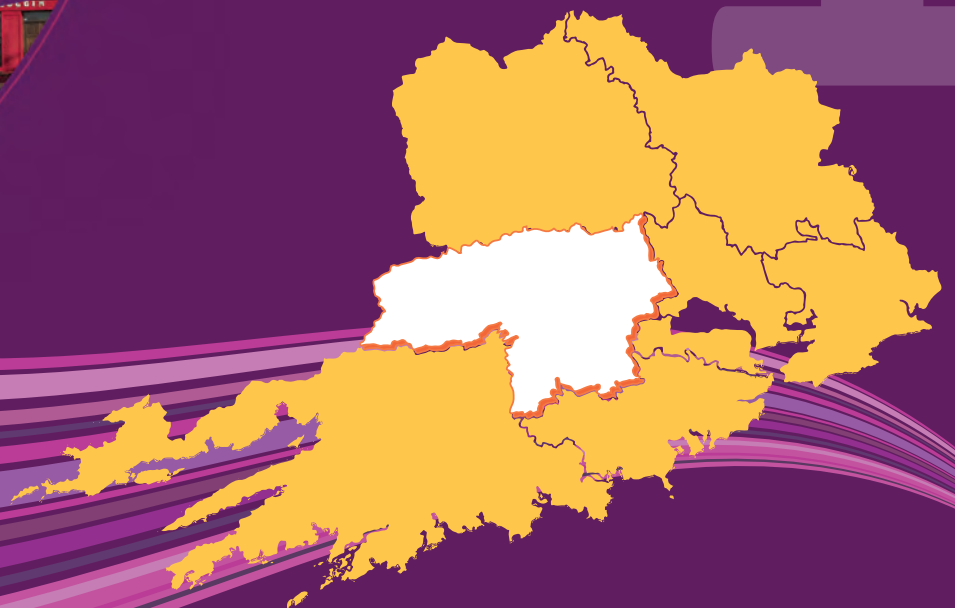




**Cork
County Council**
Comhairle Contae Chorcaí

Draft Blarney Macroom Municipal District Local Area Plan

Proposed Amendments to the Draft Local Area Plan



2nd May 2017

VOLUME ONE
Proposed Amendments

1



Draft Blarney Macroom Municipal District Local Area Plan

Proposed Amendments to the Draft Plan.

Volume 1-Proposed Amendments

2nd May 2017

How to make a Submission

The Proposed Amendments to the Draft Blarney Macroom Municipal District Local Area Plan are 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 Tuesday 2nd May 2017 to Tuesday 30th May 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 Proposed Amendments to the Draft Blarney Macroom Municipal District Local Area Plan 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 **from Tuesday 2nd May 2017 to 4pm on Tuesday 30th May 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 **4pm on Tuesday 30th May 2017**, will be taken into consideration in the finalisation of the Blarney Macroom Municipal District Local Area Plan.

Submissions and observations are also invited in relation to the Addendum to the Environmental Report, the Strategic Flood risk Assessment and the Habitats Directive Assessment Report on the proposed amendments.

All Submissions should quote the Proposed Amendment Number that the submission relates to.

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Section 1 Overview of Amendments Stage

1.1 Introduction

- 1.1.1 In November 2016 the Council published the Blarney Macroom Municipal District Local Area for public consultation. Arising from the consultation process, it is proposed to make a number of changes to the Draft Plan. This document sets out the full detail of the proposed changes.
- 1.1.2 Accompanying this document is a further report (Volume 2 Environmental Report on Proposed Amendments) detailing the outcome of the Strategic Environmental Assessment, Strategic Flood Risk Assessment and Habitats Directive Assessment of the proposed amendments.
- 1.1.3 These documents should be read in conjunction with the Draft Local Area Plan published in November 2016, together with the associated SEA Environmental Report, Strategic Flood Risk Assessment Report and the Habitats Directive Assessment Report of the same date, and the Chief Executive's Report to Members dated 6th March 2017.

Process to date

- 1.1.4 The Draft Blarney Macroom Cork Municipal District Local Area Plan, along with three associated environmental assessments, was published in November 2016 and were made available to the public until the 16th of January 2017. A total of 109 valid submissions were received during the public consultation period on the Draft Blarney Macroom Municipal District Area Local Area Plan. 32 of the submissions focused on general issues facing the wider County and the Municipal District as a whole, with a further 77 site specific submissions.
- 1.1.5 In accordance with Section 20 of the Planning and Development Acts, 2000, as amended, a Chief Executive's Report was prepared to list the persons and bodies who made submissions or observations, summarising the issues raised and providing the opinion of the Chief Executive on the issues raised and his recommendations in relation to the proposed Local Area Plan. The Chief Executives Report was issued to Members of Council for their consideration on the 6th March 2017.
- 1.1.6 The Council's Development Committee met on the 23rd, 24th and 27th March 2017 to discuss the Chief Executive's Report and the next stages of the Local Area Plan process. A further meeting of the Council was held on 27th March 2017, where, following consideration of the Draft Plan, the submissions received and the Chief Executive's report, the Members of Council resolved to make a number of material amendments to the Draft Plan.
- 1.1.7 In total, 73 amendments are proposed to the Draft Blarney Macroom Municipal District Local Area Plan and these are set out in this report. In addition to the material amendments detailed in this document, a number of non material changes relating to the procedural and factual content may be included in the plan before it is finalised.
- 1.1.8 The County Council is obliged to make the proposed amendments to the Draft Local Area Plan, together with a report in relation to the Strategic Environmental Assessment including Strategic Flood Risk Assessment and Habitats Directive Assessment of the proposed amendments, available for inspection by the public and statutory bodies for a period of at least 4 weeks so that written submissions or observations regarding the proposed amendments can be made to the Council.
- 1.1.9 This period will commence on **Tuesday 2nd May 2017 and will last until 4.00 p.m. on Tuesday 30th May 2017.** In order to be taken into consideration by the County Council, written submissions or observations must be received within that period.
- 1.1.10 It should be noted that as the new Local Area Plans do not include the former Town Councils functional areas and will not replace the nine Town Development Plans adopted by the former Town Councils of Cobh, Clonakilty, Fermoy, Kinsale, Macroom, Mallow, Middleton, Skibbereen and Youghal there are no proposed amendments relating to any policy or objectives for those areas. The current Town Plans will remain enforce until December 2020.

1.2 Form and Content of the Proposed Amendments Document

- 1.2.1 This document consists of a Three Volumes. **Volume One “Proposed Amendments to the Draft Local Area Plan”** includes both the amendment text and where relevant the mapping amendments. There are three parts, these are:
- **Section 1:-Overview of Amendment Stage:** This section outlines the local area plan review process to date and how to make a submission.
 - **Section 2:-Proposed Amendments to the Draft Plan:** This sets out the text of each Proposed Amendment and indicates whether the amendment relates to a text change only or text and mapping change or a mapping change only.
 - **Section 3: Proposed Map Changes:** This section sets out all the map amendments referenced in Appendix A. The map amendments are laid out in the following order Introduction, Local Area Strategy, Main Towns, Key Villages, Village Nuclei and Other Locations where appropriate.
- 1.2.2 **Volume Two “Environmental Reports on the Proposed Amendments”** includes the Addendum to the SEA Environment Report including Strategic Flood Risk Assessment of the proposed amendments and the Habitats Directive Screening Report.
- 1.2.3 **Volume Three “Local Area Plan Map Browser-Proposed Amendments”**. All the map amendments including zonings/boundary extensions and any proposed roads/walkways are shown on the 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. This allows the public to be better informed about the proposed mapped amendment to the Draft Plan.
- 1.2.4 It should be noted that Volume One Proposed Amendments is the only published printed volume, with Volumes Two and Three and other supporting documentation relating to the Amendments appearing on an accompanying CD. All Three volumes are available on the County Council’s web-site www.corkcoco.ie.
- 1.2.5 This “Proposed Amendments” document sets out the precise text of the amendments to the Draft Plan. The amendments are set out on a Section basis indicating the amendment number, the text of the proposed change and the page number in the Draft Local Area where the change is proposed. Text that is to be deleted is shown with ~~strike through~~ and new text to be included is shown in **bold**.
- 1.2.6 It should also be noted that these Proposed Amendments address the recommendations set out in the Strategic Environmental Assessment Environment Report, The Strategic Flood risk Assessment Report and the Natura Impact Report where appropriate, in respect of the Draft Local Area Plan published in November 2016.
- 1.2.7 All the proposed amendments have been subject to Strategic Environmental Assessment and Appropriate Assessment under Habitats Directive Assessment. The Addendum to the Environmental Report, Strategic Flood risk Assessment and the Habitats Directive Assessment Report on the proposed amendments are available in electronic form only on the Draft CDP web page accessible online at www.corkcoco.ie at all times. Submissions and observations are also invited in relation to these documents.

1.3 How to make a Submission

1.3.1 The Proposed Amendments to the Draft Blarney Macroom Municipal District Local Area Plan are 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 Tuesday 2nd May 2017 to Tuesday 30th May 2017** at the following locations:

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1.3.3 Submissions or observations regarding the Proposed Amendments to the Draft Blarney Macroom Municipal District Local Area Plan 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 **from Tuesday 2nd May 2017 to 4pm on Tuesday 30th May 2017**

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OR

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

1.3.5 All such submissions lodged within the above period and prior to the close of business at **4pm on Tuesday 30th May 2017**, will be taken into consideration in the finalisation of the Blarney Macroom Municipal District Local Area Plan.

Submissions and observations are also invited in relation to the Addendum to the Environmental Report, the Strategic Flood risk Assessment and the Habitats Directive Assessment Report on the proposed amendments.

All Submissions should quote the Proposed Amendment Number that the submission relates to.

Section 2 Proposed Amendments to the Draft Plan

2.1 Overview

2.2.1 The following table sets out the precise text of the amendments to the Draft Plan. The amendments are set out on a Section basis indicating the amendment number, the text of the proposed change and the page number in the Draft Local Area where the change is proposed. Text that is to be deleted is shown with strike through and new text to be included is shown in bold.

2.1.2 Where significant amount of text forms part of the amendment this change is referenced in Table below but the text of the amendment is set out in a series of Appendices A1, A2 etc. All map amendments are set out in Section 3.

Amendment Ref. No.	Amendment			Draft LAP Page No.
	Section 1: Introduction			
BM.01.01.01				6
Delete Table 1.1 Municipal Districts in County Cork and replace with new Table 1.1 which includes list of Town Council Development Plans.				
Table 1.1: Municipal Districts in County Cork				
	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 (Kinsale Town Development Plan, 2009)	34
3	Blarney-Macroom	43,398	Blarney, Macroom (Macroom Town Development Plan, 2009)	54
4	Cobh	53,544	Carrigtwohill, Cobh (Cobh Town Development Plan 2013), 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 (Midleton Town Development Plan 2013), Youghal (Youghal Town Development Plan, 2009)	30
6	Fermoy	42,226	Charleville, Fermoy (Fermoy Town Development Plan, 2009), Mitchelstown	29
7	Kanturk-Mallow	47,305	Buttevant, Kanturk, Mallow (Mallow Town Development Plan, 2009) Millstreet, Newmarket	46
8	West Cork	56,530	Bantry, Castletownbere, Clonakilty (Clonakilty Town Development Plan, 2009), Dunmanway, Schull, Skibbereen (Skibbereen Town Development Plan, 2009)	67 & 7 Inhabited Islands
Note: This change refers to the text of the draft plan only.				
BM.01.07.01	Approach to Town Council Development Plans Delete Paragraph 1.7.6 and replace with new text as follows;			12

