithstanding the scale of growth outlined in Table 5.2.1, in the absence of a public wastewater treatment plant, only the development of individual dwelling units served by individual treatment systems will be considered, subject to normal proper planning and sustainable development considerations. Any new dwellings with individual wastewater treatment must make provision for connection to the public system in the future and have a sustainable properly maintained private water system, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality.
- d) Encourage new development to be designed to ensure that water resources and the natural environment are protected. Protection and enhancement of biodiversity resources within the receiving environment of the villages, village nuclei and other places identified in this section is also to be encouraged. Development will only be permitted where it is shown that it is compatible with the protection of sites, designated or proposed to be designated, for the protection of natural heritage.
- e) Where possible, all development should be connected to the public water supply, the public waste water treatment system and make adequate provisions for storm water storage and disposal.
- f) Development within the core of the villages shall be designed to a high standard and reinforce the character of the existing streetscape. Where appropriate development should be in the form of small terraced development / courtyard schemes.
- g) Residential development in other areas shall provide for small groups of houses, detached housing, serviced sites and or self build options.
- h) Retail and office development should be accommodated within the core of the village and should make adequate provision for off street parking.
- i) Other business/industrial development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.
- j) The development of lands closest to the village centre is proposed in the first instance, and the development of good pedestrian and amenity links with the village core/main street are considered to be an important part of any proposed scheme.
- k) Extend footpaths and public lighting to serve the whole of the village and where practicable, to provide for the under-grounding of utilities.
- l) Roadside development within the villages should be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.
- m) Encourage additional retail and community services within the village to coincide with the needs of any future growth.
- n) All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives WS 6-1 and WS 6-2 as detailed in Chapter 11, Volume 1 of the Cork County Development Plan, 2014, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a specific flood risk assessment will be required as described in WS 6-2.

Kerry Pike

- 5.2.18 The vision for Kerry Pike to 2023 is to secure a modest increase in the population of the settlement to retain and improve local services and facilities and to strengthen infrastructure provision and public transport connections.
- 5.2.19 Kerry Pike is an extensive linear village located approximately 3 kilometres west of Cork City, immediately north of the Shournagh River valley. It has a large residential component and like many villages close to the city, it has relatively few services and community facilities. Services include school, a public house, a GAA pitch and a basketball court.

Planning Proposals

- 5.2.20 The development boundary for Kerry Pike remains unchanged since 1996 as there is more than sufficient land to accommodate the envisaged expansion. While most of the land within the development boundary has the potential to accommodate residential development it is important that those areas closest to the village through road are developed first.
- 5.2.21 To allow the village to develop in an orderly manner, it is important that proper infrastructural improvements are made. In particular, the road network has to be upgraded with improved facilities for pedestrians and cyclists and the risk to water quality must be overcome.
- 5.2.22 Presently the level of residential development is disproportionate relative to other types of development. The lack of retail services is particularly evident. Securing the development of mix of uses is required to create a sustainable village community.
- 5.2.23 It is considered that new development in Kerry Pike over the next ten years should not exceed 30 units in total. This figure is a reflection of the ability of the character and grain of development in the village and the village topography to accommodate further expansion rather than a reflection of its infrastructural capacity. If improved waste water treatment infrastructure is not achieved then the development potential of Kerry Pike will be limited to 10 individual dwellings with their own waste water treatment facilities because of their cumulative environmental effects.
- 5.2.24 To allow new development to respect the pattern and grain of existing development it is considered that any new individual housing schemes should not exceed 20 units. Development must be of an appropriate density to facilitate integration with the landscape.



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Killeens

- 5.2.25 The vision for Killeens to 2023 is to secure a small increase in the population of the settlement to retain and improve local services and facilities, to create a sense of place and character, and to strengthen infrastructure provision and public transport connections.
- 5.2.26 In the overall strategy of this Local Area Plan, Killeens is designated as a village within the County Metropolitan Strategic Planning Area. The strategic aims for Killeens are to consolidate the existing settlement, improve local services and facilities and to strengthen infrastructure and public transport connections with the larger towns and villages in the Electoral Area.
- 5.2.27 Killeens is located approximately 2 kilometres north of Cork City, adjacent to the N20 Cork-Mallow road.
- 5.2.28 The village is bound to the south by the N20 and is set against a backdrop of elevated hills to the north. Recent development has taken place on the settlement's fringes mostly within an estate to the north east of the village. Services include a shop, a former hotel and a public house.

Planning Proposals

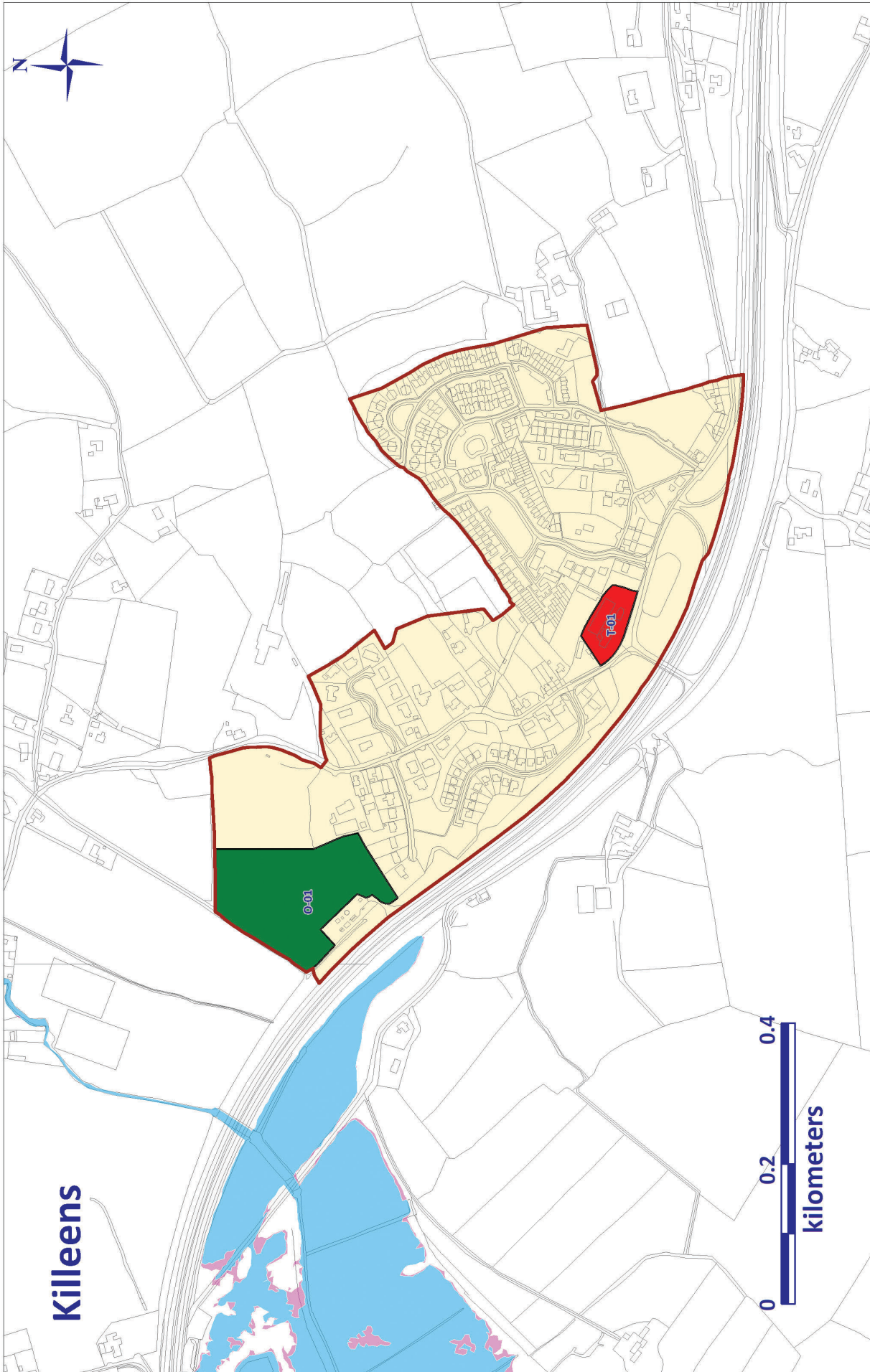
- 5.2.29 Over the lifetime of the plan, it is envisaged that moderate growth would take place at a much lower level than that which occurred previously within this settlement. Given the poor provision of community facilities and services in general, it is considered appropriate that the village would accommodate a maximum of 30 dwellings over the next ten years.
- 5.2.30 In the past, permission has been granted for development outside the scale now proposed and whilst opportunity remains for the implementation of any permissions granted, it is considered that development of that scale would not be in line with current Ministerial policy on the scale of development in villages.
- 5.2.31 The Killeens Waste Water Treatment Plan has spare capacity under its current waste water discharge licence. However, the proposed new town at Monard will utilise this spare capacity as an interim option for initial stages of development. Once the combined load of Killeens and Monard exceeds the design capacity, all discharges from both settlements will be piped to Carrigrennan. Without any additional capacity, the waste water treatment system is a constrain to the development potential in Killeens. Due to the potential for cumulative environmental effects, particularly on the nearby Blarney Bog pNHA, development will be limited to 5no. individual houses.
- 5.2.32 With recognition of the need to allow consolidation of the village and development of a sense of place, it is considered that any new individual housing scheme should not exceed 10 units. Development must be of an appropriate density to facilitate integration with the landscape.
- 5.2.33 It is important that any additional residential development does not exacerbate the village's disjointedness and accordingly lands closest to this site are to be developed prior to land on the village fringe.
- 5.2.34 To the north of the village the land abutting the N20 (c3HA) is to be retained as open space.

Village Centre

5.2.35 In order to provide a focal point for the village, the Sunset Ridge Motel site has been identified for mixed use development that could also serve to augment the quantum of convenience retail provision within the village.

Specific Development Objectives

Local Area Plan Objective		
Specific Development Objectives for Killeens		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Village Centre Development		
T-01	Mixed use development incorporating local commercial or retail development, with the option for an element of terraced housing or overhead apartments. Development of this site will have an important role in creating a focal point for the village.	0.3
Open Space		
O-01	Open space *	2.9



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Knockraha

- 5.2.36 The strategic aims for Knockraha are to provide for a sustainable level of growth in a form that is sympathetic to the character of the village, so as to ensure the retention and expansion of local services and facilities. It is envisaged that Knockraha will continue to thrive as a vibrant centre in this rural hinterland of Metropolitan Cork and building on its strong community spirit.
- 5.2.37 In the overall strategy of this Local Area Plan, Knockraha is designated as a village within the County Metropolitan Strategic Planning Area.

Local Context

- 5.2.38 Knockraha is located in a hilly setting to the east of the Butlerstown River approximately 10 kilometres north east of Cork City and 5 kilometres east of Glanmire/Riverstown. The village has an elevated position in the wider landscape, which is borne out in its name, the Hill of the Forts. The original settlement dates to as early as the 1600's and was originally known as Gogginstown. St. Mary's Church, reconstructed in 1984 has a dominant position in the centre of the village and is on the site of the original church which was built in 1799 and consecrated in 1803.
- 5.2.39 The existing community facilities are very well located in the heart of the village. Previously, development had focused on the northern side of the settlement, though development has commenced on the Glenmore Heights site at the southern end of the development more recently.

Planning Proposals

- 5.2.40 The village of Knockraha has an important role to play in meeting the demand for rural housing outside of the main towns and in an area where rural housing controls apply in Metropolitan Cork. The proposed development boundary is based largely on the boundary established in previous Local Area Plans, and the scale and form of development envisaged to occur in the lifetime of this plan is consistent with the most recent Local Area Plan for Knockraha. In many respects, the Chapelfield development of self-build serviced sites on the western side of the village has been a more successful scale and form of residential development in this rural village than the larger schemes to the north.
- 5.2.41 In an effort to build on the growth that has already occurred in the village and to aid the sustainability and viability of existing and new services in the village, this plan proposes that 25 units be provided in the village over the lifetime of the plan, representing just under a third of the growth that has occurred in the last ten years. This would bring the total housing stock in the village to approximately 145 houses by 2023.
- 5.2.42 Both the scale and form of development will be very much dependent on retaining the character of the village and improvements to the infrastructure of the village. While there may be opportunities for terraced and in-fill development in the village core, most development will be in the form of individual dwellings/serviced sites and in this context no one proposal for residential development should be larger than 5 units.
- 5.2.43 There is a serious deficiency in both wastewater and water infrastructure and accordingly new development in Knockraha of the scale outlined above can only proceed on the basis of the implementation of plans to upgrade the water supply and the provision of satisfactory sewage disposal arrangements. Further development in Knockraha will be dependent on the delivery of the permitted wastewater infrastructure scheme. Future development will be subject to the delivery of the required wastewater infrastructure and if there is no spare

capacity within the wastewater treatment plant, the development potential of Knockraha will be limited to a small number of individual houses with their own wastewater treatment facilities because of their cumulative environmental effects.

- 5.2.44 It is important that any new development that does proceed is shaped by general design guidance so as to retain and enhance the special character of the village. Consideration will be given to proposals for infill development and changes of use in an effort to encourage the development of a wider range of services for the village. There is scope within the village itself to allow for a mixed use development offering a range of appropriate local services.
- 5.2.45 There will also be a requirement to accommodate uses other than residential to support the growing population of the village. Additional retail or service uses are likely to be more viable given the population growth in recent years.
- 5.2.46 The provision and extension of footpaths and public lighting, the undergrounding of services and the implementation of some minor traffic calming measures will create a more attractive and safer village centre. Footpaths will be of particular importance in connecting recent developments to the north of the village with the rest of the village.

Community Facilities and Utilities

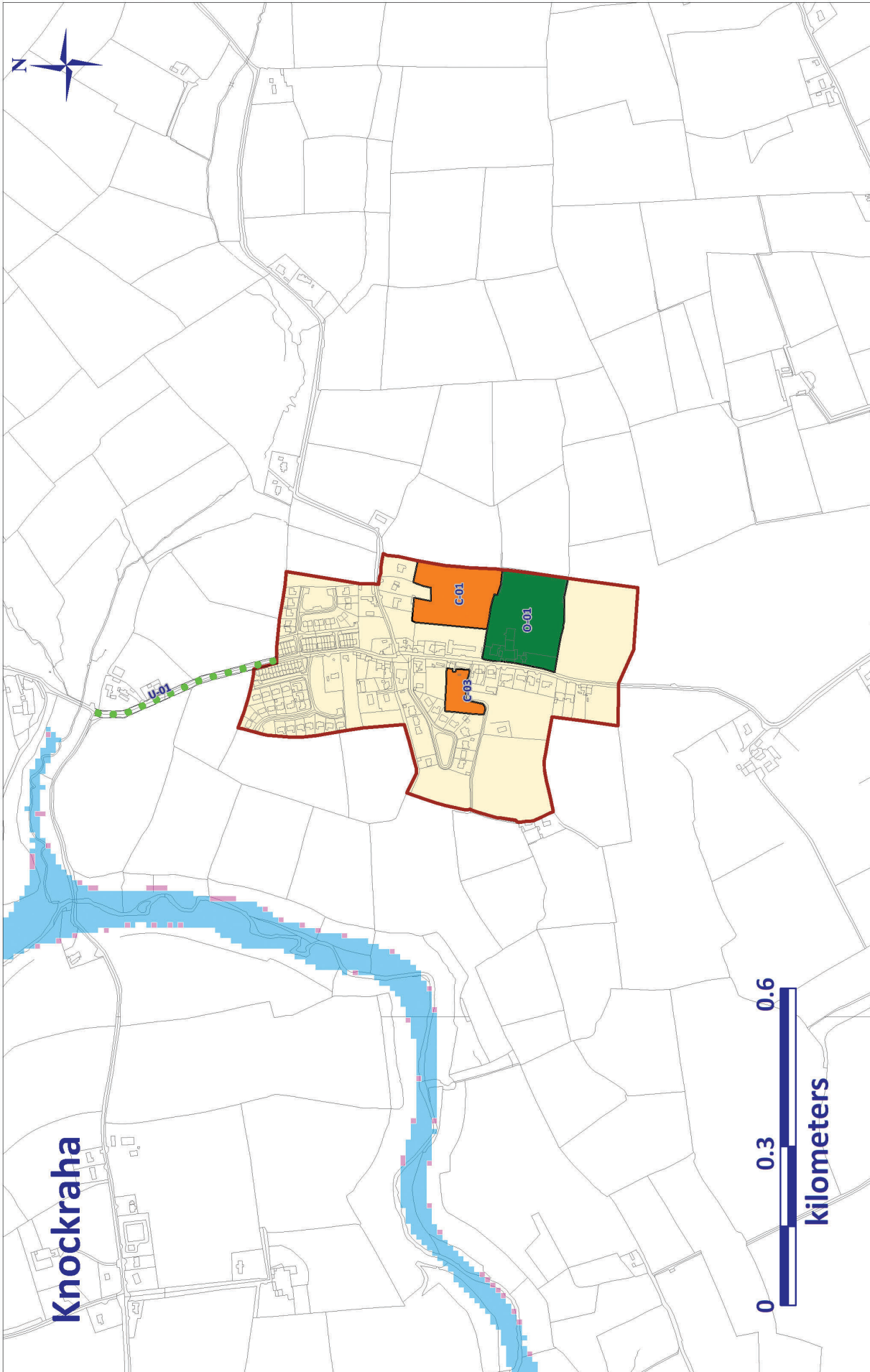
- 5.2.47 A new amenity walk has been identified to the north of the village towards St. Quane's Well and Kilquane Church.
- 5.2.48 Provision has also been made to protect lands for the extension and upgrading of the existing community building and the potential for an extension to the national school.

Open Space

- 5.2.49 Given the scale of growth outlined above, it is appropriate that a site has been identified specifically for the provision of recreation and community facilities, including a children's playground, to address the deficit that exists at present in the village.

Specific Development Objectives

Local Area Plan Objective		
Specific Development Objectives for Knockraha		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Community Objectives		
C-01	Extension of existing school	1.7
C-02	Extension/upgrade of existing community building	0.4
Utilities Objectives		
U-01	Develop and maintain amenity walk	-
Open Space Objectives		
O-01	Develop for active public open space including the provision of a playground.	2.3



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Upper Glanmire

- 5.2.50 The vision for Upper Glanmire to 2023 is to secure an increase in the population of the settlement to retain and improve local services and facilities and to strengthen infrastructure provision and public transport connections.
- 5.2.51 Upper Glanmire is designated as a village within Metropolitan Cork the aim of this Plan is to promote sensitive development in tandem with the provision of services and to retain and build upon existing services and community facilities.

Local Context

- 5.2.52 Upper Glanmire is located in an elevated position to the west of the Glashaboy River valley, approximately 7 kilometres north east of Cork City and 1 kilometre from Riverstown/Glanmire.
- 5.2.53 Upper Glanmire is a long, linear residential settlement straddling the R616 regional road with most of the development located to the south of the road. To the east of the village, the land falls steeply to the Glashaboy River.
- 5.2.54 The village provides a number of important services such as church, school and community centre.

Planning Proposals

- 5.2.55 The development boundary of Upper Glanmire reflects the extent of the existing settlement, includes some additional lands where future development could be considered. The boundary is tightly drawn, to the east of the village in particular, where the land falls steeply to the Glashaboy River.
- 5.2.56 It is envisaged that a maximum growth of 20 units over the lifetime of the plan would represent a more sustainable level of growth in Upper Glanmire and would respect the established grain of development in the village.
- 5.2.57 This figure, however, does not reflect the infrastructural capacity of the village. The risk to water quality of the River Glashaboy is a significant constraint to further development in Upper Glanmire. If this constraint is not overcome then the development potential of Upper Glanmire will be limited to a small number of individual houses with their own wastewater treatment facilities. Due to the potential for cumulative environmental effects, development will be limited to 5 individual houses.
- 5.2.58 In accordance with DoEHLG guidance on the scale of future development in villages it is considered that any new individual housing schemes should not exceed 3-4 units.
- 5.2.59 There are a number of opportunities for residential development within the development boundary, including some opportunity for infill.
- 5.2.60 There is a large site within the development boundary to the north east of the village and sites to the east and west of the school which remains available and has the potential to accommodate residential development.

Village Centre

- 5.2.61 The village would benefit from some mixed use development at the village core. This would have the additional benefit of consolidating the village and contributing to streetscape enhancement. Accordingly, land has been identified and zoned for mixed use development.

Given the scale of residential development that has occurred recently, it is important to provide additional facilities, such as a convenience shop or similar uses, close to the village centre.

Community Facilities and Utilities

5.2.62 A site to the south east of the school and community centre has been zoned to facilitate the future expansion of the school, ancillary car parking, open space and community uses.

Business

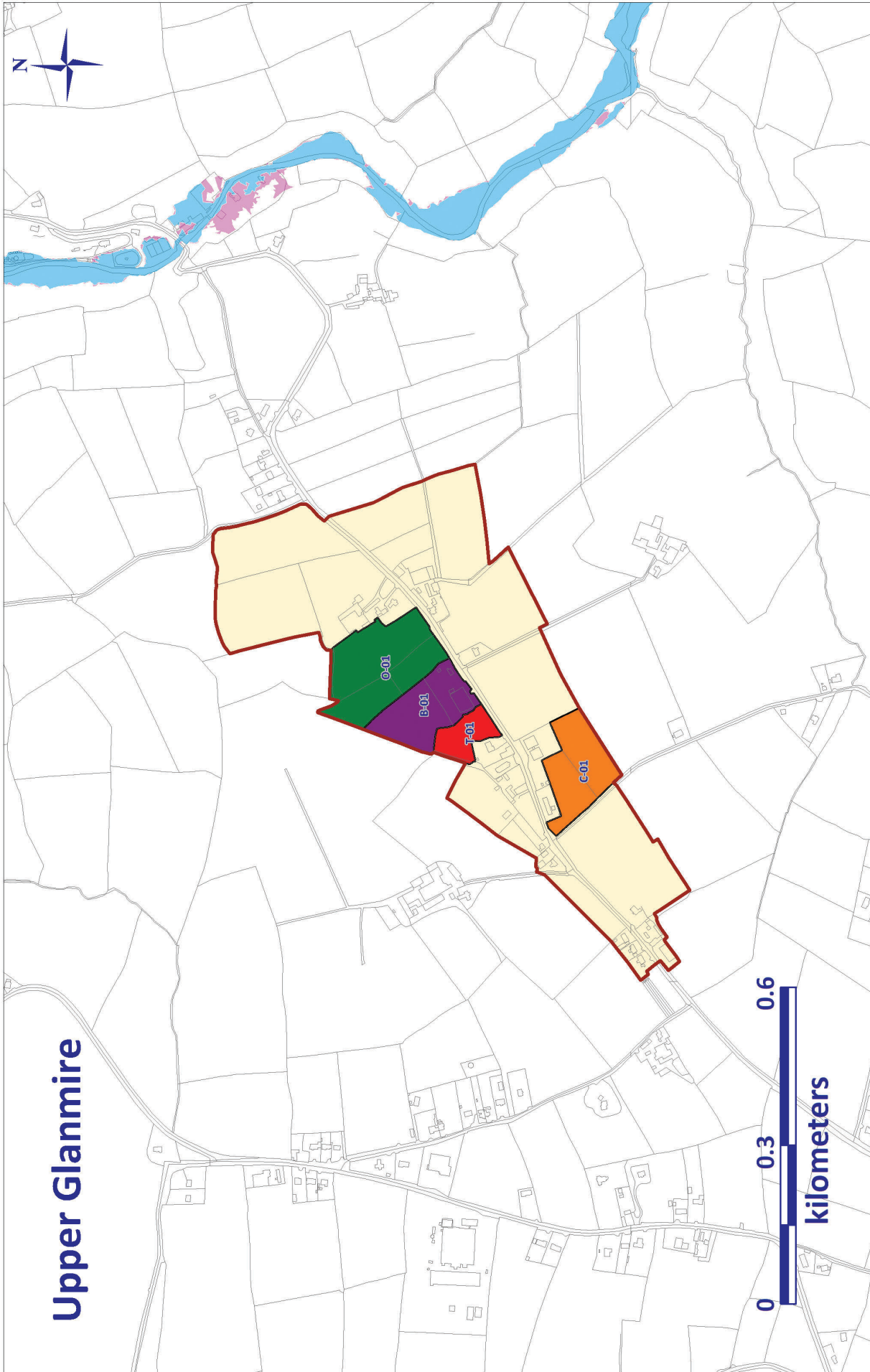
5.2.63 A site has also been identified within the development boundary for the expansion of existing uses or the provision of new business uses, which would be compatible with existing development in the village.

Open Space

5.2.64 To the east of this site, land has been zoned for open space.

Specific Development Objectives

Local Area Plan Objective		
Specific Development Objectives for Upper Glanmire		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Village Centre Development		
T-01	Mixed use/village centre development subject to satisfactory sewage disposal.	0.7
Community / Utilities / Infrastructure Objectives		
C-01	Extension to existing school, with provision for open space /parking uses ancillary to the school and community uses, subject to satisfactory sanitary arrangements.	1.9
Business Objectives		
B-01	It is an objective to accommodate the expansion of existing industrial developments in the village as well as new proposals for business subject to satisfactory wastewater arrangements.	1.9
Open Space		
O-01	Open space	3.0



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Whitechurch

- 5.2.65 The vision for Whitechurch to 2023 is to secure an increase in the population of the settlement to retain and improve local services and facilities and to strengthen infrastructure provision and public transport connections.
- 5.2.66 In the overall strategy of this Local Area Plan, Whitechurch is designated as a village within Metropolitan Cork. Whitechurch is located approximately 9 kilometres north of Cork City and approximately 3 kilometres west of Carrignavar. In the last 10 years the village population has increased significantly through estate scale development however services in the village are limited.

Planning Proposals

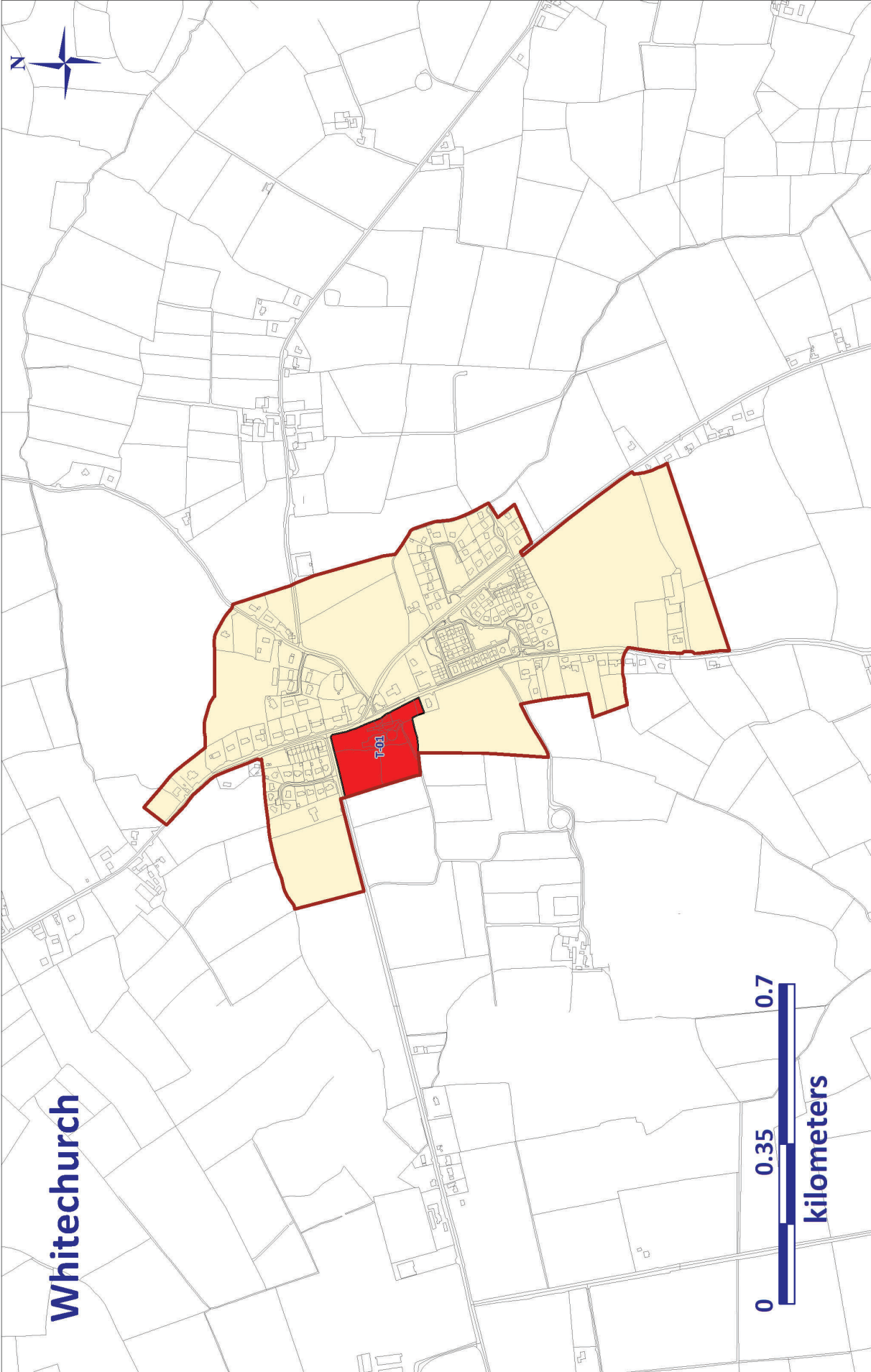
- 5.2.67 The development boundary has been drawn so as to focus moderate additional growth on lands close to the village core. It is envisaged that a maximum growth of 50 units over the lifetime of the plan would represent a more sustainable level of growth in Whitechurch and would reflect the established grain of development in the village.
- 5.2.68 In accordance with DoEHLG guidance on the scale of future development in villages it is considered that any new individual housing schemes should not exceed 20 units.
- 5.2.69 In the past permission has been granted for development outside the scale now proposed and whilst opportunity remains for the implementation of any permissions granted, it is considered that development of that scale would not be in line with current Ministerial policy on the scale of development in villages.
- 5.2.70 Lands within or closest to the village core are to be developed first. Development of lands within the development boundary must be of an appropriate density to facilitate integration with the landscape.
- 5.2.71 There are some attractive traditional stone clad farm buildings within the settlement which should be retained in any redevelopment of these sites.
- 5.2.72 The specific objectives that apply within the development boundary of Whitechurch are set out in the following table:

Village Centre

- 5.2.73 The land in the village centre opposite the existing petrol forecourt and crossroads was zoned as Town Centre within the 2011 Local Area Plan to allow for the provision of a wider range of services for the village and surrounding areas. In this plan the site is a special policy area with a similar objective that allows for the provision of a crèche, community playground and street frontage development. Elsewhere in the village core, there is potential for some infill development, enhancement of cultural development, provision of additional cycle paths and a possible extension to the cemetery.