Amendment Ref. No.	Amendment	Draft LAP Page No.
	<p>1.7.6 — 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.</p> <p>Therefore, it is proposed to proceed on the basis that the Municipal District Local Area Plans will deal only with the environs of these towns, ie the area between the boundary of the administrative area of the former Town Council and the Development Boundary of the Town as delineated in maps included in this LAP. For clarity, the text of the plans will be revised to omit text, policy / objectives on issues covered by the Town Development Plan and the LAP Maps will 'grey out' the area to which the Town Development Plan applies.</p> <p>The current Town Council Development Plans will remain in force until the review of the Cork County Development Plan, 2014 is completed in 2020 and these Town Development Plans are the reference point for guidance in relation to issues of proper planning and sustainable development for land located within the administrative area of the former Town Council.</p> <p>Note: This change refers to the text of the draft plan only.</p>	
BM.01.07.02	<p>Amend paragraph 1.7.26 to read 'regeneration sites have been identified in all some towns.</p> <p>Note: This change refers to the text of the draft plan only.</p>	18
BM.01.07.03	<p>Flood Risk Assessment and Management</p> <p>Include additional text in section 1.7 after Objective IN-01 as follows:</p> <p>Managing Downstream Flood Impacts.</p> <p>When planning a development upstream of an area at risk of flooding, intending developers need to be mindful of the need to consider the potential downstream flood impacts of a development, even when the development itself is not in an area of flood risk. This relates in particular to the management of surface water and to the wider issues of pluvial flood risk, which may have downstream impacts. Detailed assessment of the potential downstream impacts is particularly important in areas where flood defences have already been provided or are planned downstream of a development, in order to ensure that there are no to adverse effects on the standard of defence provided.</p> <p>Note: This change refers to the text of the draft plan only.</p>	21
BM.01.07.04	<p>Housing Density</p> <p>Insert new Heading "Housing Density" and text after "Green Infrastructure" as follows;</p> <p>The approach to housing density used in this Plan is explained in Section 3.4 Housing Density, Chapter 3 Housing, Volume One of the Cork County Development Plan, 2014. Objective HOU 4-1, Housing Density on Zoned Land in Section 3.4 sets out the housing density standards applicable to each category, High, Medium A and Medium B, along with an accompanying guide to the densities in Table 3.1 Settlement Density Guide.</p> <p>Note: This change refers to the text of the draft plan only.</p>	21
BM.01.07.05	<p>Traffic and Transport</p> <p>Insert new paragraph and maps relating to the Cork Cycling Network Plan after paragraph 1.7.45 as follows;</p> <p>Cork County Council and Cork City Council have prepared a cycling network plan for the Cork Metropolitan area and surrounding towns. The objective of the project is to provide a clear plan for the future development of the cycling network within the Metropolitan Area to encourage greater use of cycling for trips to work, school, recreation and leisure. In this Municipal District the relevant map is "U5 Blarney and Tower" which shows the details of proposed cycling network proposals for Blarney and Tower. Further details can be found in the Cork Cycle Network Plan.</p>	21
BM.01.07.06	Regeneration Areas	18

Amendment Ref. No.	Amendment	Draft LAP Page No.
	<p>Insert additional text after Paragraph 1.7.26 as follows;</p> <p>It is the intention of Cork County Council to implement the provisions of the Urban regeneration and Housing Act 2015, through the establishment of a Vacant sites register, identifying sites on which a vacant site levy can be applied.</p> <p>The planning authority will proactively engage through the Municipal District sub-county structures, to identify suitable vacant sites on lands zoned residential and on lands designated as regeneration areas in this plan, which meet the criteria for inclusion in the vacant site register. This will be achieved through a focused application of the levy, facilitating sustainable urban development and bring such vacant sites and buildings in urban areas into beneficial use.</p> <p>Note: This change refers to the text of the draft plan only.</p>	
BM.01.07.07	<p>Insert the following new paragraph in the section on the City Gateway's Initiative: "Initially this initiative will focus on aesthetic and environmental improvements in these areas in advance of an integrated Land Use and development framework to be conducted in collaboration with the relevant stakeholders including, relevant landowners, Cork City Council , the National Transport Authority and Transport Infrastructure Ireland."</p> <p>Note: This change refers to the text of the draft plan only.</p>	19
BM.01.07.08	<p>Transport Strategy for Metropolitan Area</p> <p>Insert additional paragraph after 1.7.45 as follows;</p> <p>Transport Strategy for Cork Metropolitan Area will be prepared during 2017 and its objective is to provide a long-term strategic planning framework for integrated development of transport infrastructure in Metropolitan Cork. It will be used to inform transport investment levels and prioritisation. Will provide analytical basis for integration of land use and transport planning – social, economic and environmental indicators. Strategy will be able to inform sustainable land use policy formulation.</p> <p>Note: This change refers to the text of the draft plan only.</p>	21
BM.01.08.01	<p>Strategic Land Reserve and Active Land Management</p> <p>Amend 'Strategic Land Reserve' Text, See Appendix A6</p>	22
Section 2: Overall Strategy		
BM.02.03.01	<p>The Blarney Macroom Municipal District</p> <p>Delete Table 2.1 and insert revised Table 2.1 revised settlement list See Appendix A1</p> <p>Note: This change refers to the text of the draft plan only.</p>	36
BM.02.04.01	<p>Growth Strategy</p> <p>Revise Table 2.2 to Amend Net Residential Areas and Housing Yield figures for Blarney and Macroom Towns and insert explanatory text after table. see Appendix A2.</p>	38
BM.02.04.02	<p>Growth Strategy</p> <p>Revise Paragraph 2.4.8 as follows;</p> <p>An analysis of water services capacity for this district indicates that without further investment in water services, it may only be possible to deliver 1,251 927 917 housing units within the villages of this district in the short / medium term. Sufficient headroom is available within the towns of the district to cater for the balance of the growth, should the need arise.</p> <p>Note: This change refers to the text of the draft plan only.</p>	39
BM.02.04.03	<p>Insert * beside Crookstown and insert the following text at end of Table 2.3 as follows;</p> <p>*An increase in the number of additional dwellings could be considered subject to addressing</p>	

Amendment Ref. No.	Amendment	Draft LAP Page No.															
	<p>water services and flood risk constraints</p> <p>Note: This change refers to the text of the draft plan only.</p>																
BM.02.05.04	<p>Employment Land Supply</p> <p>Insert revised Table 2.4 Employment Land Supply as follows</p> <table border="1" data-bbox="331 398 1161 568"> <thead> <tr> <th colspan="3">Table 2.4 Employment Land Supply</th> </tr> <tr> <th>Town</th> <th>Business (Ha)</th> <th>Industrial (Ha)</th> </tr> </thead> <tbody> <tr> <td>Blarney</td> <td>33.30</td> <td>-</td> </tr> <tr> <td>Macroom</td> <td>21.22 12.22</td> <td>16.8</td> </tr> <tr> <td>Total</td> <td>54.52 45.52</td> <td>16.8</td> </tr> </tbody> </table> <p>Note: This change refers to the text of the draft plan only.</p>	Table 2.4 Employment Land Supply			Town	Business (Ha)	Industrial (Ha)	Blarney	33.30	-	Macroom	21.22 12.22	16.8	Total	54.52 45.52	16.8	44
Table 2.4 Employment Land Supply																	
Town	Business (Ha)	Industrial (Ha)															
Blarney	33.30	-															
Macroom	21.22 12.22	16.8															
Total	54.52 45.52	16.8															
BM.02.06.01	<p>Heritage</p> <p>Revise Environment and Heritage heading as follows;</p> <p>Environment and Heritage</p> <p>and insert new text dealing with Archaeology after paragraph 2.6.12 as follows;</p> <p>The Blarney Macroom Municipal District boasts a rich diversity of built heritage, both architectural and archaeological, across its rural and urban landscapes. These important links to the past give the district its unique sense of place and identity. The area has an interesting and wide range of archaeological heritage, dating from the Stone Age through to the Post-medieval period. The district has one of the most important tourist attractions in the country at Blarney Castle. Macroom is identified in the Urban Archaeological Survey of County Cork with a Zone of Archaeological Potential (ZAP). Much of the archaeology in the ZAP is subsurface or potentially incorporated into later buildings. For reference to all known archaeological monuments in the district see www.archaeology.ie.</p> <p>Note: This change refers to the text of the draft plan only.</p>	44															
BM.02.06.02	<p>Heritage</p> <p>Insert text relating to Cultural Heritage (Múscraí Gaeltacht) after Paragraph 2.6.12 as follows;</p> <p>The Múscraí Gaeltacht area of the Blarney Macroom Municipal District has a unique culture, language and environment and requires careful treatment so that any development which may occur recognises, supports, strengthens and complements its linguistic and cultural heritage. The Local Area Plan supports the protection and promotion of Gaeltacht settlements and areas, and recognises the important role played by Baile Mhic Íre/Baile Bhúirne and Béal Átha an Ghaorthaidh. Other significant settlements include Cúil Aodha, Réidh na nDoirí, and Cill na Martra.</p> <p>It is important to continue to promote employment and development opportunities in the Múscraí Gaeltacht that provide jobs and support local social and community activities.</p> <p>The Council and Acadamh Fódhla have prepared the Múscraí Gaeltacht Conservation, Management and Interpretation Plan 2016-2030 which recognises that the Múscraí is an incredibly vibrant place. It is a place where the character of its people and landscape are both intertwined and co-dependent. Change always occurs. The role of this plan is to help the people of Múscraí manage that change and protect the core significant aspects of the region in which they live. Ultimately, it is envisaged that this document will help make the Gaeltacht become a better place in which to work, live and visit. This plan is a valuable resource which can inform future initiatives within the Gaeltacht area.</p> <p>The Cork County Development Plan, 2014 in Section 12.5 Cultural Heritage sets out the Councils policy on Gaeltacht and Linguistic Heritage and includes a specific objective HE5-3 for Gaeltacht Areas which outlines the policy approach for the future development of these areas.</p> <p>Note: This change refers to the text of the draft plan only.</p>	44															

Amendment Ref. No.	Amendment	Draft LAP Page No.
BM.02.07.01	<p>Large Scale Retail Warehousing</p> <p>Delete Paragraph 2.7.2 and replace with revised text as follows;</p> <p>2.7.2 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.”</p> <p>"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. Specific criteria regarding such developments are set out in the Retail Planning Guidelines as follows;</p> <ul style="list-style-type: none"> a) Will accommodate a range of predominantly bulky goods under one roof, together with a range of customer facilities (e. restaurant, crèche), on a scale which requires a regional, if not national, population catchment; b) Is in accordance with the Planning Guidelines on Spatial Planning and National Roads in that proposals can demonstrate the development will not adversely affect the efficiency of the national road network and key junctions and interchanges and that it can be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads, taking account of the opportunities for encouraging a modal shift towards more sustainable travel modes; c) Will be served by existing or planned public transport services; d) Will make adequate provision for those opting for home delivery of goods other than by private car; e) Will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria; and f) Will take account of the vitality/viability criteria in respect of city/town centres set in the Retail Planning Guidelines and avoid the incorporation of uses and activities, as part of the development, which are more appropriate to city and town centre locations. <p>Any proposed sites designated for this use would in particular need to satisfy the locational criteria at (b) and (c) above.</p> <p>The potential impact of a retail warehouse in excess of 6,000 sq. m. will need to be carefully examined in the context of this guidance.</p> <p>Note: This change refers to the text of the draft plan only.</p>	
BM.02.07.02	<p>Outlet Centres</p> <p>Amend Section 2.7 by including the following after the sub section on Large Scale Retail Warehousing.</p> <p>Outlet Centres Section 4.11.4 of the Retail Planning Guidelines for Planning Authorities (2012) describes outlet centres as ‘groups of stores retailing end-of-season or discontinued items at discounted prices and are typically located in out-of-centre locations.’ Furthermore, the Retail Planning Guidelines highlight the following characteristics of outlet centres:</p> <p>‘The success of these outlet centres depends on attracting customers from a wide catchment area, and from the tourism sector. When they are located out-of-town on greenfield sites, they</p>	41

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	<p>can divert a significant amount of expenditure on comparison shopping goods away from established city/town centres and tourist centres even some distance away. Nonetheless, outlet centres within or immediately adjacent to a city or town centre can generate commercial synergies with the established retail outlets, thereby raising the profile of the centre and enhancing aggregate turnover on retail goods and leisure activities.'</p> <p>'It should be recognised, however, that outlet centres are unlikely to succeed commercially in close proximity to the main urban centres in Ireland because retailers do not normally choose to trade at a large discount in direct competition with their high street outlets. However, experience shows that this constraint is unlikely to arise with smaller or secondary town centres, especially those in areas which attract large numbers of tourists.'</p> <p style="text-align: center;"><i>Retail Planning Guidelines for Planning Authorities (2012)</i></p> <p>Hence, having regard to the specific niche market that outlet centres operate within, applicants need to demonstrate that the products sold will not be in competition with those currently on sale in typical city/town centre locations. In addition, applicants can benefit from proposing a location that attracts large numbers of tourists.</p> <p>Furthermore, potential locations of outlet centres should be such that they complement existing retail offerings / established tourist areas, and having regard to the foregoing, locations within Metropolitan Cork emerge as the most appropriate location to create those economic synergies.</p> <p>Any proposal for an outlet centre must demonstrate that the proposal meets the following criteria:</p> <ul style="list-style-type: none"> • will accommodate predominantly the retailing of end-of-season or discontinued items; • demonstrate that the products sold will not be in competition with those currently on sale in typical city/town centre locations; • demonstrate ability to reinforce existing tourism sector; • the provisions of the Cork County Development Plan and Metropolitan Cork Joint Retail Strategy; • the sequential test set out in chapter 4 of the Retail Planning Guidelines for Planning Authorities; • is in accordance with the Planning Guidelines on Spatial Planning and National Roads in that the proposal can demonstrate that the development will not adversely affect the efficiency of the national road network and key junctions and interchanges and that it can be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads, taking account of the opportunities for encouraging a modal shift towards more sustainable travel modes; • will be served by existing or planned public transport services; • will make adequate provision for private car use; • will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria; and, • will take account of the vitality/viability criteria in respect of city/town centres set out in the Retail Planning Guidelines for Planning Authorities (2012) and avoid the incorporation of uses and activities, as part of the development, which are more appropriate to city and town centre location. <p>Note: This change refers to the text of the draft plan only.</p>	
BM.02.07.03	<p>Local Area Plan Objective LAS-01</p> <p>Delete LAS-01 (a) and replace with new Objective LAS-01 as follows;</p> <p>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.</p>	47