Specific Development Objectives

Local Area Plan Objective		
Specific Development Objectives for Whitechurch		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Village Centre Development		
T-01	Mixed use development to include a crèche, a community playground and street frontage development along eastern boundary, subject to the provision of satisfactory sanitary services.	2.7



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5.3 Village Nuclei

- 5.3.1 There are 3 Village Nuclei in the Cobh Municipal District; Ballymore/Walterstown, Caherlag and Rathduff.
- 5.3.2 It is a strategic aim of the Cork County Development Plan, 2014 to preserve the rural character of village nuclei and encourage small scale expansion at a scale, layout and design that reflects the character of each village, where water services and waste water infrastructure is available generally through low density individual housing, in tandem with the provision of services..
- 5.3.3 Village Nuclei are settlements where a limited range of services is provided supplying a very local need. Settlements designated as Village Nuclei will normally have the following facilities: A permanent resident population and one of the following: a convenience shop, pub, post office, primary school, church, other community facility.
- 5.3.4 The Local Area Plans support the enhancement of services listed above in the various settlements and the provision of additional services in appropriate locations.
- 5.3.5 To allow the village nuclei to develop in an orderly manner, it is particularly important that improvements are made to the village's infrastructure. It is intended that future growth will be largely organic in nature based on small scale developments.
- 5.3.6 There is scope for development within the village nuclei; however, it is important that the village's rural character, architectural heritage and its other heritage and natural amenities are maintained, enhanced and not compromised. It is also important that any future development maintains the integrity of the surrounding landscape, particularly any designated high value landscapes.

Overall Scale of Development

- 5.3.7 It is an aim to ensure that the scale of new residential development in the village nuclei will be in proportion to the pattern and grain of existing development. The future expansion of such settlements will proceed on the basis of a number of well integrated sites within the villages, supported by the availability of employment opportunities in the locality and the continued provision of local services.
- 5.3.8 It is considered reasonable to ensure good development opportunities continue to be available within the village nuclei. The development boundaries closely reflect the existing pattern of development and it is therefore considered reasonable to retain it as defined in 2011, although it is clear that not all the land within the boundaries will be required for development over the lifetime of this plan.
- 5.3.9 The overall scale of development envisaged in this Plan for each Village Nuclei, and given the scale and development pattern of each village, guidance on the size of any individual scheme for new housing development is set out in Table 5.3.1.
- 5.3.10 This level of proposed development is based on the assumption that the required waste water infrastructure and water supply improvements identified will be delivered. If these projects are not delivered then given the waste water issues affecting some settlements, development potential will be limited to a small number of individual dwellings supported by individual waste water treatment systems.
- 5.3.11 If a proposal for a local employment opportunity at a scale appropriate to the particular village nuclei is forthcoming, either through the refurbishment of an existing building or the

provision of a new building, then this should be given consideration within the current development boundary of the village. Buildings whose format and layout encourages the sharing of services (for example administrative services) are also to be encouraged.

- 5.3.12 If during the lifetime of the plan funding becomes available for community facilities for the village nuclei, then provision should be made on a site which provides safe convenient access within the village's current development boundary. Some local improvements to public footpaths and lighting are also desirable.

Table 5.3.1. Scale of Development in Cobh Municipal District Village Nuclei

Village Nuclei	Existing Number of Houses Q1 2015 (Geodirectory)	Growth 2005 to 2015 (Geo-directory)	Overall Scale of Development (No. of houses)	Normal Recommended Scale of any Individual scheme.
Ballymore/ Walterstown	102	11	5	3
Caherlag	31	2	5	2
Rathduff	18	4	5	2

General Objectives for Village Nuclei

- 5.3.13 This section sets out the Local Area Plan objectives for the village nuclei. General Objectives set out the overarching objectives that apply to all the village nuclei.
- 5.3.14 Under each individual Village Nuclei there are Development Boundary Objectives that apply to a particular village where appropriate. Also there are Specific Development Objectives and an accompanying map of each of the village nuclei showing the extent of each village nuclei development boundary, what lands any specific objectives relate to and showing any areas which are susceptible to flooding.

Local Area Plan Objective
GO-01 General Objectives for Village Nuclei

- a) Within the development boundary of the village nuclei it is an objective to encourage housing development on the scale set out in Table 5.3.1 in the period 2015 – 2023.
- b) The number of houses in any particular individual scheme should have regard to the scale and character of the existing village nuclei and will not normally exceed the provision of the number of units set out in Table 5.3.1.
- c) Notwithstanding the scale of growth outlined in Table 5.3.1, in the absence of a public wastewater treatment plant, only the development of individual dwelling units served by individual treatment systems will be considered, subject to normal proper planning and sustainable development considerations. Any new dwellings with individual wastewater treatment must make provision for connection to the public system in the future and have a sustainable properly maintained private water system, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality.
- d) Encourage new development to be designed to ensure that water resources and the natural environment are protected. Protection and enhancement of biodiversity resources within the receiving environment of the village nuclei is also encouraged. Development will only be permitted where it is shown that it is compatible with the protection of sites, designated or proposed to be designated, for the protection of natural heritage.
- e) Where possible, all development should be connected to the public water supply, the public waste water treatment system and make adequate provisions for storm water storage and disposal.
- f) Development within village nuclei shall be designed to a high standard and reinforce the character of the existing settlement.
- g) Residential development shall provide for detached housing, serviced sites and or self build options and small groups of houses where appropriate.
- h) Retail and office development should be accommodated within the core of the village nuclei and should make adequate provision for off street parking.
- i) Other business / industrial development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.
- j) The development of lands closest to the village nuclei centre is proposed in the first instance, and the development of good pedestrian and amenity links with the village core are considered to be an important part of any proposed scheme.
- k) Encourage the provision of public footpaths and public lighting to serve the whole of the village nuclei and where practicable, to provide for the under-grounding of utilities.
- l) Roadside development within the village nuclei should be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.
- m) Encourage additional retail and community services within the village nuclei to coincide with the needs of any future growth.
- n) All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives WS 6-1 and WS 6-2 as detailed in Chapter 11, Volume 1 of the Cork County Development Plan, 2014, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a specific flood risk assessment will be required as described in WS 6-2.

Ballymore/Walterstown Village

- 5.3.15 The strategic aims for Ballymore/Walterstown are to encourage small scale residential development to sustain existing local services and facilities.
- 5.3.16 The largely linear settlement of Ballymore/Walterstown is located approximately 5 kilometres northeast of Cobh.
- 5.3.17 Growth in housing has been slow, at an average of less than two houses a year over the last decade. Major infrastructure constraints, combined with the areas sensitive environmental setting, limits development within Ballymore / Walterstown. There is no streetscape or discernible centre in the village, which has essentially evolved from a rural form to a very low density settlement.
- 5.3.18 The current water supply is from a group water scheme, which is limited in terms of supply. No public sewer is available at present and wastewater treatment is reliant on individual septic tanks and treatment plants. Road access to the area is via the local road network which is unsuitable for large volumes of traffic.
- 5.3.19 There is no public bus service operating on Great Island.
- 5.3.20 The absence of a defined streetscape precludes the identification of a village centre, although the rural origins of the settlement give the village a distinctive character. While it would be futile to try demarcating a village core at this point, this linear settlement would benefit from having an identifiable entry and exit, perhaps through the provision of appropriate signage and limited traffic calming measures.

Planning Proposals

- 5.3.21 A development boundary has been established for the village. This boundary defines the existing extent of the built up area, whilst also allowing some expansion for residential development and additional community facilities, subject to investment in public wastewater treatment facilities.
- 5.3.22 Given the existing pattern of housing development in the area commanding sea views, the prospect of there being capacity for any significant housing development on the lands on the seaward side of the village is extremely limited. Housing development can be more readily accommodated on the lands to the north of the village.

Development Boundary Objectives

Local Area Plan Objective	
Development Boundary Objectives for Ballymore/Walterstown	
Objective No.	
DB-01	It is an objective to implement traffic calming measures in the village and to provide footpaths and public lighting within the village.

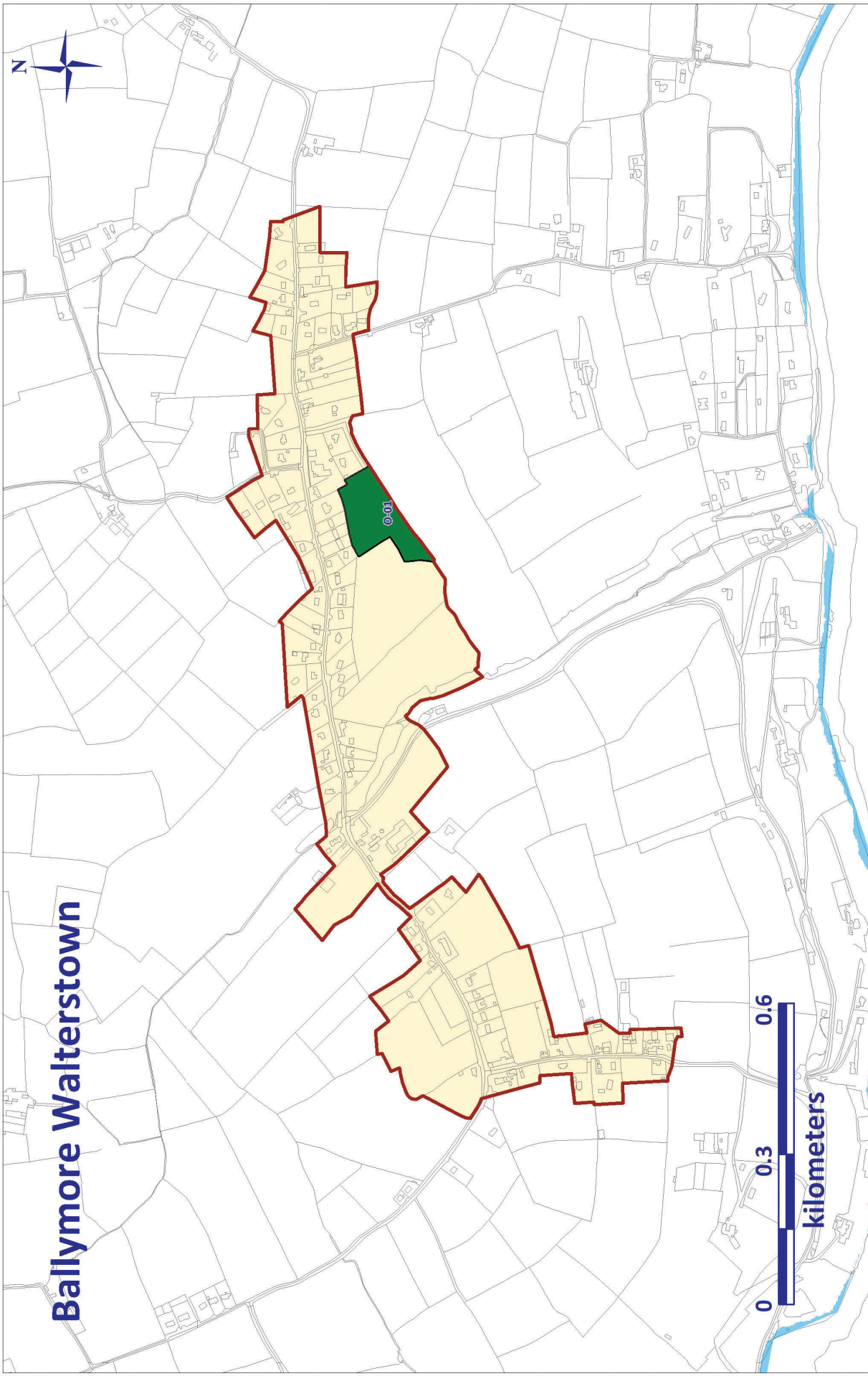
Specific Development Objectives

Open Space

5.3.23 The village would benefit from the provision of an area for sports or active recreation.

Local Area Plan Objective		
Specific Development Objectives for Ballymore/Walbertown		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Open Space		
O-01	Open space and amenity area	1.7

Ballymore Walterstown



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Caherlag

Vision

5.3.24 The strategic aim for Caherlag is to encourage small scale expansion, generally through low density individual housing, in tandem with the provision of services.

Local Context

5.3.25 Caherlag is located approximately 9 kilometres to the north east of Cork City. The settlement is located between the main town of Glanmire to the west and the Key Village of Glounthaune to the east.

5.3.26 There is no public foul treatment or sewer network in the Caherlag area. There is a public water supply which runs along the main public road. The water supply is sufficient to service the proposed development in Caherlag.

5.3.27 The settlement has a very limited range of social and community facilities. It lacks a school, retail facilities, a community centre, which instead are to be found in the neighbouring town of Glanmire. There is a substantial GAA facility within the development boundary.