Amendment Ref. No.	Amendment	Draft LAP Page No.
	<p>a) In order to secure sustainable population growth proposed, appropriate and sustainable water and waste water infrastructure that will help to secure the objectives of the Water Framework Directive, Habitats Directive and Birds Directive, needs to be provided where not already available, in advance of the commencement of discharges from new development permitted.</p> <p>Insert additional Objectives in LAS-01 as follows;</p> <p>g) All developments will need to comply with Water Services Objectives WS 2-1, WS 3-1, WS 4-1 and Management of Surface Water Objectives WS 5-1, WS 5-2 and WS 5-3 as detailed In Chapter 11, Volume 1of the Cork County Development Plan, 2014.</p> <p>h) No developer provided infrastructure will be allowed into the future except where agreed with Irish Water and where an appropriate transitional and longer term maintenance and repair programme has been provided for.</p> <p>i) All developments where appropriate will need to comply with Objective TM 3-1 National Road Network as detailed in Chapter 10, Volume 1of the Cork County Development Plan, 2014.</p> <p>j) All developments will need to comply with Management of Surface Water Objectives WS 5-1, WS 5-2 and WS 5-3 as detailed In Chapter 11, Volume One of the Cork County Development Plan, 2014, in order to make provision for Sustainable Urban Drainage Systems and provide adequate storm water attenuation. Surface water management and disposal should be planned in an integrated way in consideration with land use, water quality, and amenity and habitat enhancements as appropriate.</p> <p>k) Preserve and protect the archaeological and architectural heritage which contributes to the character of an area and is intrinsic to its identity and sense of place in accordance with the Heritage Objectives HE 3 -1, HE 3-2, HE 3-3, HE 3-4, HE 3-5, HE 4-1, HE 4-2, HE 4-3, HE 4-4 and HE 4 -5 as detailed in Chapter 12, Volume One of the County Development Plan 2014. This includes formal vernacular, industrial, civic, ecclesiastical, maritime and underwater heritage and features such as historic boundaries, gate piers, street furniture, and landscapes.</p> <p>l) The Council is committed to the preparation and implementation of a Wastewater Management Strategy for the Cork Harbour Area (as per the County Development Plan 2014).</p> <p>Note: This change refers to the text of the draft plan only.</p>	
BM .02.07.04	<p>Insert additional text heading and paragraph after Section 2.2;</p> <p>National Planning Framework (NPF)</p> <p>The National Spatial Strategy is to be replaced by the National Planning Framework (NPF), to be delivered in 2017. This national framework is intended to be a high level strategy document that will provide the framework for future development and investment in Ireland, providing a long term and place-based aspect to public policy and investment, as well as aiming to coordinate sectoral areas such as housing, jobs, transport, education, health, environment, energy and communications. It is anticipated that the NPF will inform the future Regional Spatial and Economic Strategies (RSES) that will follow the adoption of the NPF. The Council will ensure that its forward planning will be aligned with this hierarchy of strategic plans.</p> <p>Note: This change refers to the text of the draft plan only.</p>	
	<p>Section 3: Main Towns</p>	
	<p>Introduction</p>	
BM .03.01.01	<p>Delete Section 3.2 and replace with revised text including revised Table 3.1, see Appendix A3.</p> <p>Note: This change refers to the text of the draft plan only.</p>	48
	<p>Blarney</p>	
BM .03.02.01	<p>Delete paragraph 3.2.11 under Population and Housing as follows:</p> <p>Uncertainty has been introduced by the delay in progressing the M20. There is no longer any</p>	52

Amendment Ref. No.	Amendment	Draft LAP Page No.
	<p>imminent prospect of the M20 being delivered but the need to provide housing is now an even more urgent priority for the Council.</p> <p>Note: This change refers to the text of the draft plan only.</p>	
BM .03.02.02	<p>Stoneview Urban Expansion Area</p> <p>Revisions to text and Table 3.4 as set out in Appendix A4</p> <p>Note: This change refers to the text of the draft plan only.</p>	61-67
BM .03.02.03	<p>Ringwood New Residential Development</p> <p>Insert additional text and revise Table 3.5 as set out in Appendix A4</p> <p>Note: This change refers to the text of the draft plan only.</p>	68-72
BM .03.02.04	<p>Revise text in U-01 and delete existing Objective U-02 and replace with new Objective U-02, see Appendix A4</p> <p>Note: This change refers to the zoning map for the settlement only</p>	76
BM .03.02.05	<p>Stoneview Urban Expansion Area</p> <p>Revise line of U-09 Park Access Road</p> <p>Note: This change refers to the zoning map for the settlement only</p>	76
BM.03.02.06	<p>Include lands within the development boundary and zone existing built up area.</p> <p>Note: This change refers settlement map of the draft plan only.</p>	79
BM.03.02.07	<p>Stoneview Urban Expansion Area</p> <p>Insert revised map showing lands omitted from the R-16 zoning and the development boundary of Blarney (Stoneview).</p> <p>Note: This change refers to the settlement map only.</p>	79
BM.03.02.08	<p>Insert additional text into Paragraph 3.2.41 relating to Killowen River to address issue identified in SEA of proposed amendments as follows;</p> <p>The area of woodland along the Killowen River Valley should be protected and form part of any future green infrastructure network.</p> <p>Note: This is a text change only.</p>	57
	Macroom	
BM.03.03.01	<p>Amend Section 3.2 to remove references to the lands that are covered by the provisions of the Macroom Town Development Plan (2009). The land use zoning map will also be revised to exclude the area covered by the Town Development Plan. Please refer to Appendix A5 for text and Appendix D for Maps.</p> <p>Note: This change refers to the text of the draft plan and to the zoning map for the settlement.</p>	80-98
BM.03.03.02	<p>Insert additional text after Paragraph 3.3.31 referring to DoES requirement for school sites as follows;</p> <p>The Council will work with the Department Of Education and Skills to deliver a primary and post primary schools in Macroom Town.</p> <p>Note: This change refers to the text of the draft plan only.</p>	88
BM.03.03.03	<p>Show line of N22 Route on Macroom Environs Map.</p> <p>Note: This change refers to the zoning map for the settlement only</p>	98

Amendment Ref. No.	Amendment	Draft LAP Page No.
	Section 4 Key Villages	
	Introduction	
BM.04.01.01	<p>Insert the following text as a footnote in Table 4.1 Appropriate Scale of Development for Key Villages,</p> <p>The normal recommended scale of any individual scheme is set out in the above table. Individual schemes in excess of the recommended scale set out in the above table may be considered where it is demonstrated that the overall scheme layout reinforces the existing character of the village and the scheme is laid out, phased and delivered, so as not to reflect a residential housing estate more suited to a larger settlement.</p> <p>Note: This change refers to the text of the draft plan only.</p>	101
	Ballineen/Enniskeane	
BM.04.02.01	<p>Revise Paragraph 4.2.9 as follows;</p> <p>This Local Area Plan makes provision for the development of an additional 195 dwelling units within the village. The maximum size of any single development will normally be 20 units. There is ample land within the development boundary to accommodate this scale of development. New developments should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Development which utilises brownfield sites should be prioritised and all development should be sympathetic to the character of the area.</p> <p>This is a text change only</p>	104
	Ballingeary	
BM.04.03.01	<p>Insert Flood Risk* in Objective O-01</p> <p>Note: This change refers to the text of the draft plan only.</p>	113
BM.04.03.02	<p>Insert additional text in DB-01 as follows;</p> <p>Within the development boundary encourage the development of up to 60 additional dwelling units during the plan period. In order to secure sustainable population growth proposed appropriate and sustainable water and waste water infrastructure that will help secure the objectives of the Water Framework Directive and protect the Gearagh SAC and SPA, need to be provided where not already available , in advance of the commencement of discharges from new development permitted in this settlement.</p> <p>Note: This change refers to the text of the draft plan only.</p>	113
BM.04.03.03	<p>Revise Paragraph 4.3.7 as follows;</p> <p>This Local Area Plan makes provision for the development of an additional 60 dwelling units within the village. The maximum size of any single development is 15 units. There is ample land within the development boundary to accommodate this scale of development. These lands remain undeveloped. It is not proposed to extend the development boundary any further and during the lifetime of the plan it is envisaged that any future development will occur mainly on lands close to the village centre.</p> <p>This is a text change only</p>	111
	Ballymakeery/Ballyvourney	
BM.04.04.01	<p>Insert Flood Risk* in Objective O-01</p> <p>Note: This change refers to the text of the draft plan only.</p>	119
BM.04.04.02	<p>Insert following text after Paragraph 4.4.18 supporting provision of a all weather pitch as follows;</p> <p>The Council will support the provision of an all weather pitch to serve the needs of the community.</p> <p>Note: This change refers to the text of the draft plan only.</p>	116
BM.04.04.03	<p>The areas that overlap with the St.Gobnet's Wood SAC removed from the development boundary and an extension to the O-01 Open Space Zoning. See Appendix D</p> <p>Note: This change refers to the zoning map for the settlement only</p>	120
BM.04.04.04	<p>Revise Paragraph 4.4.7 as follows;</p> <p>This Local Area Plan makes provision for the development of an additional 60 dwelling units within the village. The maximum size of any single development is 15 units. There is ample land within the development boundary to accommodate this scale of development. The scale of</p>	115

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	future development in the settlement depends on improvements to key infrastructure particularly the waste water treatment facilities. Note: This change refers to the text of the draft plan only.	
	Coachford	
BM.04.05.01	Extension to the development boundary. Note: This change refers to the settlement map only	125
BM.04.05.02	Insert Flood Risk * in O-01 Note: This change refers to the text of the draft plan only.	124
BM.04.05.03	Revise Paragraph 4.5.7 as follows; This Local Area Plan makes provision for the development of an additional 116 dwelling units within the village. The maximum size of any single development is 20 units. There is ample land within the development boundary to accommodate this scale of development. Note: This change refers to the text of the draft plan only.	121
	Grenagh	
BM.04.06.01	Revise Paragraph 4.6.11 as follows; This Local Area Plan makes provision for the development of an additional 150 dwelling units within the village. The maximum size of any single development is 36 units. There is ample land within the development boundary to accommodate this scale of development. The scale of future development in the settlement depends on improvements to key infrastructure particularly the waste water treatment facilities. Note: This change refers to the text of the draft plan only.	127
	Killumney/Ovens	
BM.04.07.01	Insert revised map showing route corridor for the N22. Note: This change refers to the settlement map only	135
BM.04.07.02	Insert revised map showing extension to development boundary. Note: This change refers to the settlement map only	135
BM.04.07.03	Insert additional text in Paragraph 4.7.15 as follows; The Killumney Road also needs to be upgraded including the provision of public lighting and footpaths. Note: This change refers to the text of the draft plan only.	132
BM.04.07.04	Revise Paragraph 4.7.10 as follows; Having regard to the key village status of Killumney/Ovens and its location within Metropolitan Cork, it is considered reasonable to ensure good development opportunities continue to be available within the village. Based on projected housing stock and appropriate average household size it is envisaged the village will grow by approximately 251 new dwellings. Given the scale and development pattern of the village it is considered that individual housing development should not contain more than 50 dwellings. Note: This change refers to the text of the draft plan only.	132
BM.04.07.05	Insert revised map showing extension to development boundary. Note: This change refers to the settlement map only.	135
	Tower	
BM.04.08.01	Extension to the development boundary. Note: This change refers to the settlement map only.	141
BM.04.08.02	Insert the following text in Paragraph 4.8.17 as follows; The Council will work with Cloghroe N.S to encourage the provision of a car park to serve the school. Note: This change refers to the text of the draft plan only.	138
BM.04.08.03	Insert additional text after Paragraph 4.8.16 relating to preparation of a Flood Risk Assessment	137

Amendment Ref. No.	Amendment	Draft LAP Page No.
	<p>before any development is permitted on lands in the south west of the village as follows;</p> <p>Any development on the lands to the south west of the village will require the preparation of a comprehensive flood risk assessment of those lands and their environs showing clearly that any development will not give rise to flood risk to adjoining properties and include proposals to address existing flooding issues in the area.</p> <p>Note: This change refers to the text of the draft plan only.</p>	
BM.04.08.04	<p>Insert Flood Risk* in O-04</p> <p>Note: This change refers to the text of the draft plan only.</p>	139
BM.04.08.05	<p>Revise Paragraph 4.8.7 as follows;</p> <p>Over the lifetime of this plan, it is envisaged that the key village of Tower will develop in a manner that makes the best use of the available infrastructure in the area. Given the difficulties that exist in relation to topography and the lack of an appropriate range of services, it is considered that a maximum growth of approximately 182 units would represent a more sustainable level of growth for Tower over the lifetime of this plan. Any new individual housing proposals should not exceed 40 units.</p> <p>Note: This change refers to the text of the draft plan only.</p>	136
BM.04.08.06	<p>Insert revised map showing site to north west of Tower with development boundary around it.</p> <p>Note: This change refers to the settlement map only</p>	139
Section 5: Villages, Village Nuclei and Other Locations		
Villages		
Introduction		
BM.05.01.13	<p>Insert the following text as a footnote in Table 5.1 Scale of Development for Villages in Blarney-Macroom Municipal District.</p> <p>The normal recommended scale of any individual scheme is set out in the above table. Individual schemes in excess of the recommended scale set out in the above table may be considered where it is demonstrated that the overall scheme layout reinforces the existing character of the village and the scheme is laid out, phased and delivered, so as not to reflect a residential housing estate more suited to a larger settlement.</p> <p>Note: This change refers to the text of the draft plan only.</p>	146
Aherla		
BM.05.01.01	<p>Extension to the development boundary.</p> <p>Note: This change refers to the settlement map only</p>	151
Cloughduv		
BM.05.01.02	<p>Changes to the B-01 Business zoning and alteration to the boundary of the O-01 open space zoning.</p> <p>Note: This change refers to the settlement map only</p>	153
Clondrohid		
BM.05.01.03	<p>Extension to the development boundary.</p> <p>Note: This change refers to the settlement map only</p>	155
Courtbrack		
BM.05.01.04	<p>Insert Flood Risk * in Objective O-01</p> <p>Note: This change refers to the text of the draft plan only.</p>	156
Crookstown		
BM.05.01.05	<p>Insert a new paragraph after 5.1.22 as follows;</p> <p>Given the location of Crookstown Village midway between Ballincollig and Macroom and recent planning history consideration could be given to the provision of up to 120 additional dwelling units during the plan period subject to normal planning consideration and provided</p>	158

Amendment Ref. No.	Amendment	Draft LAP Page No.																				
	<p>water services infrastructure and flood risk constraints can be resolved to the Council's satisfaction.</p> <p>And</p> <p>Insert additional text in DB-01 as follows;</p> <p>“Within the development boundary encourage the development of up to 40 additional dwelling units during the plan period. An increase in the number of additional dwellings could be considered subject to addressing water services and flood risk constraints. (See Paragraph 5.1.23).</p> <p>Note: This change refers to the text of the draft plan only.</p>																					
BM.05.01.06	<p>Revise Table 5.1 with regard to Overall Scale of Development and Normal Recommended Scale of any Individual Scheme for Crookstown as follows;</p> <table border="1" data-bbox="292 667 1414 958"> <thead> <tr> <th colspan="5">Table 5.1. Scale of Development for Villages in Blarney-Macroom Municipal District</th> </tr> <tr> <th>Villages</th> <th>Existing Number of Houses Q1 2015 (Geodirectory)</th> <th>Growth 2005 to 2015 (Geodirectory)</th> <th>Overall Scale of Development (No. of houses)</th> <th>Normal Recommended Scale of any Individual scheme.</th> </tr> </thead> <tbody> <tr> <td>Crookstown</td> <td>92</td> <td>27</td> <td>40*</td> <td>15-25</td> </tr> <tr> <td>Total Villages</td> <td>1083</td> <td>-</td> <td>575</td> <td>-</td> </tr> </tbody> </table> <p>*An increase in the number of additional dwellings could be considered subject to addressing water services and flood risk constraints.</p> <p>Note: This change refers to the text of the draft plan only.</p>	Table 5.1. Scale of Development for Villages in Blarney-Macroom Municipal District					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.	Crookstown	92	27	40*	15-25	Total Villages	1083	-	575	-	
Table 5.1. Scale of Development for Villages in Blarney-Macroom Municipal District																						
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.																		
Crookstown	92	27	40*	15-25																		
Total Villages	1083	-	575	-																		
BM.05.01.07	<p>Extension to the development boundary</p> <p>Note: This change refers to the settlement map only</p>	159																				
	Crossbarry																					
BM.05.01.11	<p>Insert new DB-03 as follows;</p> <p>Support the provision of recreational facilities within the village.</p> <p>Note: This change refers to the text of the draft plan only.</p>	160																				
	Inchigeelagh																					
BM.05.01.08	<p>Insert additional text in DB-01 as follows;</p> <p>Within the development boundary encourage the development of up to 60 additional dwelling units during the plan period. In order to secure sustainable population growth proposed appropriate and sustainable water and waste water infrastructure that will help secure the objectives of the Water Framework Directive and protect the Gearagh SAC and SPA, need to be provided where not already available , in advance of the commencement of discharges from new development permitted in this settlement.</p> <p>Note: This change refers to the text of the draft plan only.</p>	162																				
BM.05.01.10	<p>Insert new DB-06 as follows;</p> <p>Support the provision of a public car park to serve the school and the church and the provision of a childrens playground.</p> <p>Note: This change refers to the text of the draft plan only.</p>	162																				
	Kilmurry																					
BM.05.01.12	<p>Extend the development boundary of Kilmurry.</p> <p>Note: This change refers to the settlement map only</p>	167																				
	Upper Dripsey																					
BM.05.01.09	<p>Insert Flood Risk * in O-01 and O-02</p> <p>Note: This change refers to the text of the draft plan only.</p>	176																				

Amendment Ref. No.	Amendment	Draft LAP Page No.
	Village Nuclei	
	Introduction	
BM.05.02.04	<p>Insert the following text as a footnote in Table 5.2 'Scale of Development in Blarney- Macroom Municipal District Village Nuclei'.</p> <p>The normal recommended scale of any individual scheme is set out in the above table. Individual schemes in excess of the recommended scale set out in the above table may be considered where it is demonstrated that the overall scheme layout reinforces the existing character of the village and the scheme is laid out, phased and delivered, so as not to reflect a residential housing estate more suited to a larger settlement.</p> <p>Note: This change refers to the text of the draft plan only.</p>	179
	Ballinagree	
BM.05.02.01	<p>Extension to the development boundary and zone lands specifically for community uses C-01.</p> <p>Note: This change refers to the settlement map only.</p>	185
	Carrigadrohid / Killinardrish	
BM.05.02.02	<p>Insert Flood Risk * in O-02</p> <p>Note: This change refers to the text of the draft plan only.</p>	192
	Toon Bridge	
BM.05.02.03	<p>Revise zoning Objective O-01 as follows;</p> <p>Open Space. This area is within the floodplain of the Toon River. Lands to remain predominantly open and rural in character, with some opportunities for recreation or amenity type uses. Parts of the zone are within the Gearagh Special Protection Area. These parts of the zone are not suitable for development. Development in other parts of this zone is likely to 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 SPA and nearby SAC.</p> <p>A buffer zone will be required between any development proposed for this zone and the SPA. The size of the buffer zone will be determined at project level.</p> <p>The boundary of Toon Bridge overlaps with the Gearagh Special Protection Area. Development in Toon Bridge will only be permitted where it is shown that it is compatible with the requirements of the Birds Directive and the protection of this site. *</p> <p>Note: This change refers to the text of the draft plan only.</p>	228

Appendix A1

Amendment No. BM.02.03.01

Table 2.1: Distribution of Population within the Blarney Macroom Municipal District 2011			
	Settlement	Estimated Population 2011	%
Towns(2)	Blarney (2,437), Macroom (3,879)	6,316	15%
Key Villages (7)	Ballineen-Enniskeane, Ballingeary, Ballymakeery/ Ballyvourney, Coachford, Grenagh, Killumney/ Ovens, Tower	8872*	20%
Villages (16)	Aherla, Aghabullogue, Cloghdub, Clondrohid, Courtbrack, Crookstown, Crossbarry, Dripsey, Inchigeelagh, Kilnamatyra, Kilmurry, Model Village (Dripsey), Newcestown, Rylane/ Seiscne, Stuake/ Donoughmore, Upper Dripsey		
Village Nuclei (25)	Ballinacurra/Brinny, Ballinagree, Bealnamorive, Berrings, Canovee, Carrigadrohid/ Killinardrish, Carriganimmy, Cloghroe, Coolea, Farnanes, Farnivane, Firmount, Fornaght, Kilbarry, Knockavilla/ Old Chapel Cross, Lissarda, Lower Dripsey, Matehy, Murragh, New Tipperary, Reananerree, Rusheen, Toon Bridge, Tooms, Upton		
Other Locations (7)	Bealnablath, Farran/ Farran Lower, Gougane Barra, Gurranes, Iniscarra, Srelane Cross, Waterloo		
Rural Areas**		28,210*	65%
Total population		43,398	
* Village and Rural Populations are estimated figures			

Appendix A2

Amendment No. BM.02.04.01

Insert revised Table 2.2 as follows;

	Housing Requirement				Housing Supply	
	Census 2011	Population Target	New Units Required	Net Estimated Requirement (ha)	Est. Net Residential area zoned (ha)	Estimated Housing Yield
Blarney	2,437	7,533	2,566	103	153.47	3,146 3,555
Macroom	3,879	4,536	571	23	66.9 60.9*	1,184
Main Towns	6,316	12,069	3,034	126	220.37 214.37	4,330 4,739
Villages	8,872	12,070	2,105	--	--	1,526 1,731
Rural	28,210	25,833	741	--	--	--
Total Villages and Rural	37,082	37,904	2,846	--	--	1,526 1,731
Total for District	43,398	49,973	5,880	126	220.37 214.37	5,856 6,265 6,470
Estimated Strategic Land Reserve for this Municipal District is 94.37Ha 88.37Ha						
*Includes 55ha of residentially zoned land from the Macroom Town Development Plan, 2009.						

During the course of the preparation of the current Draft Local Area Plan the supply of residentially zoned land and its potential yield was reviewed in light of current circumstances. In a number of cases issues arose where adjustment to the amount of residentially zoned land was required. In the case of the Metropolitan Town of Blarney additional land is proposed at Ringwood, Area for New Residential Development, in order to increase the amount of zoned land to meet some of the Strategic Land Reserve/Headroom deficit in the Metropolitan Cork Strategic Planning Area identified in Chapter 2 Core Strategy of the CDP 2014. The development of this land will also contribute towards the delivery of the Stoneview Urban Expansion Area as a lot of the key roads and water services infrastructure required is common to both developments thereby reducing the per unit cost of infrastructure investment and strengthening the economic feasibility of the projects.

The core strategy requires the village network to accommodate 2,105 units the current appropriate scale of development would allow ~~1,526~~ 1,731 units. However an analysis of water services infrastructure would indicate that only 927 units could be accommodated. Therefore the balance of ~~1,178~~ 1,188 (~~579 plus 599~~) (814 plus 374) additional units will have to be accommodated in the 2 Main Towns of Blarney and Macroom.

In order to accommodate ~~1,178~~ 1,188 units approximately 47ha of zoned land based on a density of 25 units per ha would be required. This would bring the net estimated requirement to meet the needs of the Municipal District to 173ha leaving a headroom of 41.37ha.

Note: This change refers to the text of the draft plan only.

Appendix A3

Amendment No. BM.03.01.01

1.4 Introduction

Delete Existing Text and Insert New Text as follows

Overall Scale of Development

1.4.1 The overall scale of development for the Main Towns is set out in the Core Strategy of the Cork County Development Plan, 2014 (Volume One, Chapter 2 and Appendix B). Table 3.1 sets out the overall housing requirements and housing supply position for Blarney and Macroom as set out in this Plan.

Table 3.1: Population, Households and Net New Houses for Main Towns							
	Housing Requirement				Housing Supply		
	Census 2011	Population Target	Total New Households	New Units Required	Net Estimated Requirement (Ha)	Net Estimated Residential Area Zoned (Ha)	Estimated Housing Yield
Macroom	3,879	4,536	497	468	23	66.9 60.9*	1,184
Blarney	2,437	7,533	2,255	2,566	103	153.47	3,146 3555

*Includes 55ha of residentially zoned land from the Macroom Town Development Plan, 2009.