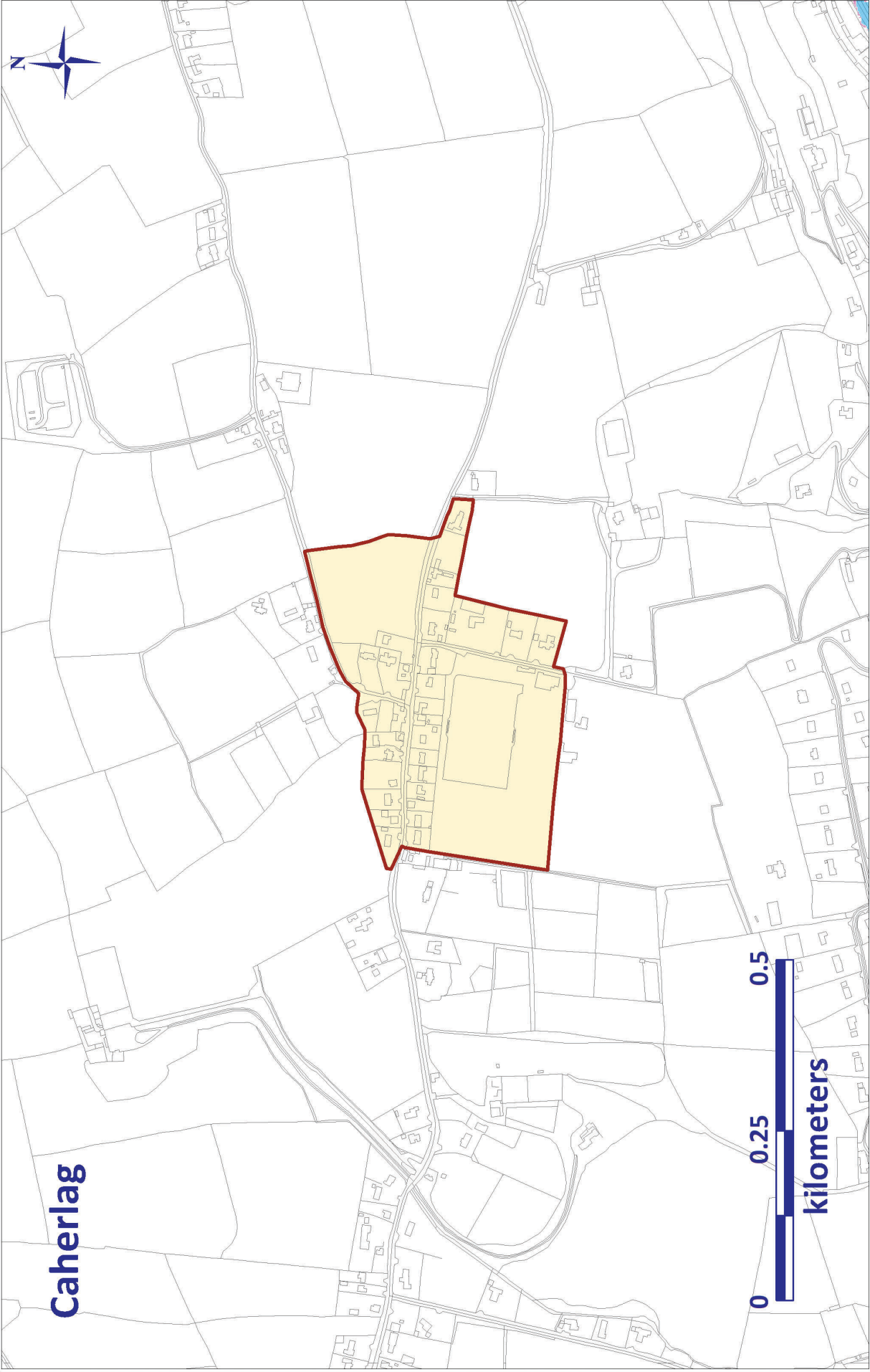
Planning Proposals

5.3.28 Over the lifetime of this Local Area Plan, It is considered that the village nucleus of Caherlag can accommodate a maximum growth of approximately 5 units. Development of this scale would be in line with the existing pattern of development and the level of services available locally. As a result, the development boundary will remain relatively unchanged.

5.3.29 Taking into consideration the DoEHLG guidelines on Sustainable Residential Development in Urban Areas and the existing grain of development and the pattern of existing development, any new individual housing schemes should not exceed 1-2 units. The development boundary has been drawn to reflect existing development and to provide sufficient land to accommodate the level of growth anticipated.

5.3.30 It is considered that the most appropriate lands for future residential development are located within the north east of the development boundary.

5.3.31 Given the lack of adequate mains sewerage treatment facilities and the timespan within which this deficiency is likely to be resolved, future development will need to provide its own individual on-site wastewater treatment facilities.



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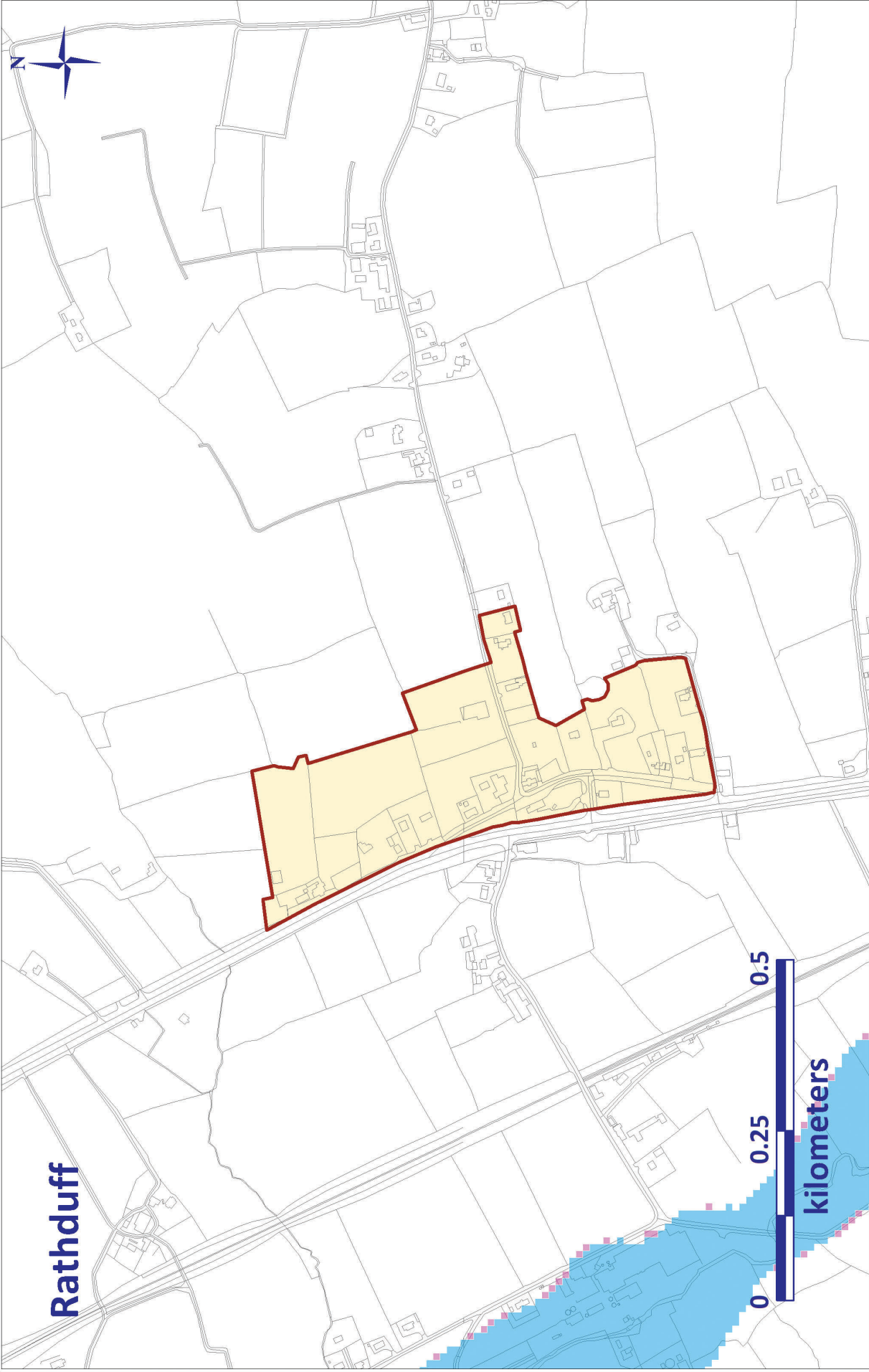
Rathduff

Vision

- 5.3.32 The strategic aim for Rathduff is to encourage small scale development, with no direct access on to the N20 which would compromise traffic and pedestrian safety in the area.
- 5.3.33 Rathduff is located approximately 20 kilometres north of Cork City, and is bisected by the N20 Cork-Mallow road.
- 5.3.34 Rathduff has experienced limited growth since 2001, with c.5 units that have been constructed there since 2001. This growth reflects the established grain of residential development that exists within the area, which consists of one-off dwellings on individual sites.
- 5.3.35 Rathduff is located along a 60 km/h stretch of the N20. While this road has recently been upgraded, the NRA have indicated that a new motorway is to be build along this route connecting Cork with Limerick. The road connecting Rathduff and Grenagh is poorly aligned and the railway bridge is narrow and often congested.
- 5.3.36 There is currently a bus service serving Rathduff with several daily departures to Cork City.
- 5.3.37 The village nucleus has a limited water supply. There is currently no public sewer serving the village nucleus.
- 5.3.38 The settlement consists of a number of services including a public house, a petrol station, a small industrial unit, a primary school and a Dairygold Co-op. Some of these services are located outside the development boundary and on the western side of the N20.
- 5.3.39 One of the main problems facing Rathduff over the lifetime of the next Local Area Plan will be the construction of the M20, which will impact the linkages with the key village of Grenagh. It is important therefore, that appropriate steps are taken to protect and enhance the connectivity between Rathduff and Grenagh especially for pedestrians and cyclists.

Planning Proposals

- 5.3.40 Over the lifetime of this Local Area Plan, It is considered that the village nucleus of Rathduff can accommodate a maximum growth of approximately 5 units. Development of this scale would be in line with the existing pattern of development and the level of services available locally. Any new individual housing schemes should not exceed 1-2 units. As a result, the development boundary will remain relatively unchanged.
- 5.3.41 It is considered that the most appropriate lands for future residential development are brownfield infill sites.
- 5.3.42 There also may be opportunities for some small scale industrial development on brownfield land within the development boundary, subject to improvement to the local road network.
- 5.3.43 Given the lack of adequate mains sewerage treatment facilities and the timespan within which this deficiency is likely to be resolved, future development will need to provide its own individual on-site wastewater treatment facilities, subject to normal proper planning considerations.
- 5.3.44 The N20 currently acts as a barrier between Rathduff and Grenagh, with people forced to cross this major interurban route to avail of local services. The construction of the M20 should serve to strengthen the connectivity between Rathduff and Grenagh as there is unlikely to be a junction at this point and the need to cross the main road will be removed. Improvements could then be made to the local road network serving both villages, which would include the provision of appropriate pedestrian and cycling facilities.



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Development Boundary Objectives

Local Area Plan Objective Development Boundary Objectives for Rathduff	
Objective No.	
DB-01	It is an objective to protect and enhance the level of connectivity between Rathduff and Grenagh by addressing the improvement of the local road network during the construction of the M20.
DB-02	Small scale industrial developments can be accommodated within the development boundary subject to normal proper planning considerations.

5.4 Other Locations

- 5.4.1 There are 12 Other Locations in the Cobh Municipal District, as follows; Bottlehill, Killard, Whites Cross, Templemichael, Rathcooney, Clogheen, Marino Point, Belvelly, Carrigaloe, Fota Island, Haulbowline Island and Spike Island.
- 5.4.2 It is a strategic aim of the Cork County Development Plan, 2014 to recognise Other Locations, as areas which may not form a significant part of the settlement network, but do perform important functions with regard to tourism, heritage, recreation and other uses.
- 5.4.3 Other Locations consist of places such as clusters of individual houses in the Green Belt, holiday resorts or other locations and places that do not have the level of service or permanent housing, for example, to warrant inclusion as a village nucleus. These “other” locations do not normally have the type or range of services that village nuclei, villages and key villages have.
- 5.4.4 Other Locations generally do not have development boundaries and therefore any proposals for dwellings must comply with the rural housing policies and objectives of the Cork County Development Plan, 2014.

General Objectives for Other Locations

- 5.4.5 This section sets out the Local Area Plan Objectives for ‘Other Locations’. General Objectives set out the overarching objectives that apply to all the ‘Other Locations’.
- 5.4.6 Where an ‘Other Location’ has a development boundary, specific development objectives and an accompanying map will be included, showing the extent of each development boundary, what lands any specific objectives relate to and showing any areas susceptible to flooding.

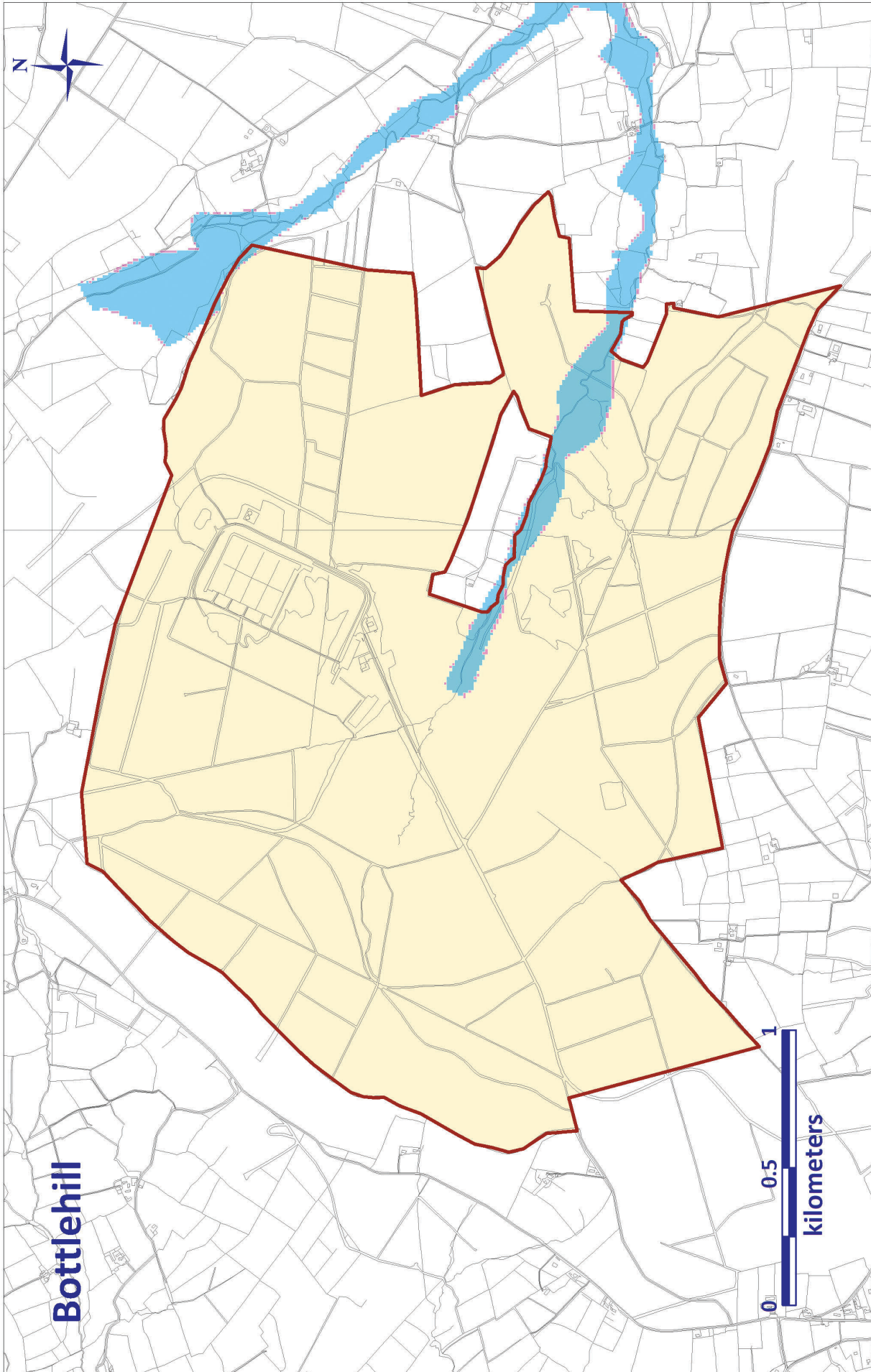
Local Area Plan Objective
GO-01 General Objectives for Other Locations
<p>a) Encourage new development to be designed to ensure that water resources and the natural environment are protected. Protection and enhancement of biodiversity resources within the receiving environment of the village nuclei is also encouraged. Development will only be permitted where it is shown that it is compatible with the protection of sites, designated or proposed to be designated, for the protection of natural heritage.</p> <p>b) All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives WS 6-1 and WS 6-2 as detailed in Chapter 11, Volume 1 of the Cork County Development Plan, 2014, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a specific flood risk assessment will be required as described in WS 6-2.</p>

Belvelly

- 5.4.7 Belvelly is located approximately five kilometres north of Cobh on the approach to Great Island and is situated within the Metropolitan Green Belt, as designated in the Cork County Development Plan 2014, where it is an objective to preserve the largely undeveloped nature of the lands that lie within it and to reserve those lands generally for agriculture, open space or recreation uses.
- 5.4.8 Belvelly has an attractive harbour setting and some important natural and built heritage, including Belvelly Castle and Martello Tower, which are entered in the Record of Protected Structures.
- 5.4.9 The area directly adjoins the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area, which is a wetland of international importance, as it supports large numbers of birds. Development in this area shall be designed to ensure that water resources and the natural environment are protected, as per GO-01(a).
- 5.4.10 Belvelly has a recognisable settlement pattern with speed limit signs marking the main gateway and entrance points. Belvelly has developed along the waterfront with linear roadside development characterising the waterfront area. The area also contains scattered one off houses with some larger scale housing development that is not consistent with the traditional character of the area.
- 5.4.11 There are no community facilities or services within this location. The area is characterised by a number of clustered one off dwellings.
- 5.4.12 Belvelly is currently limited in terms of infrastructure provision, particularly with regard to road access. The loss of the areas unique character resulting from insensitive large-scale development could seriously undermine the attractiveness of the area. In light of the above, Belvelly will continue to form an important component of the Metropolitan Green Belt.

Bottlehill

- 5.4.13 Cork County Council has identified a site at Bottlehill, within the townlands of Coom (Hudson), Coom (Fitzgerald), Glashaboy North, and Tooreen South for the development of a residual non -hazardous waste landfill. The site lies partly in the Blarney Electoral Area and partly in the Mallow Electoral Area.
- 5.4.14 This site will manage residual waste from the Cork region in line with the Cork Waste Management Strategy 1995, the Cork County Council Waste Management Plan 1999 and the Cork County Council Waste Management Plan 2004.
- 5.4.15 Bottlehill landfill is an integral part of the waste management infrastructure developed by Cork County Council and Cork City Council under the Waste Management Strategy for the Cork Region (1995). It is envisaged that this facility will contribute positively to the reduction in biodegradable municipal waste being disposed of to landfill.



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Carrigaloe

- 5.4.16 Carrigaloe is located approximately three kilometres north of Cobh, on the R624 regional route connecting Cobh and Carrigtwohill and is situated within the Metropolitan Green Belt, as designated in the Cork County Development Plan 2014, where it is an objective to preserve the largely undeveloped nature of the lands that lie within it and to reserve those lands generally for agriculture, open space or recreation uses.
- 5.4.17 The area is characterised by a number of clustered one off dwellings. Carrigaloe consists of a linear grouping of housing along the waterfront. A scheme of 10-12 detached houses has developed at the north east of the settlement. Carrigaloe is located along a dramatic coastline setting, with lands rising steeply to the east.
- 5.4.18 The area is densely wooded in places. The coastal setting and steeply rising lands to the east contribute to a landscape setting of particularly high scenic value. Higher lands in the east are visually prominent from across the Harbour.
- 5.4.19 Services within Carrigaloe include a public house and a regular rail service, which operates between Cork City and Cobh.
- 5.4.20 Major infrastructure and topographical constraints, as well as its location within the Metropolitan Green Belt, means there is very limited scope for development that would not be detrimental to the overall character of the area. It is acknowledged that an area of land in Carrigaloe has a relatively built-up nature and allows for a limited amount of further development to meet the individual housing needs of people who live or grew up within the same Carrigaloe area, subject to the availability of a suitable site and normal proper planning considerations, in accordance with the Metropolitan Cork Greenbelt designation attached to this area.

Clogheen

- 5.4.21 Clogheen is located immediately west of Cork City along a busy route between the City and Blarney. Clogheen is designated as part of the Metropolitan Green Belt. The area is characterised by a number of clustered one off dwellings.
- 5.4.22 Clogheen is made up of a number of individual dwellings, primarily to the north of the main road. There is a linear grouping of 8/9 dwellings in the east and a Church located at a junction to the west that could be considered the core or centre of the settlement. Speed limit and place signs define gateways.
- 5.4.23 Lands generally rise to the north, falling more gently to the south of the main road. There are no significant landscape features or areas of dense vegetation. Roadsides are defined by relatively high and dense hedgerows creating some sense of enclosure.
- 5.4.24 Though exposed and visually prominent in places, there is scope for a very limited amount of further development in Clogheen. Clogheen is located very close to the edge of the City boundary where there is strong pressure for residential development. It is unlikely that many further dwellings can be accommodated at Clogheen, due to its location within the Green Belt and because of its location on a busy route between the City and Blarney. Further roadside development should be resisted in the east of the settlement to avoid coalescence with the city boundary, and to discourage the extension of an existing ribbon along the main road.
- 5.4.25 Development should be restricted to one-off housing that will not detract from existing residential character and amenity, or the rural character of the wider area- subject to the availability of suitable sites and normal proper planning considerations. There is potential in Clogheen to accommodate very limited amount of further development, approximately 10-12 single unserviced dwellings with extensive road frontage.
- 5.4.26 Any development proposals will have to comply with the relevant policy objectives, for lands within the metropolitan greenbelt, set out in the Cork County Development Plan 2014.

Fota Island

- 5.4.27 Fota Island is situated within Cork Harbour, approximately 6 kilometres north of Cobh. The Island is generally comprised of a mix of heritage, recreation and tourist uses. Fota Wildlife Park and Fota House are located at the western extent of the island and are extremely popular destinations for day trips with the site served by both road and rail.
- 5.4.28 Fota Island Resort covers the remainder of the island and is recognised as a high quality tourism and recreation resource to the local economy, but is also considered to have national and international significance as a recreation and leisure offering. The estate comprises a large hotel, a golf club which offers 27 holes, a clubhouse and a residential offering. The Club has hosted the Irish Open (Golf) on numerous occasions.
- 5.4.29 Fota has an attractive harbour setting and some important natural and built heritage, including Fota House and Quay, which are entered in the Record of Protected Structures.
- 5.4.30 The area directly adjoins the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area, which is a wetland of international importance, as it supports large numbers of birds. Development in this area shall be designed to ensure that water resources and the natural environment are protected, as per GO-01(a).
- 5.4.31 Fota has an extremely important tourism and recreation function in East Cork and it is important that this role is recognised and maintained, whilst also protecting the ecological value and unique character of Fota.
- 5.4.32 There are no public water services infrastructure available on the island, with the Resort and Wildlife Park being served by private water and wastewater services.
- 5.4.33 The Cork County Development Plan 2014 established the area as part of the Metropolitan Green Belt. While the overall objective for green belt lands is to reserve them generally for use as agriculture, open space and recreation. Long-established commercial or institutional uses lying entirely within the green belt, such as tourism enterprises found at Fota Island, were recognised and an allowance was made to accommodate appropriate tourism and recreation-related proposals for the expansion or intensification of the existing uses.
- 5.4.34 There is an extant planning permission in place for Fota Island Resort, allowing for the completion of 287 holiday homes as well as outstanding infrastructure serving the entire resort. The Planning Authority may consider a revised proposal for the completion of the permitted residential offering, for a mixture of different tenure options that will support the estate's tourism, leisure and recreation functions.
- 5.4.35 In this Local Area Plan, it is proposed to continue to recognise and maintain the significant value of the Island and further development shall be associated with the estate's unique tourism, leisure and recreational function. Further development should build on the strong tourist offer already available, while protecting the cultural, built heritage and ecological values as well as the unique character of the island.

Haulbowline Island

- 5.4.36 Haulbowline Island occupies a strategic and central location within Cork Harbour. It is approximately 14 kilometres southeast of Cork City, adjacent to the Strategic Employment Centre at Ringaskiddy and half a kilometer from the heritage town of Cobh across the water. Access is from a single bridge on the southern part of the Island, connecting with Ringaskiddy.
- 5.4.37 The island is currently in state ownership. The headquarters of the Irish Naval Service occupy a significant part of the western side of the island as well as a disused playing pitch on the eastern side of the dock basin in the centre. The ownership of the former ISPAT / Irish Steel site was transferred to the Department of Agriculture, Food and Marine from the Department of Finance and comprises the lands in the centre, to the west of the dock basin and the eastern extreme of the island.
- 5.4.38 Almost half of the approximate 84 acre land mass of the island comprises made ground, the first tranche of which was reclaimed by the creation of a dockyard in the period between 1865-1895 and involved the labour of prisoners from nearby Spike Island, and continued with the tipping of steel plant waste onto the original spit bank until the closure of the Irish Steel plant in 2001. The naval base buildings are located on the original island, which has been the site of fortifications back as far as the early 1600's.
- 5.4.39 There have been a number of changes since the 2011 Local Area Plan. The process to remediate the Eastern tip of the island began in 2011. The East Tip is as its names suggest a man-made hazardous waste tip from the former ISPAT factory. A total of three applications have been made by the Council these include; a waste license which was granted by the Environmental Protection Agency in July 2014, a foreshore license was also sought and granted by the Department of the Environment. A planning application was made to An Bord Pleanála to remediate the East Tip including a proposal to create a public recreational amenity area which was granted approval in approval in May 2014. The contract for the East Tip remediation project including deconstruction, dismantling and site preparation has been awarded. It is expected that the core remediation works will be complete by 2018.
- 5.4.40 A masterplan was produced for the island in 2015 by consultants. It sets out alternative proposals for the various future land uses of Haulbowline Island. The aim of the Masterplan plan is to create a secure home for the navy, a place for the maritime community in an exemplar green sustainable development with a fitting place for the visitor experience as requested by the Department of Agriculture Food and Marine to enhance the tourism potential.
- 5.4.41 The main components of the Haulbowline Masterplan are as follows;
- Defining a secure operational perimeter for the Naval Base
 - Creating a North-South passageway that has both formal naval use potential and recreational value. Both functions benefit from the proximity to the Store Houses and the potential of linkages with Spike Island as a major tourist destination. Movement through this space will be subject to the control and management of the Naval Service. This will require Spencer pier to be refurbished.
 - Creation of a heritage village with the capacity for 14,000m² of refurbished development centered around the store houses within the control of the Navy. It provides the potential for adaptable refurbishment” within the core of the island for a variety of uses.
 - Creation of a landscaped public park following the remediation of the Eastern tip.

- Access to Spike Island via the pedestrian bridge and linkage with the East Tip. This will help to activate the East Tip as part of a unique pedestrian circuit of spaces that would be otherwise hidden from the surrounding communities.
- Potential integrated tourism projects should be assessed in conjunction with Failte Ireland.