Approach to Plan Preparation

1.4.2 In the preparation of new 'zoning' maps for the main towns in this plan, the following issues have been addressed:

Zoned areas in the 2011 Local Area Plans that have been developed are now shown as part of the 'Urban area'. This approach has been taken in order to allow a more positive and flexible response to proposals for the re-use or re-development of underused or derelict land or buildings particularly in the older parts of the main towns. There are exceptions to this in areas where it is considered necessary to continue to protect / promote a specific land use;

Where possible the map base has been updated (although the most recent development may still not be shown for reasons beyond the County Council's control). **A core retail shopping area has been identified in Blarney.**

It is the intention of Cork County Council to identify Regeneration Areas following the introduction of new legislation introduced under the Urban Regeneration and Housing Act 2015. Therefore in Blarney a Regeneration Area has been identified where there are derelict / vacant sites which detract from the amenity of an area and offer opportunities for redevelopment. In each town a core retail shopping area has been identified. In both towns Regeneration Areas have been identified where there are derelict / vacant sites which detract from the amenity of an area and offer opportunities for redevelopment;

The existing Town Development Plans use 'established' zoning categories to define the appropriate use in existing areas of development e.g. 'established residential' to denote existing residential areas. In the Local Area Plans adopted in 2011 the use of 'established' zoning categories was discontinued in favour of an 'Existing Built Up Area' classification. This approach will be applied to the developed areas within

~~the former town council administrative areas to achieve a uniform approach to land use zoning across all Main Towns.~~

~~The boundaries of Town Centre zonings will be adjusted to reflect the combined boundaries of the “established” and “expansion” areas within existing town plans. Where appropriate extensive existing residential areas will be removed from the town centre zoning. A retail core which defines the main shopping streets in a town will be identified within the town centre zoning of each Main Town. It is the intention of Cork County Council as part of the review of the Local Area Plans, including areas formerly covered by the Town Councils, to identify Regeneration Areas following the introduction of new legislation introduced under the Urban Regeneration and Housing Act 2015. The Local Area Plans will include the measures outlined in the Act.~~

Appendix A4

Amendment No. BM .03.02.02

Stoneview Urban Expansion Area

Policy Background

- 3.2.67 The Stoneview site was first identified as suitable for the development of a new neighbourhood in the Blarney Kilbarry Special Local Area 2005 and was later identified in the 2011 Blarney Electoral Area Local Area Plan where the objective for the site was to facilitate the development of the site in line with the approved masterplan.
- 3.2.68 A masterplan was prepared for the site which was adopted by Cork County Council in November 2006. This masterplan is a non statutory document. It provides a vision for the new settlement, neighbourhood centre and associated amenities. The master plan includes a contextual urban design framework for development of the overall site taking account of the physical social and economic context of Blarney.
- 3.2.69 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.
- 3.2.70 Following on from the adoption of the masterplan, planning permission was granted **on Appeal by An Bord Pleanála** for the first phase of development involving 864 **housing units** and significant roads infrastructure. However the downturn in the economy and infrastructure related issues, in particular provision of road access, have held up the commencement of the project to date. Delivering this key development and the associated road/ rail infrastructure is a significant part of the Cork County Councils development framework for Metropolitan Cork.
- 3.2.71 In reviewing this Local Area Plan the current masterplan acted as a background document which provided guidance on the policies and objectives applicable to this site. It is intended to carry forward the bulk of the masterplan layout and principles into this Plan, with some adjustment to take account of current conditions. The intention is that those principles as amended will guide the future development of the site. On that basis this plan intends to set out a clear pathway the future development of the Stoneview site.

Context

- 3.2.72 The Stoneview ~~Major~~ Urban Expansion Area is approximately 1.8km north of Blarney on the northern side of the N20 National Primary Road and the Dublin to Cork railway line. The site is approximately 154 ha in size and **shared amongst 5 principle landowners.** ~~a number of landowners.~~
- 3.2.73 The lands are ~~divided east-west~~ **bounded to the south-west** by the **Cork-Dublin** railway line, with approximately 122 hectares to the north between the railway line and the Ardamadane and Curraghnalaght local roads. This part of the land is traversed by Station Road which leads north from Blarney and splits the site into two halves. The remaining 32 hectares lies between the railway line and the N20.
- 3.2.74 The lands north of the railway line are in agricultural use. Some of the land south east of Station

Road was run **privately for about 5 years** as a pay and play golf course but closed in 2004 and the land reverted back into agricultural use. The lands south of the railway line are in a mix of uses including agricultural, some residential, storage and distribution and Blarney Business Park.

Proposals for Stoneview Major Urban Expansion Area

- 3.2.75 The site will accommodate a mixed use development to include at least ~~2,100~~ **2,600** residential units, associated community facilities, a town centre, school sites, parks, a railway station and a park and ride facility and employment uses over a number of phases. Development within each phase should vary in terms of type and density in order to avoid uniformity in design.
- 3.2.76 Each phase will include the number of residential units, employment uses, 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. The phasing will provide a framework within which proposals for the development of individual sections can be co-ordinated and each development phase has been subdivided into individual pockets of land uses with a development objective. These objectives are set out below and include residential, town centre, open space, educational and employment uses.
- 3.2.77 Development on the site will be guided by the Character Area descriptions set out in the masterplan and having regard to the Departments Sustainable Residential Development in Urban Areas Guidelines accompanying Design Manual and the Cork County Council's Residential Estates Design Guide, 2011.
- 3.2.78 It is a target of this plan to achieve a range of housing densities across the site. This will allow a range of house types and densities to be provided which supports ~~and~~ public transport while also providing a choice of units for family needs. While restrictive policies are in place to protect rural landscapes from urban generated housing, support is required in the provision of attractive alternatives for family housing in developments like Stoneview. Hence this project will aim to provide a mix of dwelling types from smaller 2 bedroom units to 4/5 bedroom units at an overall density level that supports public transport by allowing higher density development to be located in close proximity to the proposed railway station which fans out to Medium A and Medium B density residential development with some low density provision for serviced sites at points furthest from the railway line. The approach to housing density in County Cork is set out in Table HOU 4-1 of the County Development Plan 2014.

Environment

- 3.2.79 A Strategic Environmental Assessment was carried out as part of the preparation of Stoneview Masterplan. A Habitats Directive Assessment Screening was undertaken in accordance with the requirements under the EU Habitats Directive and EU Birds Directive and Section 177 of the Planning and Development (Amendment) Act 2010.
- 3.2.80 A Preliminary Ecological Appraisal of the Stoneview site was carried out. The purpose of the appraisal was to assess the baseline ecological conditions for each site, to identify the key ecological resources to be retained, and where necessary identify the scope of further ecological surveys. The appraisal stated that there are no environmental designations pertaining to the development site nor is this area likely to be designated in the future. The site does not form part of any Natural Heritage Area, Special Protection Area, Special Area of Conservation, Statutory Nature Reserve or National Park. The site is considered suitable for development because it has largely agricultural habitats that are widespread.
- 3.2.81 No areas of exceptional ecological value were noted during survey work and similarly no rare or uncommon species of flora/fauna were noted. In general the land consists of a mixture of tillage ground and intensive grassland. Diversity is generally confined to the field margins such as hedges, strips of woodland and wet grassland. Some habitats of local value were noted including woodland to the south of the N20, and hedgerows and tree lines within the proposed development.

- 3.2.82 An area of woodland is located alongside the road which connects Blarney village to the N20. At the western edge there are mature beech and oak and this area is of local value. However most of this area is composed of Sitka spruce with native species confined to the margins.
- 3.2.83 The report identified some areas of greater sensitivity and it recommended a number **of** measures and additional surveys to be undertaken before development can take place. These include:
- A mammal survey to assess the potential for a badger sett and the presence of otter holt;
 - A bat survey to determine the use of tree lines by bats for commuting and foraging corridors, this should also be extended to survey mature trees proposed for removal to ascertain their use/potential use by roosting bats;
 - Retain existing tree lines and hedgerows where possible;
 - Provide green spaces and/or corridors within the site to maintain habitat connectivity;
 - Provide adequate buffer zones along watercourses to ensure riparian zones are not degraded and there is no bank side erosion.
- 3.2.84 The undertaking of further surveys and **an** impact assessment resulting in targeted mitigation should enable the proposed development to proceed without any significant adverse effects on the ecology of the site or adjacent environment.
- 3.2.85 Springs are noted to be a common occurrence in this topography so more wet areas are expected. Control of groundwater and surface water will be required for environmental reasons and to maximise effective re-use of sub soils in the development.

Transportation and Road Network

- 3.2.86 The main access road from the site is Station Road which gives access to and from Blarney Town and Curraghmalaght to the north east. This is a narrow road which traverses the site north of the railway line, continues over the railway and the N20 via the Station Road railway bridge and a modern bridge respectively and then continues downwards into Blarney Village. The standard of the latter part of this road and the number of dwellings along the road is such that it is currently operating over its capacity and is not capable of supporting any additional traffic. There are currently no footpaths on the railway bridge and only narrow substandard footpaths on the road bridge. There are local country roads connecting the site with Killeens, which in turn have direct access to the N20 (Cork to Limerick Road) via the Killeens Cross Interchange.

Movement Principles

- 3.2.87 The masterplan set out in detail the approach to traffic and transportation movement within the site and how it connects to the existing local and national road networks. The key elements of the movement strategy for **the** Stoneview site are:
- Provision of a new interchange and bridge over the N20 **to replace the existing Blarney interchange;**
 - Extension of the existing N20 Dual carriageway northwards to facilitate provision of the grade separated interchange;
 - Provision of **a** link to two local collector roads which will skirt but not enter the town centre and include two road bridges over the rail line;
 - Network of primary and secondary roads, paths and cycle paths within the site;
 - Provision of a new railway station on site at Stoneview which will serve the existing town and the new development. The timescale for completion of the station on site will need careful consideration so that it coincides with the completion of the other infrastructure in the early phases of the development;

- Provision of a park and ride facility south of the railway station;
- Maximise the permeability of the development by ensuring appropriate pedestrian, cycle and vehicular linkages within the site and to surrounding areas;
- Minimise through traffic in the site;
- Ensure most residents are within a 5 or 10 minute walk from the new town centre and transport facilities.

3.2.88 Further detailed guidance on the design and layout of the road network and the movement strategy are set out in the masterplan which will be used to guide future development proposals on the site.

3.2.89 The traffic assessment carried out as part of the masterplan concluded that the Station Road would not be able to accommodate the volume of traffic generated from the site **without significant redesign and construction along Station Road which would have had a serious impact on the existing fabric of the area.** Therefore an alternative new Blarney Link Road to the east of Station Road linking the N20 interchange with the R617 is proposed.

3.2.90 The proposed new Blarney Link Road has the following characteristics and advantages:

- It can accommodate the anticipated traffic volumes in and out of Stoneview in a safe manner;
- It can reduce the existing traffic loads on Station Road;
- It is proposed east of Station Road linking the R617 directly to the new N20 interchange and the new access routes to Stoneview;
- The existing Station Road can remain as it is from Blarney up to the existing N20 overbridge;
- The existing Station Road north of the N20 overbridge will become single carriageway and will be realigned as an underpass leading to the new Stoneview Upper Distributor Road and the Park and Ride;
- As described above, this single carriageway road will be traffic signaled to permit two-way traffic movements so as to facilitate existing residents of Station Road;
- The existing Station Road Rail Bridge will be for pedestrian and cycle use only;
- This road, as an alternative to the option shown in the SLAP linking the N20 interchange to Station Road Lower, provides a link from the N20 intersection and Stoneview to Blarney while avoiding any increase in traffic on Station Road;

Phasing

3.2.91 It is an objective of this plan to **regulate the set-out** logical and sequential phasing **of the development** 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 **off-site** 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. The original masterplan included a phasing arrangement; however this has now been revised in this plan. **On site infrastructure is normally the responsibility of the developer and the County Council will only consider intervention where the delivery of new housing is likely to be significantly impeded.**

To facilitate the delivery of housing across the area as a whole, significant transport, water and

surface water infrastructure is required both on and off the site, with significant elements required at or close to the commencement of development. Ownership of the Stoneview site is shared amongst 5 principal landowners and it is considered that each will be able to deliver the appropriate on site infrastructure without public agency intervention. The principal on-site works required are summarized in Table 3.4 and are grouped into two Infrastructure Bundles, 'A' & 'B'. Providing water and waste water connections are available and off-site infrastructure proposals are secured (see Table 3.5), Infrastructure Bundle 'B' could be delivered independently of Infrastructure Bundle 'A'.

The County Council's main role in the Stoneview project will be to co-ordinate and secure the delivery of the relevant off site infrastructure, particularly the new road network necessary to serve the site and the railway station and train service. The County Council has recourse to its statutory powers to assist in the process of land acquisition, if necessary. The County Council will recoup this investment from individual developers through the provisions of section 47, 48 and 49 of the Planning and Development Acts, 2000, as amended, as the overall development progresses.

Where a development objective requires a developer to provide particular infrastructure or amenities in addition to the items referred to in Table 3.4 below, then an appropriate off-set will be considered in relation to the contributions payable

~~3.2.94~~ A total of three development phases (1, 2 and 3) are identified within the development site. This plan specifies, for each phase, the number of residential units, business uses, 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.

~~3.2.95~~ The development will take approximately 10-15 years a number of years to complete if all the necessary finance and infrastructure is in place. For this reason development on the site should be phased to ensure the most efficient use of resources and the balanced, incremental growth of the town. The principal roads and services infrastructure will be constructed first which will facilitate subsequent construction being carried out with minimal need for construction traffic on public roads around the site other than the N20.

~~Phase 1.~~ This phase of the development covers a developable area of approximately 38 ha (BL R-10, BL R-11, BL R-15, BL T-02) will provide at least 875 residential units which will consist of a mix of Medium A and High Density development. This phase will also include Phase 1 of the town centre, the reservation of land for a 16 classroom primary school, and the completion of the 12.82ha central park.

~~Phase 2.~~ This phase of the development covers a developable area of approximately 29 ha (BL R-09, BL R-12, BL R-14, BL T-02) and will provide at least 700 residential units which will consist of a mix of Medium A, Medium B and High Density development. This phase will also include Phase 2 of the town centre, the reservation of land for a primary and secondary school, provision of a railway station and park and ride facility.

~~Phase 3.~~ This phase of the development covers a developable area of approximately 29 ha (BL R-13, BL R-16 and BL R-17) and will provide at least 528 residential units which will consist of a mix of Medium A and Medium B including detached and/or serviced sites. This phase will also include the provision open space including playing fields.

Implementation and Infrastructure Provision

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. The Plan sets out the construction responsibility and funding source for the required infrastructure see Table 3. 4. The principle infrastructure requirements for the site are; Water, Waste Water and Roads.

Water – 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. Cork County Council will be responsible for the preparation of a Sustainable Urban Drainage Scheme Study which will be implemented by the developers.

Roads - Cork County Council will be responsible for the funding and construction of the key roads infrastructure to the site and within the site. All other required road infrastructure improvements will be the responsibility of the TII, NTA and the developers.

Rail - Irish Rail will be responsible for the development of the new railway station and the park and ride facility.

Bus - Future bus service provision and the potential for bus to meet the future public transport requirements for Blarney and the Stoneview lands will need to 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.

The Council will give separate consideration to the issues of funding of required infrastructure through development contributions. The Council is having discussions with the Department relating to Development Contributions. These discussions have not been concluded however the Council will agree on a suitable development contribution scheme for the provision of infrastructure for Stoneview Urban Expansion Area in due course.

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.

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.

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.

The infrastructure trigger points for each phase of the development are summarised in Table 3.4;

Prior to Commencement of Development	Type of Infrastructure	Responsibility for Delivery
	N20 Over bridge	Cork County Council
	Stoneview Upper and Lower Rail Bridges	Cork County Council
	N20 Widening	TII
	Blarney Link Road (Shean Lower Road)	Cork County Council
	Shean Upper, Stoneview Upper and Lower Distributor Roads	Cork County Council
	Park Access Road	Cork County Council
	Stoneview Upper Collector Road	Cork County Council
	Stoneview Lower Collector Road	Cork County Council
	Local Road Improvements (R617 and Station Road)	Cork County Council
	Upgrade pedestrian and cycleway facilities along Station Road	Cork County Council
	Provision of Water Supply	Irish Water
	Provision of Capacity for Waste Water Treatment and Collection	Irish Water
	SUDS Study	Cork County Council
	Suburban Rail Network Study	Irish Rail/Cork County Council/NTA
Phase 1		
	Stoneview Northern Access Road (South-East and North-West)	Developers

	Central Park	Developers
	Primary School 1 (subject to agreement with the Dept. of Education)	Developers/Dept of Education
	Train Station (subject to agreement with IE)	Irish Rail
	Park and Ride (subject to agreement with IE)	Irish Rail
	Community Worship/Hall	Developers
	Drainage-	Developers/Cork County-Council
	Utilities-	Developers/Utility-Providers
	Provision of Water Supply	Irish Water
	Provision of Capacity for Waste Water Treatment and Collection	Irish Water
	Implement the provisions of the Cork Cycling Strategy	Cork County-Council/Developers
Phase 2		
	Primary School 2 (subject to agreement with the Dept. of Education)	Developers/Dept of Education
	Secondary School (subject to agreement with the Dept. of Education)	Developers/Dept of Education
	Provision of Water Supply	Irish Water
	Provision of Capacity for Waste Water Treatment and Collection	Irish Water
Phase 3	Provision of open space/playing fields	Developer
	Provision of access roads to service business lands	Developer

**Table 3.4: Blarney (Stoneview) Urban Expansion Area
Proposed On-Site Infrastructure Programme
Delivery Agency: Developer**

On-Site Infrastructure Bundle	Key projects	Notes	Delivery Programme
A	On-Site Road U-08*	To include water and waste water networks and surface water disposal network	Delivery of Bundle 'A' will facilitate development on the following zones:
	On-Site Road U-11*		
	Delivery of phase 1 of surface water management system		BL-R-09 BL-R-10 BL-R-11 BL-R-12
	Waste Water connection** to existing Irish Water Infrastructure		BL-C-01 (Railway Station and Park and Ride)
	Drinking water** connection to IW infrastructure		BL-C-02 (Primary School) BL-T-02 BL-0-06 (Central Park)

B	On-Site Road U-09*	To include water and waste water networks and surface water disposal network	Delivery of Bundle 'B' can be delivered independently of Bundle 'A' providing water and waste water connections and off-site road infrastructure are available. Bundle 'B' will facilitate development on the following zones: BL-R-13 BL-R-14 BL-R-15 BL-R-16 BL-R-17 BL-C-03(Primary and Secondary School) BL-T-02 BL-0-07 BL-0-08
	On-Site Road U-10*		
	On-Site Road U-11*		
	Delivery of phase 2 of surface water management system		
*Access to serve individual dwellings will not be permitted. New access will be to estate roads only			
**Can also be delivered as part of Bundle 'B'			

**Table 3.5: Blarney (Stoneview) Urban Expansion Area
Proposed Off-Site Infrastructure Programme
Delivery Agency: Cork County Council**

Development Phase	No of Housing Units	Off-Site Infrastructure Project
Phase 1	Up to 1,250	Blarney Link Road (Shean Lower Road)
		N20 Over bridge (for later conversion to new N20 interchange)
		New road-over-rail bridge (No.1)
		Train Station (subject to agreement with IE)
		Local Road Improvements (R617 and Station Road)
		Pedestrian and cycleway facilities (Phase 1)
Phase 2	1,250 – 2,600	New road-over-rail bridge (No.2)
		Upgrade of N20 over-bridge to new N20 interchange.
		Park & Ride facility
		Walking/Cycling network (Phase 2)

Ringwood-Area for New Residential Development

Policy Background

- 3.2.100 The Ringwood site was identified in the Blarney Macroom Municipal District Local Area Plan Review, Public Consultation Document 14th December 2015 where it was suggested that additional housing land including the lands stretching east from Station Road towards the N20 and south to the R617 was required to be identified.
- 3.2.101 The development of these lands in close proximity to Blarney town centre, the Stoneview Urban Expansion Area and the suburban rail network offers the opportunity to achieve high modal shift. Delivering the development of these lands and associated road/ rail infrastructure is a part of the Cork County Councils development framework for Metropolitan Cork. Therefore these lands have been identified as an Urban Expansion Area and the plan sets out a clear pathway for the future development of the Ringwood site.

Context

- 3.2.102 The Ringwood Urban Expansion Area adjoins the existing development boundary approximately 1km east of Blarney town centre on the western side of the N20 National Primary Road and to the south of the Dublin to Cork railway line. This prominent site is approximately 56 ha in size with one landowner.
- 3.2.103 The Blarney Business Park is located across the N20 and is clearly visible from the northern and eastern sections of the site. The R-01 lands identified in the current local area Plan form the north eastern portion of the lands in question and have been incorporated into the urban expansion area.
- 3.2.104 The lands slope from the southern roadside boundary back up to the circular wooded area (Ringwood) which is fairly centrally located on the site. The lands continue to slope back down and upwards again towards the R-01 lands. Levels to the east and west of Ringwood slope away from this cluster of trees back down to the N20 to the east and to Station Road to the west. There is a smaller wooded area to the north east of the site which should be retained along with the existing hedgerows and hedging both within and along the site boundaries. The existing established dwellings fronting onto Station road back on to the western site boundary and established housing estates bounds the northern site boundary.
- 3.2.105 The lands are currently in agricultural use with a dwelling and associated outbuildings (with planning permission to convert to a dwelling) and a golf driving range at the south-western end of the site. Parts of the site are also used as a running/walking track. There are currently three entrances to the lands, with two entrances off the R617 along the southern site boundary and an agricultural entrance off Station Road.

Proposals for Ringwood

- 3.2.106 The site will accommodate a mixed use development to include up to ~~750~~ **1000** residential units, a neighbourhood centre and cultural/commercial uses over a number of phases. Development within each phase will include a variety of house types and sizes and a range of densities.
- 3.2.107 Each phase will include the number of residential units, amenities, the physical infrastructure and access strategy required, thereby setting out the enabling works that are required to allow development to commence. The phasing will provide a framework within which proposals for the development of individual sections can be co-ordinated and each development phase has been

subdivided into individual pockets of land uses with a development objective. These objectives are set out below and include residential, neighbourhood centre and open space.

- 3.2.108 Development on the site will be guided by the phasing descriptions and having regard to the Departments Sustainable Residential Development in Urban Areas Guidelines, accompanying Design Manual and the Cork County Council's Residential Estates Design Guide, 2011.
- 3.2.109 The aim is to provide a range of densities across the site which will encourage a mix of house types to be provided which supports rail public transport while also providing a choice of units for family needs. The approach to housing density in County Cork is set out in Table HOU 4-1 of the County Development Plan 2014.

Environment

- 3.2.110 Prior to the commencement of any development on these lands an ecological appraisal would need to be carried out. The purpose of the appraisal would be to assess the baseline ecological conditions for each site, to identify the key ecological resources to be retained such as stands and lines of trees, and where necessary identify the scope of further ecological surveys. Initial investigations indicate that there are currently no environmental designations pertaining to the development site nor is this area likely to be designated in the future.
- 3.2.111 In general the land consists of a mixture of tillage ground and intensive grassland. Diversity is generally confined to the field margins such as hedges, strips of woodland and wet grassland. Some habitats of local value were noted including woodlands, hedgerows and tree lines within the lands. These woodlands should be retained and improved with ecological corridors maintained/provided to link them to lands outside the site.
- 3.2.112 A circular area of woodland known as Ringwood is a distinctive feature in the area and consists of an outer ring of trees including ash and oak. The internal area is dominated by Sitka spruce. Although the outer ring of trees is of ecological value, the internal area is of limited value. Another area of woodland is located to the north east in a wetland area adjoining the N20.
- 3.2.113 A number additional measures and surveys will need to be undertaken before development can take place. These include;
- A mammal survey to assess the potential for a badger sett and the presence of otter holts.
 - A bat survey to determine the use of tree lines by bats for commuting and foraging corridors, this should also be extended to survey mature trees proposed for removal to ascertain their use/potential use by roosting bats.
 - Retain existing tree lines and hedgerows where possible as ecological corridors.
 - Provide green spaces and/or corridors within the site to maintain habitat connectivity.
 - Provide adequate buffer zones along watercourses to ensure riparian zones are not degraded and there is no bank side erosion.
- 3.2.114 The undertaking of further surveys and impact assessment resulting in targeted mitigation should enable the proposed development to proceed without any large adverse effects on the ecology of the site or adjacent environment.
- 3.2.115 There are some watercourses and possibly springs which when combined with the sites topography lead to there been a number of wet areas. Control of groundwater and surface water will be required for environmental reasons and to maximise effective re-use of sub soils in the development.

Transportation and Road Network

3.2.116 The main existing access road from the site is via the R617 to the south of the site which gives access to and from Blarney Town and the N20 to the east. The other existing access road is onto Station Road to the west which joins the R617 to the south west. Station Road has limited capacity to accommodate additional traffic either from this site or the Stoneview site to the north.

3.2.117 Therefore an alternative new Blarney Link Road to the east of Station Road linking the N20 interchange with the R617 is required. This will involve the development of the N20 Over bridge to the north east and the Blarney Link Road (Shean Lower Road) running north south through the site linking the N20 overbridge/interchange with the R617. There will also need to be local road improvements (R617 and Station Road) carried out. **It is also proposed to include a link road east west from the proposed N20 Overbridge to Station Road.** The main access road into the site would be provided by a junction/roundabout at a suitable location on the proposed Blarney Link Road.

3.2.118 The proposed new Blarney Link Road has the following characteristics and advantages:

- It can accommodate the anticipated traffic volumes in and out of Ringwood in a safe manner.
- It can prevent additional traffic loads onto Station Road.
- It is proposed east of Station Road linking the R617 directly to the new N20 interchange.

3.2.119 The other key elements of the traffic and transportation movement strategy for Ringwood site are:

- Provision of collector roads to provide access to the east and western sections of the site.
- Network of primary and secondary roads, paths and cycle paths within the site.
- Maximise the permeability of the development by ensuring appropriate pedestrian, cycle and vehicular linkages within the site and to surrounding areas.
- Minimise through-traffic in the site other than along the Blarney Link Road.