Planning Considerations

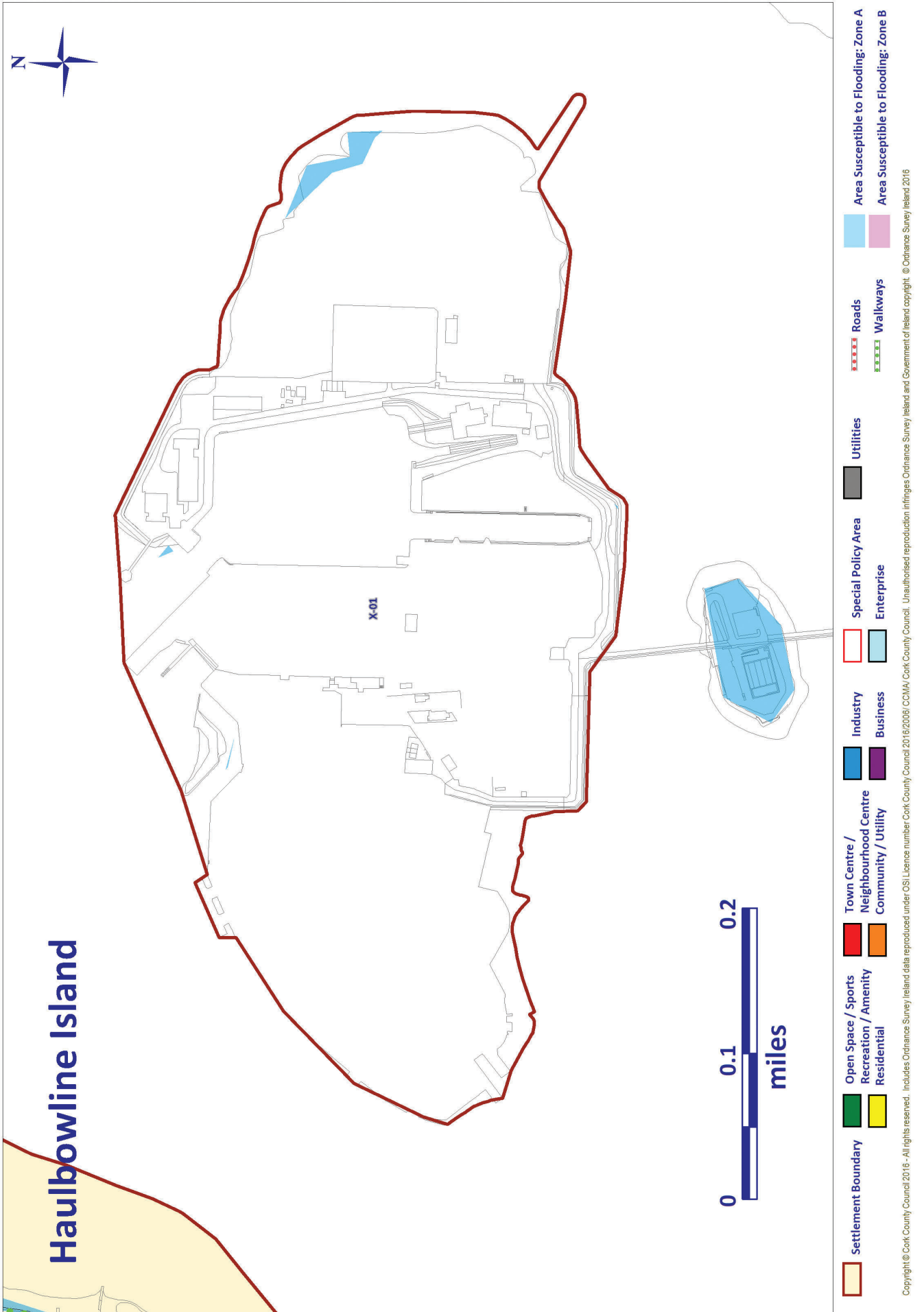
- 5.4.42 The primary land uses currently located in Haulbowline Island are institutional and educational uses. The head quarters of the Irish Naval Service is well established used with in excess of 1000 personnel. It operates a flotilla of eight vessels from Haulbowline comprising one helicopter patrol vessel, five offshore patrol vessels and two coastal patrol vessels. It is the primary location for maintenance work which does not require the dry dock. The Coastal and Marine Resources Centre of UCC have relocated to the Beaufort building adjacent to the National Maritime College in Ringaskiddy after occupying temporary accommodation on the island following the destruction of their offices in one of the renovated warehouses on the waterfront in a fire in 2008.
- 5.4.43 The IMERC South campus is the closest neighbour to Haulbowline. The emerging maritime and research campus is closely linked with Haulbowline through the shared resources of the National Maritime College of Ireland. IMERC is also involved the wider regeneration of Haulbowline. The interconnectivity and sharing of facilities is an important consideration in the development of the wider educational campus with the Irish Naval Service. IMERC, Beaufort and NMCI are significant developments.
- 5.4.44 Mains water is supplied to the island via a large diameter private pipe under the bridge/causeway from the public road east of Ringaskiddy. This bridge/ causeway is the sole road access to the island. A naval ferry service operates between the island and Cobh. The design capacity of existing capability of the treatment plant on the Island should be determined. Water Management on the island will require an integrated management plan that links with the existing demands. The bridge onto the island has been upgraded as part of the early preparation works of the remediation project. Other infrastructural works including the improvements to the road network on the island have been carried out to facilitate increased traffic volumes related to the remediation of the East Tip.
- 5.4.45 The island is close to sea level at a number of locations however any risk of tidal flooding appears to be confined to the perimeter of the site. Therefore as a precaution, any development proposals on this site should be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives of this plan. The Flood Risk Assessment should take account of potential rises in sea level and the finished floor levels for any development particularly on reclaimed land.
- 5.4.46 Due to its special character, the western part of the Island is designated as an Architectural Conservation Area, where it is an objective to conserve and enhance the special character of this area. This part of the island contains a number of buildings of heritage importance including a Martello tower and a range of limestone warehouses and offices, which are entered on the Record of Protected Structures in the CDP 2009 (RPS No's. 00578 and 00670 respectively). The Martello Tower houses a collection of artefacts and memorabilia amassed by the Naval Service, but due to its location in the centre of the naval base, is not accessible to the general public.
- 5.4.47 The original clubhouse of the Royal Cork Yacht Club, established as the Water Club in 1720 as the world's first sailing club, is located on the island. Haulbowline Theatre Group

established in 1963, has its origins in the Irish Naval Service and maintains a strong link with the naval service. A 130 seat theatre is located within the confines of the Irish Naval Base.

Problems and opportunities

- 5.4.48 The remediation of the Eastern Tip and removal of hazardous waste represents a significant improvement in the quality of the receiving environment. However, having regard to the the former steel plant itself located centrally within the site there is a need to address any subterranean structures underneath. Security considerations may also arise from the presence of the naval service and the conflicts that could emerge with multiple civilian users in such close proximity. The Haulbowline Remediation Project Stakeholders Group will play an important role in the future development of the island.
- 5.4.49 Given the difficulties outlined, the potential for re-development in Haulbowline is most likely to be based around the historic uses on the site, predominantly the naval base function. The naval service are keen to achieve greater direct access on foot across the mouth of the dock basin between their compound on the western end of the island and their buildings and ships on the eastern side of the dock which has thus far been ruled out by historic land ownership boundaries. Redevelopment proposals should not preclude this access arrangement being pursued.
- 5.4.50 Potential would also appear to lie in the areas of heritage/ cultural development, particularly given the location of the island in the heart of Cork Harbour and the potential to create linkages with similar maritime heritage and cultural projects based around Spike Island and Fort Camden amongst others.
- 5.4.51 In February 2007 a Scoping Study was published on behalf of the Irish Naval Service and the Heritage Council on the potential to create a naval or maritime museum on Haulbowline Island. The report noted the lack of a major cultural facility focused on Ireland's rich coastline and coastal waters or a museum dedicated to naval history. This report involved an appraisal of Block 9, a 2000sqm warehouse built in the early 19th century over four floors, for use as a maritime or naval museum, concluding that the building is capable of being restored and is suitable for this purpose. An indicative cost of €20m has been estimated for the project, although the study recommends a detailed feasibility study and business plan be prepared. More recently the Naval Service produced a masterplan for Haulbowline in 2014 outlining the future needs of the Naval service whilst also recognizing the need to support and complement the IMERC strategy to add value to the existing critical mass of expertise and infrastructure in the Lower Cork Harbour area. The Navy's masterplan outlined plans for a lifting bridge to connect both parcels of land in their ownership.
- 5.4.52 There is also potential on the island for synergies or development related to the existing National Maritime College, or the Maritime & Energy Research Campus and Commercial Cluster (IMERC) being developed at Ringaskiddy in a joint venture between a number of partners including UCC, CIT, the Marine Institute, Enterprise Ireland and the Irish Naval Service and which is seeking to establish a flagship cluster to produce innovative technical solutions to support the development of the Irish maritime and energy sectors. IMERC, a strategic, national initiative that aims to deliver specific objectives concerning Ireland's maritime and energy sectors, is geared to support indigenous commercial enterprise in Ireland and to attract Foreign Direct Investment (FDI) from overseas companies with a particular focus on research and innovation in the maritime and energy sectors. The IMERC masterplan was produced in 2013.

Local Area Plan Objective Special Development Objective for Haulbowline		
Objective No.		Area (Ha)
X-01	<p>The principle function of Haulbowline is to continue to provide a safe and well operating naval base. Therefore, it is essential that protection of the Irish naval service within a defined secure boundary to the west side of the island is preserved. Development of a secure naval promenade along the north-south axis, allowing for unbroken Naval Service access to the marine basin should be considered.</p> <p>Development of the public park on the eastern part of the island should be prioritised. The public park can act as a significant catalyst for tourism related development on the site and can offer a key attraction and identity for Haulbowline.</p> <p>The existing vacant and partially derelict limestone warehouse buildings adjacent to the former ISPAT / Irish Steel site are of exceptional importance in terms of architectural heritage and present an opportunity to accommodate new uses. A range of uses could be considered in these buildings, such as research /cultural/civic uses, café, and other tourism related uses subject to normal planning considerations. The area surrounding the limestone buildings can be developed to accommodate a high quality accessible landscaped area.</p> <p>The centre of the island containing the former ISPAT / Irish Steel site in the centre of the island offers the opportunity to deliver a high quality civic space, subject to remediation.</p> <p>Provision should be made for the expansion of IMERC facilities/uses on the island in conjunction with the campus at Ringaskiddy.</p> <p>Any development should be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives of this plan. The Flood Risk Assessment should take account of potential rises in sea level and the future finished floor levels for development particularly on the reclaimed sections of the site.</p>	34



Killard

- 5.4.53 Killard is located approximately 3 kilometres north of Cork City, along the road from Blarney to Clogheen and the City. The area is characterised by a number of clustered one off dwellings.
- 5.4.54 Killard is comprised of linear roadside frontage residential development. The existing settlement pattern is clearly defined with speed limit/place signs marking entrance points and there is an identifiable sense of place.
- 5.4.55 Killard is located on relatively flat lands, falling gently to the north and south of the settlement. Vegetation cover is sparse, and the main developed area is very urban in character. Lands on the edges of the settlement are prominent in places and may be visible from some long range views.

Planning Proposals

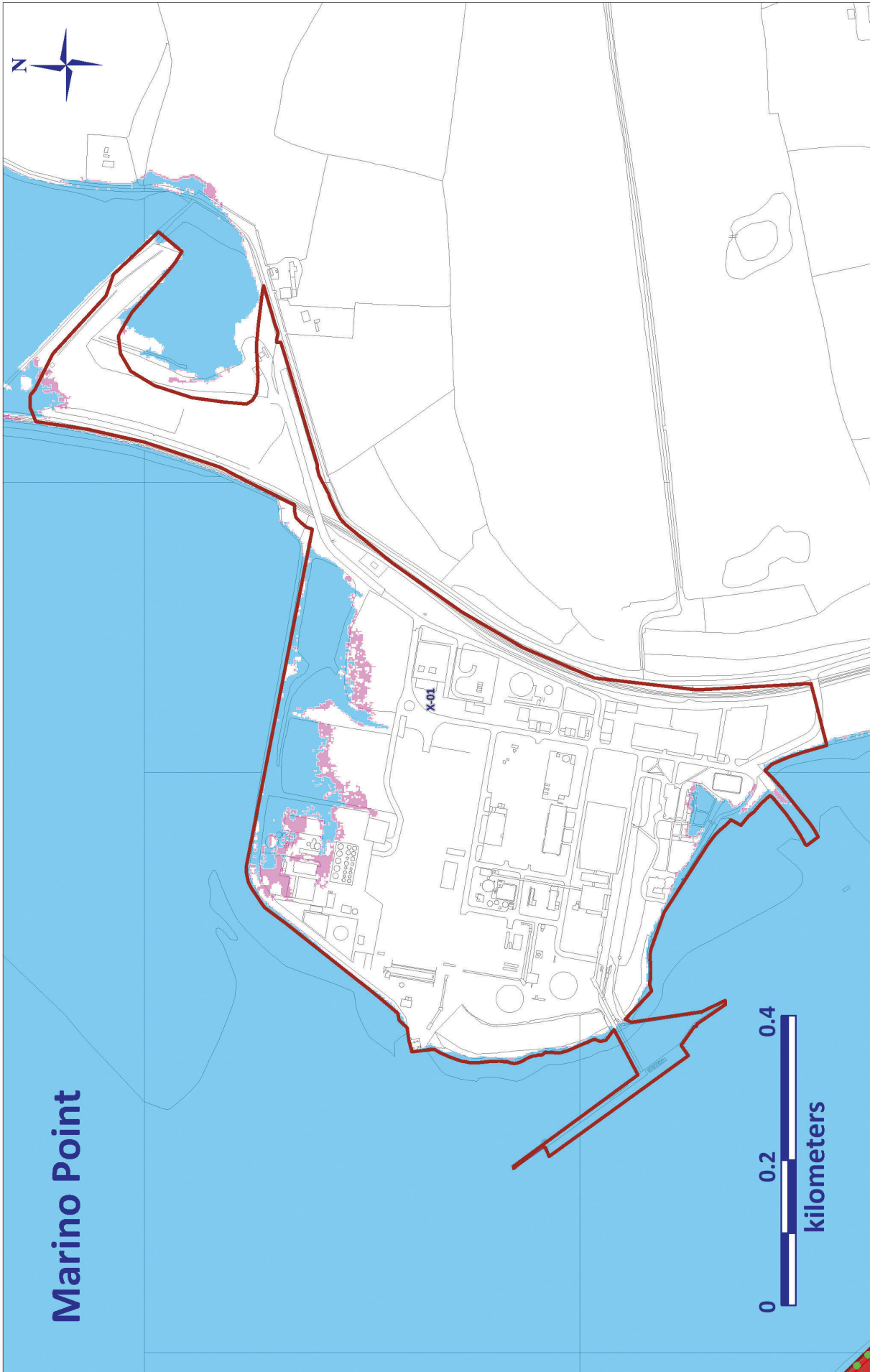
- 5.4.56 Further development will be limited due to Killard's location along the busy road between Cork City and Blarney. Care should be taken at the edges of the delineated settlement as there is a risk of development being visually prominent in the local landscape. There is potential within Killard to accommodate a further 3/4 single unserviced dwellings.
- 5.4.57 Any development proposals in Killard will have to comply with the relevant policy objectives for lands within the metropolitan greenbelt, as set out in the Cork County Development Plan 2014.

Marino Point

- 5.4.58 Marino Point is a peninsula of approximately 46 hectares located approximately five kilometres north of Cobh on the Great Island and adjacent to the Cork – Cobh rail line. It is a brownfield industrial site which was used by the Irish Fertilizer Industries (IFI) until its closure in 2002.
- 5.4.59 The site comprises the redundant infrastructure of IFI. It also contains a hazardous industrial installation to which the Seveso II Directive applies (Dynea Ltd) and a 1 km consultation zone is in effect with regard to certain categories of new development. Dynea uses the deep water jetty for importation of methanol delivered by a large diameter pipe to the factory. The company have a long term lease on the island, the pipe serving the plant should be protected in any future redevelopment. The landholding, apart from Dynea, remains primarily degraded and vacant since the closure of the IFI plant.
- 5.4.60 The plant adjoins the existing rail route from Cobh to Cork and, in the past, has been served by a freight facility. There is also a deep-water wharf or jetty that was designed to serve the fertilizer plant. The site is close to the City Main Drainage Waste Water Treatment Plant at Carrigrennan and is served by high capacity water, gas and electricity supplies. The road network serving the site is generally poor requiring significant improvements, including the bridge at Belvelly.
- 5.4.61 Both the original Cork Area Strategic Plan 2001 and CASP Update 2008 refer to the development potential of Marino Point, if present industry installations were to close, for major medium to high-density mixed-use redevelopment. The potential redevelopment of Marino Point raises a number of important issues. It is recognised that Marino Point may well have development potential along the lines suggested in CASP to provide for a ‘flagship’ mixed-use rail-based ‘brownfield’ development. However, the continued existence of the hazardous production facility effectively precludes the consideration of these concepts at this time.
- 5.4.62 Furthermore, Marino Point is located to the east of Cork City rather than the north and, although in the long term there may be significant benefits resulting from development here as suggested by CASP, such development here will not act as a catalyst for the rebalancing of the city, in the manner envisaged for Monard.
- 5.4.63 The Port of Cork have identified Marino Point as a potential location for additional bulk/general cargo facilities and bulk liquids handling and storage facilities. The site may also have a role to play in facilitating the relocation of some existing uses from the City Docklands. The site was owned by NAMA (National Asset Management Agency) and there are plans to redevelop the site as industrial/ port related uses.
- 5.4.64 Parts of Marino Point have been identified as being at risk of flooding. The areas at risk comprise the western and northern side of the peninsula and other lands to the north-east on the Great Island and are illustrated on the settlement map. Lands on the Northern edge were reclaimed during IFI’s occupation. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities ‘The Planning System and Flood Risk Management,’ issued by the Minister of the Environment, Heritage and Local Government in 2009.

- 5.4.65 Existing road access to Marino Point is via the R624 regional road and the capacity of this road would not be sufficient to cater for any traffic intensive use, port or otherwise. Extensive upgrading of the road in both the direction of Carrigtwohill and the N25, including Belvelly and Slatty Bridges, and back to Cobh, would need to be carried out to accommodate any large scale development proposals.
- 5.4.66 It's location along side the Cork-Cobh rail line mean the site does have the potential for a rail connection or rail freight, although the scope for container freight may be limited.
- 5.4.67 The peninsula adjoins a number of designated nature conservation areas namely, Cork Harbour Special Protection Area (SPA-4030) and Great Island Channel candidate Special Area of Conservation and proposed Natural Heritage Area (cSAC-1058 & pNHA-1058) and any proposals for development would need to provide for the protection of these sites.
- 5.4.68 The original Marino House is located close to the southern shoreline, surrounded by part of the original gardens and landscaping and a brick Orangery. The house, Orangery and landscaped grounds are all recorded monuments and would need to be preserved in any re-development proposals.
- 5.4.69 Having regard its unique attributes, such as the deep water access, high capacity water main, rail sidings and specialised facilities, the re-development of this brownfield site is best suited at this time to port related industrial development. Development based on the utilisation of the rail line could proceed in the short term, however, large scale proposals or proposals involving significant traffic intensification cannot be permitted to proceed in the absence of the upgrading of the R624 regional road.

Local Area Plan Objective Development Boundary Objectives for Marino Point		
Objective No.		Area
X-01	<p>To facilitate the development of this site for port related industrial development. The following considerations will apply to any proposals for development:</p> <ul style="list-style-type: none"> • Development will be confined to the existing reclaimed area and to activities which are port-related or which use the existing industrial installations. Any new berthing /unloading facilities would be limited. • Development involving significant traffic volumes will not be permitted, pending the upgrading of the adjoining R624 regional road in the direction of both Carrigtwohill and Cobh. A detailed Traffic Impact Assessment would be required prior to any development to assess the impact on the existing road network. • Existing recorded monuments on site shall be protected. • This zone is adjacent to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. New developments will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC and SPA. • Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives of this plan. 	46.2



- Settlement Boundary
- Open Space / Sports
- Recreation / Amenity
- Residential
- Industry
- Business
- Town Centre / Neighbourhood Centre
- Community / Utility
- Special Policy Area
- Utilities
- Roads
- Walkways
- Area Susceptible to Flooding: Zone A
- Area Susceptible to Flooding: Zone B

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Rathcooney

- 5.4.70 Rathcooney is located in the Metropolitan Green belt between Cork City North Environs and Glanmire-Riverstown. The area is primarily residential though local facilities include a Church, Rugby Club, and a new school.
- 5.4.71 Rathcooney is made up of a large number of individual dwellings that have developed over time around a central junction. There is some ribbon development extending to the west, north and east of the junction, with a number of low-density schemes having developed at the north western corner of the junction. There is a clearly identifiable settlement pattern and sense of place on arrival in Rathcooney.
- 5.4.72 Rathcooney is situated in an elevated location, with dense vegetation in places which has enabled the location to absorb a considerable amount of development without significant injury to amenity or rural character.

Planning Proposals

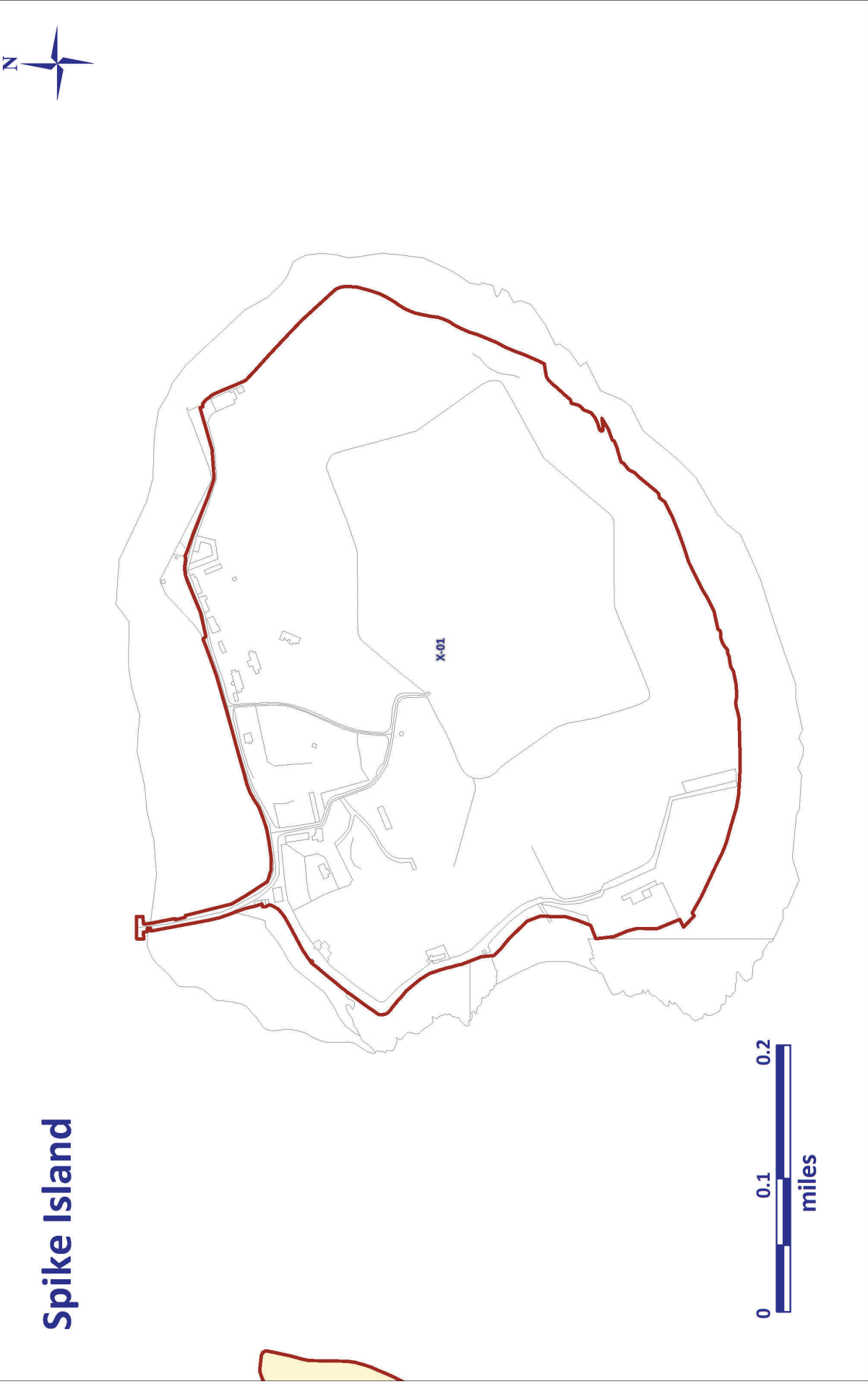
- 5.4.73 Rathcooney is nearing capacity in terms of residential development. Further development should be avoided on western, northern, and eastern approach roads to minimise the effect of ribboning, other than the development of small infill gaps in an otherwise built-up frontage.
- 5.4.74 Further development at the more exposed edges of the settlement could further erode the wider rural character of the area and should therefore be avoided. Proposals for multiple dwellings should be resisted and development limited to one-off/infill single dwellings that will not detract from existing residential character and amenity, or the rural character of the locality. There is potential within Rathcooney to accommodate further 10-15 single unserviced dwellings.
- 5.4.75 Any development proposals in Rathcooney, will have to comply with the relevant policy objectives, for lands within the metropolitan greenbelt, set out in the Cork County Development Plan 2014.

Spike Island

- 5.4.76 The vision for Spike Island is to develop a world class visitor attraction to complement the existing groups of heritage and tourism attractions in Cork Harbour, to include the provision of multiple activities and services on the island.
- 5.4.77 Spike Island is an island of 42ha located in the Lower Cork Harbour and has been designated as an “Other Location” in the settlement hierarchy. The history of the island dates back to a monastic settlement in the 7th Century but above ground structures now date mainly from the 19th century. In more recent times the island operated as a prison, however this use ceased in 2004. The island recently passed into the ownership of Cork County Council.
- 5.4.78 A complex mix of uses evolved over time on the island, including industrial, naval base, residential, commercial, incarceration and agricultural, however while this has resulted in a large concentration of buildings on the island, it has had no residential function since the prison closed. While there a number of buildings and structures on the island, the dominant structure on the island is the star shaped Fort Mitchell which is located on the most elevated section and covers most of the island.
- 5.4.79 At present the island is accessible by boat from Cobh with 3 sailings daily to the island during the summer months, this has been reduced to weekend sailings only since September. Guided visitor tours are available as well as audio guides or guide books.
- 5.4.80 The Spike Island steering Group was set up in 2011. Consultants were commissioned by the group to prepare a masterplan to develop Spike as a unique cultural heritage and activity destination. The strategic framework for tourism development on Spike Island will comprise one or more core attractors with a selection of small scale complementary attractors. The integrated visitors experience will focus on the natural and built heritage assets of the Island and its location in Cork Harbour. A development company was set up by the Council to realize the masterplan. The first phase of the multi phase redevelopment was completed in June 2016. The works focused primarily on the actual fort area and consisted of a number of infrastructural and interpretative works. The works included the installation of a pontoon to facilitate easy access, the refurbishment part of the Fort , extension of the café etc , upgrades to utilities such as waste water , water supply, broadband and electricity supply. The phase was jointly funded by Failte Ireland and Cork County Council.
- 5.4.81 The next two phases (Phase 2 and 3) will continue to develop the visitor facilities for the island to develop as a significant tourist attraction. It is hoped to apply for funding to Failte Ireland shortly and proceed with phase 2. The project promotes the clustering of economic development potential in the lower harbour area through phased investment in quality ferry services and linkages between Cobh, Spike, Haulbowline and other waterside villages and attractions.

Local Area Plan Objective		
Special Development Objective for Spike Island		
Objective No.		Area
X-01	The promotion of the continued development of the island as a major tourism attraction and unique cultural heritage and activity destination in accordance with the recommendations of the masterplan. This will require considerable investment in facilities and services both on the island itself and at origin and access points, including car parking ticketing facilities etc. It is vital that the future development complements the character and grain of the existing structures and protects the unique environment of the island.	42