Phasing

3.2.120 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.

3.2.121 A total of three development phases (1, 2 and 3) are identified within the development site. This plan specifies, for each phase, the number of residential units, amenities, physical infrastructure and access strategy required, thereby setting out the enabling works that are required to allow development to commence.

3.2.122 The principal roads and services infrastructure will be constructed first which will facilitate subsequent construction being carried out with minimal need for construction traffic on public roads around the site other than the N20.

3.2.123 **Phase 1.** This phase of the development covers a developable area of approximately 4.4 ha (R-01) to the north of the site and will provide at least ~~80~~ 110 residential units which will consist of Medium A Density development.

3.2.124 **Phase 2.** This phase of the development covers a developable area of approximately 15.5 ha (R-04 and R-05) and will provide at least ~~280~~ 380 residential units which will consist of a mix of Medium A, Medium B Density development. Consideration may also be given to provision of a neighbourhood centre.

- 3.2.125 **Phase 3.** This phase of the development covers a developable area of approximately 22ha (R-06, R-07 and R-08) and will provide at least ~~390~~ **507** residential units which will consist of Medium A Density including detached and/or serviced sites.

Implementation and Infrastructure Provision

- 3.2.126 The Plan sets out the construction responsibility and funding source for the required infrastructure. The principle infrastructure requirements for the site are; Water, Waste Water and Roads.

Water - 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. Cork County Council will be responsible for the preparation of a Sustainable Urban Drainage Scheme Study which will be implemented by the developers.

Roads - Cork County Council will be responsible for the funding and construction of the key roads infrastructure to the site and within the site. All other required road infrastructure improvements will be the responsibility of the TII, NTA and the developers.

Bus - Future bus service provision and the potential for bus to meet the future public transport requirements for Blarney, Stoneview lands and Ringwood lands will need to 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.

- 3.2.127 The Council will give separate consideration to the issues of funding of required infrastructure through development contributions. The Council are having discussions with the Department relating to Development Contributions. These discussions have not been concluded however the Council will agree on a suitable development contribution scheme for the provision of infrastructure for Ringwood Urban Expansion Area due course.

- 3.2.128 The infrastructure trigger points for each phase of the development are summarised in Table 3.6;

Table 3.6: Ringwood Principal Infrastructure Requirements for each Phase

Prior to Commencement of Development	Type of Infrastructure	Responsibility for Delivery
	N20 Over bridge	Cork County Council
	N20 Widening	TH
	Blarney Link Road (Shean Lower Road)	Cork County Council/ Developer
	Local Road Improvements (R617 and Station Road)	Cork County Council
	Provide a new link road east west from the Blarney Link Road to Station Road	Developer
	Upgrade pedestrian and cycleway facilities along Station Road	Cork County Council
	Provision of Water Supply	Irish Water
	Provision of Capacity for Waste Water Treatment and Collection	Irish Water
	SUDS Study	Cork County Council
	Suburban Rail Network Study	Irish Rail/Cork County Council/NTA
Phase 1		
	Drainage	Developers/Cork County Council
	Utilities	Developers/Utility Providers
	Provision of Water Supply	Irish Water
	Provision of Capacity for Waste Water Treatment and Collection	Irish Water
Phase 2		
	Provision of Water Supply	Irish Water
	Provision of Capacity for Waste Water Treatment and Collection	Irish Water
Phase 3	Provision of Water Supply	Irish Water
	Provision of Capacity for Waste Water Treatment and Collection	Irish Water

General Objectives

3.2.129 The following general objectives shall apply to all development within the development boundary of Blarney.

Local Area Plan Objective General Objectives for Blarney.	
Objective No.	
GO-01	Plan for development to enable Blarney to achieve its target population of 7,533 persons.
GO-02	Support the development of mixed use residential developments on the Urban Expansion Area at Stoneview and the Area of New Residential Development at Ringwood.
GO-03	Prepare a detailed Traffic, Transportation and Public Realm Strategy for Blarney. This plan should address: <ul style="list-style-type: none"> • the merits of introducing a one way system in Blarney, • The need for junction improvements and road widening on key approach roads, • The provision of a network of designated walking and cycling routes to provide safe, convenient and pleasant connectivity between the town's main residential areas, schools, the town centre and the railway station complex.
GO-03	Provision of adequate water and wastewater infrastructure to service lands and ensure the town achieves its growth targets over the lifetime of the plan.
GO-04	<ol style="list-style-type: none"> a) 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 pedestrian and cycling routes linking the development to the railway station and the other principal areas of the town. b) 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.
GO-05	Ensure adequate regard is given to assessing the visual impacts of new developments in close proximity to Blarney Castle and estate so as to ensure that such developments do not comprise the landscape and heritage character of the area.
GO-06	Promote the further development of Blarney as a key tourist destination.
GO-07	Support the completion of the proposed M20.
GO-08	Encourage the appropriate redevelopment of the X-01 site.
GO-09	Support the implementation of the Cork Cycleway Network Plan.
GO-10	In order to secure the sustainable population growth and supporting development proposed in GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan and 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.
GO-11	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.

Specific Objectives

3.2.130 The specific zoning objectives for Blarney are set out in the following table:

Local Area Plan Objective		
Specific Development Objectives for Blarney		
* Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Residential		
BL R-01	Medium A Density Residential Development, with provision for pedestrian and cycleway linkages to adjoining residential developments. The character of the existing woodland to be retained and developed as an open space amenity area.	4.4
BL R-02	Medium B Density Residential Development subject to satisfactory access to public road.	4.2
BL R-03	Medium B Density Residential Development including detached dwellings, limited to the lower portion of the site. The upper part of the site, closer to the ridge, is generally unsuitable for development and should be retained as open land uses with long term strategic planting as part of the overall scheme.	7.6
BL R-04	Medium B Density Residential Development with provision for pedestrian and cycleway linkages to adjoining residential and open space areas.	1.2
BL R-05	Medium A Density Residential Development with provision for pedestrian and cycleway linkages adjoining residential and open space areas. Consideration will also be given to the provision of a neighbourhood centre to serve residents of the overall Ringwood development.	14.25
BL R-06	Medium B Density Residential Development with provision for pedestrian and cycleway linkages to adjoining residential and open space areas.	3.64
BL R-07	Medium A Density Residential Development with provision for pedestrian and cycleway linkages to adjoining residential and open space areas.	15.26
BL R-08	Medium B Density Residential Development with provision for pedestrian and cycleway linkages to adjoining residential and open space areas.	2.61
BL R-09	Medium A Density Residential Development with provision for vehicular, pedestrian and cycleway linkages to adjoining residential and open space areas.	7.79
BL R-10	Medium A Density Residential Development with provision for vehicular, pedestrian and cycleway linkages to adjoining residential, town centre and open space areas.	16.05
BL R-11	Medium A Density Residential Development with provision for	4.94

Local Area Plan Objective		
Specific Development Objectives for Blarney		
* Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	vehicular, pedestrian and cycleway linkages to adjoining residential and open space areas.	
BL R-12	Medium B Density Residential Development to include detached houses/serviced sites, with provision for vehicular, pedestrian and cycleway linkages to adjoining residential and open space areas.	7.97
BL R-13	Medium B Density Residential Development to include detached houses/serviced sites with provision for vehicular, pedestrian and cycleway linkages to adjoining open space areas.	3.71
BL R-14	Medium A Density Residential Development with provision for vehicular, pedestrian and cycleway linkages to adjoining residential and open space areas.	13.65
BL R-15	Medium A Density Residential Development with provision for vehicular, pedestrian and cycleway linkages to adjoining residential town centre, and open space areas.	17.16
BL R-16	Medium B Density Residential Development to include detached houses/serviced sites with provision for vehicular, pedestrian and cycleway linkages to adjoining open space areas.	13.39
BL R-17	Medium A Density Residential Development with provision for vehicular, pedestrian and cycleway linkages to adjoining residential, community and open space areas.	11.44
BL R-18	Medium A Density Residential Development with provision for vehicular, pedestrian and cycleway linkages to adjoining residential, community and open space areas. A detailed landscaping plan which makes provision for in-depth planting along the southern and western boundaries of the site will be required in order to protect the existing character of the area and views of the Castle. Include provision for the realignment of the R617 as part of any development proposals on the site. *	4.21
Business		
BL B-01	Business Development – with strong pedestrian/cycleway connectivity to the proposed train station at Stoneview. Any development proposals will need to apply highest standards of design and include detailed landscaping strategies.	20.8
BL B-02	Business Development – with strong pedestrian/cycleway connectivity to the proposed train station at Stoneview. Any development proposals will need to apply highest standards of design and include detailed landscaping strategies.	7.53
BL B-03	Business Development – with strong pedestrian/cycleway connectivity to the proposed train station at Stoneview. Any development proposals will need to apply highest standards of design and include detailed landscaping strategies.	4.96

Local Area Plan Objective		
Specific Development Objectives for Blarney		
* Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Town Centre		
BL T-01	Town Centre Development- to be limited to small scale developments that cater for the tourism retail sector. Any proposal will need to contribute to the enhancement the town square and the wider heritage value of the area. *	13.7
BL T-02	Town Centre Development to include a mix of town centre uses including residential.	19.82
Community		
BL C-01	Provision of a railway station and park and ride facility.	9.91
BL C-02	Provision of a Primary School.	1.76
BL C-03	Provision of a Primary and Secondary Schools.	6.77
Utilities		
U-01	N20 Over bridge including pedestrian walk/cycleway. Provision of a new interchange and bridge over the N20	
U-02	N20 Widening- Provision of a Link Road from the proposed Blarney Link Road to Station Road	
U-03	Blarney Link Road (Shean Lower Road) including pedestrian walk/cycleway.	
U-04	Shean Upper Road including pedestrian walk/cycleway.	
U-05	Stoneview Upper and Lower Rail Bridges including pedestrian walk/cycleway.	
U-06	Stoneview Lower Distributor Roads including pedestrian walk/cycleway.	
U-07	Stoneview Upper Distributor Roads and realigned section of Station Road, including pedestrian walk/cycleway.	
U-08	Stoneview Lower Collector Road including pedestrian walk/cycleway.	
U-09	Park Access Road including pedestrian walk/cycleway.	
U-10	Stoneview Upper Collector Road including pedestrian walk/cycleway.	
U-11	Stoneview Northern Access Road (South-East and North-West) including pedestrian walk/cycleway.	
U-12	Local Road Improvements along R617 including realignment and provision of pedestrian walk/cycleway.	

Local Area Plan Objective		
Specific Development Objectives for Blarney		
* Flood Risk Objective applies		^TIA and RSA Required.
Objective No.		Approx. Area (Ha)
U-13	Local Road Improvements (Station Road) including pedestrian walk/cycleway	
U-14	Complete Pedestrian Walk from town centre to Waterloo Bridge.	
U-15	Local Access Road including pedestrian walk.	
U-16	Develop Pedestrian Walk/Cycleway along Blarney river to Tower. *	
U17	Provide for Realignment of the R617 including new junctions, footpaths and cycleways.	
Open Space, Sports, Recreation and Amenity		
BL O-01	Open Space. Protect Open Space for informal public recreation. * Amenity walk to be completed.	33.8
BL O-02	Open Space. Protect Open Space for informal public recreation * including the provision of playing pitches.	8.3
BL O-03	Open Space. Provide Open Space (Ringwood) for informal public recreation and retain existing trees.	12.56
BL O-04	Open Space. Protect the visual setting of the town.	3.69
BL O-05	Open Space. Provide Central Park Open Space for both active and passive recreation.	5.86
BL O-06	Open Space. Provide Central Park Open Space for both active and passive recreation.	6.96
BL O-07	Open Space. Provide Open Space for both active and passive recreation and the provision of playing field and community facilities.	3.81
BL O-08	Open Space. Provide Open Space and protect amenity walk for informal public recreation.	10.33
Special Policy Area		
BL X-01	Special Policy Area. To include a range of town centre uses including a hotel, a leisure centre, offices, residential and appropriate convenience, comparison and tourism related retail uses. All buildings on the site should be of a high quality architectural design. The western and southern boundaries of the site will need to be reinforced in order to protect the existing character of the area and views of the Castle. Include provision for pedestrian and cycleway linkages to adjoining	4.23

Local Area Plan Objective		
Specific Development Objectives for Blarney		
* Flood Risk Objective applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	BL-R-18 site to the west and the town centre to the east. Any development on the northern portion of the site will make provision for the realignment of the R617. *	

Appendix A5

Amendment No. BM.03.03.01

Macroom Environs

Delete Existing Text and Insert New Text as follows;

Vision and Context

1.4.3 Macroom is the largest main town within the Blarney-Macroom Municipal District and it is an important centre of population and employment in the south west region. Macroom is located on the N22 National Primary Route between Cork and Kerry approximately midway between Killarney and Cork City.