Spike Island

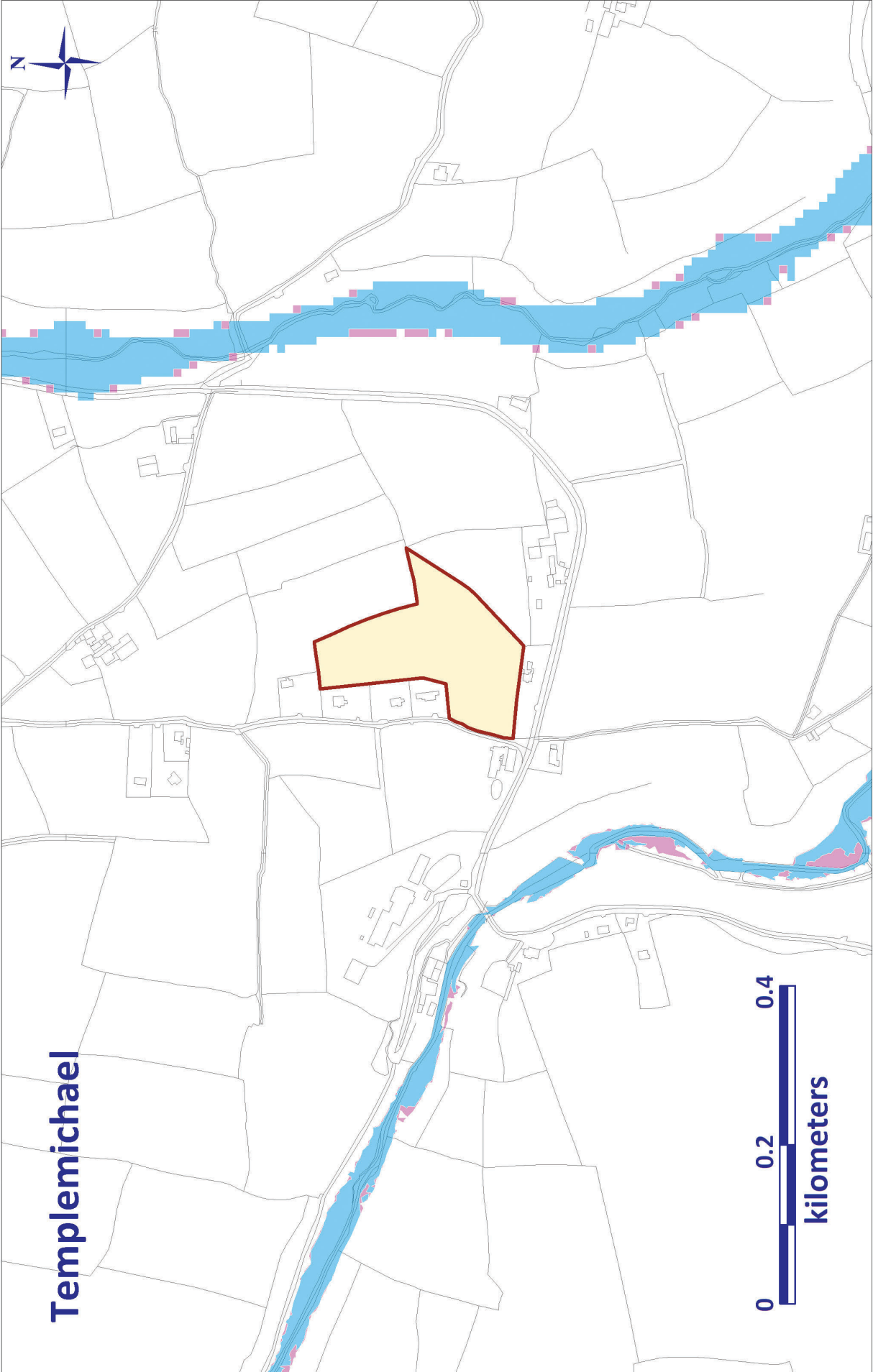


- Settlement Boundary
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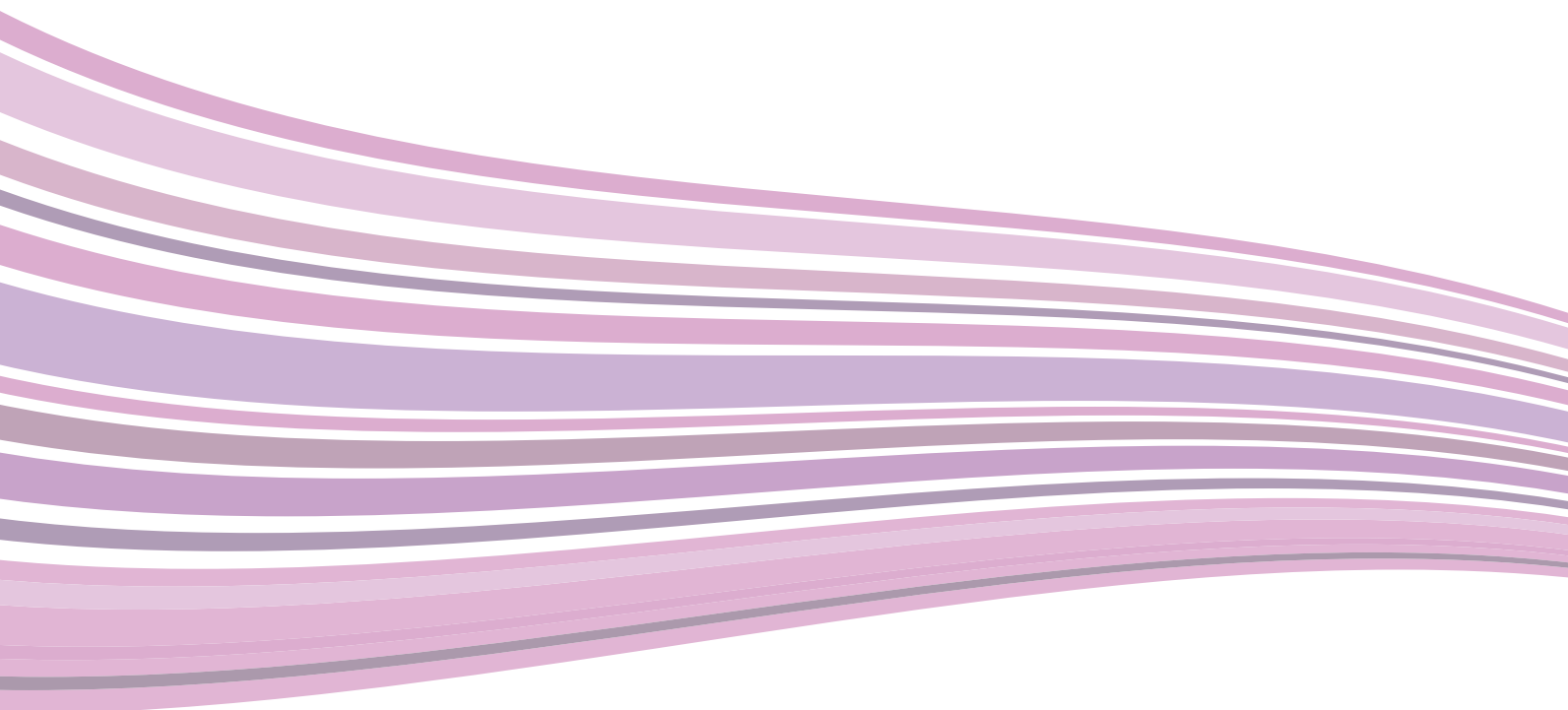
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Templemichael

- 5.4.82 Templemichael is located 5 km north of Cork City, along the R614 regional road from Whites Cross to Glenville. Templemichael is located along the valleys of the Glashaboy River and its tributary, Black Brook. The hills to the north and south-west form part of the attractive setting of the area.
- 5.4.83 In the overall strategy of this Local Area Plan, Templemichael is recognised as an area that provides an important employment base. While it has a public house, it does not have any community facilities and offers limited scope for further development. The strategic aims for the settlement are to maintain the unique character of the settlement, consolidate existing development and allow for limited, small scale expansion that would be sympathetic to the settlement and the topography of the area.
- 5.4.84 There are a number of established industrial developments in the area but Templemichael is largely characterised by scattered dwellings fronting onto the approach roads. The majority of existing dwellings in the area are located on relatively small sites and served by individual septic tanks.
- 5.4.85 Templemichael is located on a busy regional road, the R614. The bridge over the Glashaboy River on the southern approach is narrow and poorly aligned, though it has been included on the Record of Protected Structures. A public bus service serves Templemichael but the frequency is irregular.
- 5.4.86 There is a limited public water supply serving Templemichael and there is no public sewer in the area. The lack of public sewerage and water facilities together with the lack of community facilities and services will act as limiting factor to the level of new development capable of being accommodated within the settlement.
- 5.4.87 It is important that any new development maintains the integrity of the surrounding rural landscape and the rural character of the settlement, particularly by ensuring that new development on the hillside is of an appropriate design, provides for additional landscaping and will not dominate the wider landscape. The valley setting of Templemichael, which defines the character of the local area, should be protected.
- 5.4.88 There are a number of individual dwellings on the approach roads to Templemichael, particularly fronting onto the R614. Further extensions to the existing ribbons of development on the approach roads to the settlement should be discouraged.



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Cobh Municipal District

6 Putting the Plan into Practice

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6 Putting the Plan into Practice

6.1 Purpose of this Section

- 6.1.1 Under the Planning and Development Acts, Cork County Council has a statutory obligation to secure the implementation of the objectives of the County Development Plan. This Local Area Plan set out the detailed policies at a Municipal District, Main Town and Villages level how the policies of the County Development Plan will be implemented. Cork County Council is fully committed to implementing this Local Area Plan. The Council will actively undertake a leadership role to progress and secure the Local Area Plans policies and objectives.
- 6.1.2 In providing this leadership role, the Council will foster a collaborative approach with citizens, stakeholders, sectoral interests, and adjoining authorities to achieve collective support and successful implementation of the Plan. The successful implementation of a significant number of the policies and objectives of the Plan will necessitate on-going collaboration and a sense of good-will across a range of agencies and stakeholders.
- 6.1.3 One of the critical aspects of this Local Area Plan is to secure the timely delivery of both physical and social infrastructure when and where it is needed to support the growth and development proposed. Unless the provision of supporting infrastructure is properly planned at the outset, then much, if not all, of the development proposed is unsustainable.
- 6.1.4 In the past, failure to properly plan the provision of infrastructure sometimes resulted in a variety of ‘temporary solutions’. These have sometimes resulted in poor environmental standards and excessive costs arising from the maintenance of the temporary installation and the need to replace it with a permanent, sustainable installation at a later date.
- 6.1.5 The mechanisms for the delivery of infrastructure have changed significantly in recent years, particularly as Government has re-organised infrastructure responsibilities since the economic downturn in the last decade.
- 6.1.6 For some time National Roads Authority now Transport Infrastructure Ireland has been responsible for investment in National Roads. The National Transport Authority is responsible for public transport promotion and licensing and for the funding of certain sustainable transport investment programs in the County Metropolitan Area. Bus Éireann and Iarnród Éireann are the principal public transport operators in the County. Since the 1st January 2014, Irish Water has taken over responsibility for all public water services infrastructure (water supply and waste water).
- 6.1.7 Cork County Council cannot deliver the vision for the County set out in this plan in isolation. Although the County Council are the planning authority for the County Area, the land-use and planning strategies of this plan are dependent on other planning authorities, particularly Cork City Council, adopting and implementing a complimentary strategy. Public Transport, National Roads, Water Services and other funding mechanisms are all largely outside the control of local authorities.
- 6.1.8 Therefore, the successful implementation of this plan, perhaps unlike previous Local Area Plans, will be a combined effort, shared by a number of key stakeholders. It is essential that this section of the plan should set out a clear vision of the infrastructure that must be delivered and the priorities for its delivery. Also mechanisms need to be established between the key stakeholders in order to deliver the critical water services, roads, public transport, communications and energy infrastructure required.

6.2 Critical Infrastructure

Delivery and Priorities

- 6.2.1 From a development perspective, Government, through the current National Spatial Strategy and its proposed replacement, the National Planning Framework, has prioritised the development of the Cork 'Gateway' and this approach is supported by the current South West Regional Planning Guideline.
- 6.2.2 Therefore this section focuses on the delivery and priorities for infrastructure required to facilitate the planned economic and population growth, both in the Cork 'Gateway' area of the County, and elsewhere, as set out in this plan. (See Tables 6.1 and 6.2). Chapter 10 Transport and Mobility of the Cork County Development Plan (TM3-1: National road network) lists the key critical road infrastructure projects for the County. See also Chapter 11 Water Services, Surface Water and Waste for additional details in relation to water services infrastructure projects.
- 6.2.3 In addition to those infrastructure projects required to support planned growth and development, it should be noted that other projects have been prioritised by the relevant funding agencies but generally on the basis of other important considerations such as the need to secure improved standards of environmental protection.

6.3 Sources of Funding

Development Contributions and Public Infrastructure

- 6.3.1 The Planning and Development Acts provide that when granting planning permission, planning authorities may attach conditions to the permission requiring the payment of monetary contributions in respect of public infrastructure and facilities that benefiting development generally in the County. Details of the arrangements for the payment of these contributions are set out in the County Council's Development Contribution Scheme. The Department of the Environment, Community and Local Government has also published Development Contribution Guidelines (Jan 2013).
- 6.3.2 A Draft County Council Development Contribution Scheme has been prepared and is now out for public consultation over the same period as the Draft Local Area Plans. It is intended to adopt the new County Development Contribution Scheme at the same time as this Local Area Plan.

Bonds

- 6.3.3 To ensure the satisfactory completion of development on a site which has been the subject of a grant of planning permission, a bond or cash lodgment may be required until the development has been completed to the satisfaction of the Council. The bond or cash lodgment may be sequestered in part or in its entirety where the development has not been satisfactorily completed.

Water Infrastructure

- 6.3.4 Since January 2014 the funding of water infrastructure is the responsibility of Irish Water. Those intending to carry out development will need to enter a 'Connection Agreement' with Irish Water that will cover the funding and delivery of the appropriate water infrastructure.

6.4 Local Economic and Community Plans

6.4.1 The Local Economic and Community Plan (LECP) was adopted in 2016. It is provided for in the statutory Local Government Reform Act 2014. This Act requires that a six-year plan be adopted by Cork County Council, setting out high level goals, objectives and actions required to promote and support local economic and community development within the county. The strategic aim of this Local Economic and Community Plan (LECP) is, ultimately, the

“Removal of barriers to facilitate individuals and organisations in achieving their ambitions, within a long-term and sustainable framework”

6.4.2 This strategic aim seeks to absorb and reflect the breadth and complexity of modern life, where opportunities exist for individuals and organisations to fulfil their ambitions, whether personal, economic or social. Places and societies that best provide for those ambitions, within a sustainable framework, are the places where people want to live and work. In turn, places where people want to live are the places that become socially and economically relevant. Impediments – be they linked to issues around physical, organisational, environmental, economic, educational, equality, access, or related to any of the other aspects of our collective lives – are the barriers to our ambitions. This plan seeks to commence a process that will lead to removal of those barriers by those with the capacities to do so.

6.4.3 The legislation envisaged that the LECP will be consistent with its informing strategies, set at a European, National and Regional level, while also being consistent and integrated with complementary plans at its own level. In particular, the LECP must be consistent with the County Development Plan Core Strategy and the planned for Regional Spatial and Economic Strategy (RSES), currently the Regional Planning Guidelines.

6.4.4 This Local Area Plan will play a key role in implementing the LECP’s aims and objectives as they apply to this Municipal District while at the same time the LECP will set out a pathway to address many of the social and economic issues facing the District identified in this Local Area Plan.

6.5 Monitoring and Implementation of this Plan

Overall Approach

- 6.5.1 Monitoring the implementation of development and the provision of facilitating infrastructure is crucial to ensuring the effective delivery of the objectives set out in this plan.
- 6.5.2 The monitoring of development activity and environmental change is a complex process. Given resource constraints in the current economic climate, a detailed analysis is not possible. However, by targeting key issues or indicators, a focused monitoring/reporting system for development and environmental change across each Municipal District, can be delivered within the resources available.
- 6.5.3 The Planning and Development Acts require planning authorities:
“To take such steps within its powers as may be necessary for securing the objectives of the Development Plan”
- 6.5.4 Also the Chief Executive of the planning authority is required, not more than 2 years after the making of a Development Plan, to give a report to the elected members of the planning authority on the progress achieved in securing the objectives of the plan. With regard to this plan it is envisaged that this report will be prepared before end of November 2016.
- 6.5.5 Given that the Local Area Plans are a key instrument for the implementation of the County Development Plan objectives in particular the Core Strategy it is very important that progress in the implementation of the Local Area Plans is subject to regular monitoring to facilitate the identification of any issues concerning implementation.
- 6.5.6 The Planning Directorate of Cork County Council is primarily responsible for monitoring and implementing the Local Area Plans, mainly through the development management function. However, it is important to note that this Plan co-ordinates the work and objectives of other key departments within the local authority, such as Economic Development, Roads, Environment, Housing and Community Development. In some cases, the body responsible for the implementation of certain plan objectives may be external, such as the National Roads Authority, the National Transport Authority or Irish Water etc.
- 6.5.7 A possible list of key indicators for Monitoring was set out Appendix F of the Cork County Development Plan. Some or all of these indicators will be used subject to adequate resources being available. Sources of data from other organisations (NRA, NTA, IW, ESRI, Fortas, NESC and CSO etc) which is readily available will also be used where appropriate to assess progress in implementing the plan.
- 6.5.8 A monitoring strategy based on the planning application management system is currently been developed and it is intended that this will provide the main source of data along with other in house initiatives such as a Housing Land Availability Study, to monitor the plan.