1.4.4 The town has an attractive setting along the banks of the River Sullane. Macroom has a wide floodplain and flooding is a risk in the town, occasionally the river has burst its banks particularly at the western end of the town.

1.4.5 The vision for the town is as follows:

“The town has been identified as a Ring Town and therefore an important growth/ development centre playing a pivotal role in linking South West Cork with North West Cork. The towns continued role as an employment and service centre for the North-West region is important in providing a population and employment balance to Cork City. Growth within the town should be encouraged, aligned with the improvement of transportation links, services and other linkages. New employment and commercial opportunities need to be explored which will allow the town to grow in a sustainable manner to avoid it becoming a dormitory town for Metropolitan Cork.

A compact growth model is recommended in terms of future development in Macroom. The aim of this model is to encourage densification rather than allow continuous edge of town expansion. There should be restriction on expansion on the outskirts of the town in preference to a more compact urban form which would support public transport and pedestrian/ cycling movements. There will also be a focus on urban renewal and regeneration which will see development being redirected from the outskirts to undeveloped areas of the town centre. Large pockets of undeveloped land exist in the town centre providing enormous development potential and the opportunity to create a more balanced structure to the town’s development.”

1.4.6 The Cork County Development Plan 2014 identifies Macroom as one of six Ring Towns in the network of settlements. This means the town is prioritised as a centre of growth within the Greater Cork Ring Strategic Planning Area with a corresponding priority in terms of infrastructural investment.

1.4.7 The CASP update 2008 states that there is a need to slow down the rapid expansion in population in the rural areas of Greater Cork Ring Towns in recent years while moderately strengthening the urban areas of the big towns with a focus on population growth in the urban areas and a corresponding increase in local employment opportunities.

1.4.8 Since the last Plan period, Macroom Town Council has been dissolved. However the Macroom Town Council Plan, 2009 remains in force until the next review of the Cork County Development Plan, 2014, with the new County Development Plan due to be adopted no later than December 2020. Therefore the policies and objectives contained in this section of the Local Area Plan relate only to those areas outside the functional area of the former Town Council.

Local Context

- 1.4.9 Macroom is a market town with an attractive natural setting and benefits from amenities such as the Sullane River and the Gearagh which is a proposed Natural Heritage Area, a Special Protection Area and a candidate Special Area of Conservation.
- 1.4.10 Macroom has an attractive streetscape and a good range of facilities and services for its size. Traffic congestion in the town is a problem at peak times and a bypass is needed. The town is surrounded by steep hills to the north and south which are a constraint in terms of its future expansion.

Planning Considerations and Proposals

Population and Housing

- 1.4.11 Macroom has a population target of 4,536 representing growth of 657 persons on Census 2011 figures (3,879). In order to accommodate this level of population growth, an additional 468 housing units will be required. A net housing land requirement of 23ha has been identified to provide this amount of housing. This plan makes provision for an estimated net residential land supply of **60.9ha** ~~66.9ha~~ with the capacity to provide at least 1,184 units.
- 1.4.12 While this total land supply is in excess of that required to meet the development needs of the town over the lifetime of the plan, it is estimated that the housing yield will be lower than expected due to the topography of some sites. It is also desirable that the town have some capacity to cater for additional growth, where this cannot be catered for within the villages of the Municipal District, in addition to the requirement to provide a strategic land reserve (headroom) in the settlement.

Table 3.5 Macroom Population and Households 2011-2022

Name	Census 2006	Census 2011	2022 Target	Increase to 2022
Population	3553	3,879	4,536	657
Households	-	-	-	467

- ~~1.4.13~~ The town experienced significant housing growth, particularly to the west prior to 2007. Residential land supply in Macroom is located to the north and south of the Sullane River while there is also a significant supply of infill sites zoned for residential use in the town centre. All of the residential zonings provide for Medium A and Medium B density residential development with some sites considered suitable for individual sites. ~~Some of the residential zoned lands in the town have been identified as being at risk of flooding and are therefore no longer considered suitable for residential use.~~
- 1.4.14 There are a number of residential developments where some houses have been built. The most significant of these are: (a) Meadowlands Development at Massytown where there are approximately 176 units remaining to be built, (b) The Orchard Development at Sleaveen East and (c) The lands east and south of St Coleman's new primary school where there is permission for 78 units and grounds works have been undertaken.
- 1.4.15 Many of the new development areas are some distance from the town centre and the development of good quality pedestrian/cycle connectivity to the town centre from new development areas is essential. In many cases the development of the land identified for new residential development is dependent on the delivery of new roads and water services infrastructure and the timeline around the delivery of this infrastructure is uncertain and may be beyond the direct control of the County Council. Further details in relation to implementation are outlined in Section 6 of this plan.
- 1.4.16 Estimates from the An Post Geodirectory Data measuring postal addresses and occupied houses shows in Table 3.6 that between 2005 and 2015 about 549 new dwellings were constructed in the town with Macroom now containing approximately 1789 dwellings. Significant growth took place during the period 2005-2010.

Table 3.6 Macroom Housing Stock 2005-2015		
Dwellings 2005	Dwellings 2010	Dwellings 2015
1240	1855	1789

~~1.4.17 In the current Town and Local Area Plans for Macroom there are 32 different sites identified for residential development including some town centre opportunity sites. In some cases the residential zoning has been removed as the sites have been shown to be at risk of flooding. In other cases residential sites have been amalgamated and consolidated. This plan now identifies 16 sites which are specifically zoned for residential development.~~

Employment and Economic Activity

1.4.18 The Cork County Development Plan 2014 identified Macroom as a third tier employment location after the Cork Gateway (including Mallow Hub) and Clonakilty. The employment objectives within “Other Towns” are to “focus on local catchment employment in the town”. Part of the strategy for such towns is to provide an accompanying infrastructure programme to service land supply identified for future employment development focused on medium to small business/industry.

1.4.19 Results from the 2011 Census show a daytime working population resident and non-resident in Macroom of 1,506 persons, with commerce and trade being the largest industry. The retail sector in the town also provides good employment. In 2011 there were 1,824 persons living in Macroom in the labour force and of these, 81.5% or 1,487 persons were at work although nearly half of them (695) worked outside the area. Of the 1,191 persons aged 15 years and over who were outside the labour force, 24.3% were students, 23.3% were looking after the home/family and 35.7 per cent were retired. The census shows that the unemployment rate in 2011 for this area was 18.5% compared with a national average rate of 19.0%.

1.4.20 Macroom Town contains a variety of industries and enterprises which are mainly concentrated in the town itself with a few industrial clusters occurring in Masseytown, the old industrial park at Hartnetts Cross and the Macroom Environmental Business Park.

1.4.21 This Plan sets out to ensure that there is sufficient industrial/business land available to meet the demand for employment land if the need arose during the lifetime of the plan. The plan identifies three sites for business use (B-01, B-02 and B-03) and one site for industrial use (I-01). Three of the sites are located to the south east of the town centre and one is located to the north west of the town centre.

1.4.22 The Macroom Environmental Industrial Park which is located on the old Eircom site in the town has been a successful model for employment in the town and is dedicated to helping start up and growing businesses in the Lee Valley region. The Park contains an enterprise centre which provides incubator space and associated back up services such as cheap broadband rates, competitive rental charges, a centralised reception and office services, advanced telecommunications, hot desks, a state of the art meeting room and ample parking. The success of this park should be built upon and more lands made available for similar industries.

1.4.23 A review of the scale, location and appropriateness of Macroom’s employment land supply has been carried out as part of the preparation of the new local area plan. Part of the site zoned B-01 has been identified as being at risk of flooding but is retained with appropriate text. There are also existing constraints in relation to the provision of water services which may mean a large amount of zoned land is not available in the short-medium term.

Town Centre/Retail

- 1.4.24 Macroom Town serves a local urban population and extensive rural catchment. As a Ring Town the objective for retail in Macroom Town Centre as set out in the Cork County Development Plan 2014 is to support the vitality and viability of the town and to ensure that it provides an appropriate range of retail and non retail functions to serve the needs of the community and respective catchment areas. There is a need to encourage future expansion and regeneration of Macroom Town Centre in line with anticipated future population growth.
- 1.4.25 Historically, the Square has been the focal point of the Town, playing a pivotal role in the administrative, commercial, cultural and recreational functioning of the Town. The Area has a distinctive character and accommodates a number of buildings of architectural merit.
- 1.4.26 Macroom has a mix of both convenience and comparison shopping with the retail focal point more recently split between the Market Square and the newly developed Fair Green/Mart Site where there is extensive free car parking. Convenience shopping in the town has improved with the opening of Dunnes Stores and Lidl at the Mart Site. However it is recognised that there is a shortfall in higher order comparison shopping. The peripheral areas of the town to the west of the Market Square and to the east of the Mart Site have high levels of vacancy.
- ~~1.4.27 It is an important to encourage the refurbishment and reuse of the historical residential and retail element of the character of Macroom along Cork Street, Main Street, New Street and Castle Street especially the vacant buildings/properties. These streets may have the capacity to accommodate mixed use developments consisting of appropriately scaled retail, commercial and residential with the amalgamation of a number of properties.~~
- 1.4.28 The Macroom Town Centre Vacancy Survey which was carried out in April 2013 identifies a number of opportunity sites in the town which include individual sites, a derelict property directly abutting the town council offices and the Mart site and adjoining lands. Overall vacancy in the town centre is approximately 17% as identified in the Vacancy Survey. When categorised into streets with a more primary and secondary function there was little relative difference in vacancy levels between primary (11.6%) and secondary streets (16%).
- ~~1.4.29 The Macroom Town Plan zoned an extensive area of land “town centre” including significant areas of “backlands” west of the River for “town centre expansion”. Current analysis suggests that there are adequate lands already available north and south of the existing retail core to facilitate an appropriate scale of town centre expansion which can reinforce the existing retail core. Therefore the extent of the Town Centre zoning has being reduced with lands west of the Bridge generally rezoned to “Existing Built Up Area”.~~
- ~~1.4.30 The quality of the shopping environment in the town with regard to pedestrian safety and car parking is adversely affected by traffic congestion. Traffic pollution is a major issue for Macroom and it affects the overall attractiveness and ambience of the town centre. The Town Centre Vacancy Survey also found that in general the condition of footpaths along the street is quite good however the width of the footpaths is an issue along some streets leading to the town centre where the environment is less pleasant for the pedestrian. The pavements are also cluttered in places where lampposts, litter bins and street signage may conflict particularly along the narrow parts of Main Street and Castle Street. Providing additional street furniture and widening footpaths, where required, would rebalance the town centre in favour of the pedestrian. The town plan identifies identified a number of town centre opportunity sites and includes included a Concept Plan for the Mart Area. of the town and these have been brought forward into this plan as Opportunity Sites, see Table 3.7.~~

Opportunity Sites

- ~~1.4.31 The Plan has identified a number of Opportunity Sites in Table 3.7 with an insert map and a description of the site. Each ‘Site’ is considered to have a distinctive quality and character and plays a key role in the sustainable functioning of the overall town and the town centre in particular.~~

Table 3.7: Opportunity Sites in Macroom



Map of Opportunity Sites	Number and Description
	<p>MM-OS 01 The Mart Area</p> <p>This Area has undergone considerable recent change where redevelopment has focussed on the provision of large format convenience and comparison shopping, which has been successful in increasing the retail floorspace in the Town and increasing its competitiveness, particularly with respect to convenience shopping.</p> <p>The area still retains potential for significant further development, particularly with respect to improvements to the public realm and the development of civic amenity. There are also a number of key opportunity sites within the Mart Area with three dominate opportunity sites as outlined below.</p> <p>Firstly, potential also exists for the redevelopment of The Macroom Livestock Mart, which is currently operating from this location.</p> <p>This site is considered to be suitable locations for mixed-use development, with commercial/retailing functions dominating ground floor activity. High quality public spaces conducive to pedestrian activity should also form an integral part of any redevelopment proposal.</p> <p>Opportunities to improve pedestrian permeability require investigation, particularly in terms of improving accessibility to the Market Square and developing 'linkage routes' of environmental quality behind the Main Street.</p>
	<p>MM-OS 02 The Bus Depot in Mart Area</p> <p>These development sites are considered to be suitable locations for mixed-use development, with commercial/retailing functions dominating ground floor activity. High quality public spaces conducive to pedestrian activity should also form an integral part of any redevelopment proposal.</p> <p>Opportunities to improve pedestrian permeability require investigation, particularly in terms of improving accessibility to the Market Square and developing 'linkage routes' of environmental quality behind the Main Street.</p>
	<p>MM-OS 03 Redevelopment of Council Yard in the Mart Area</p> <p>These development sites are considered to be suitable locations for mixed use development, with</p>

Table 3.7: Opportunity Sites in Macroom

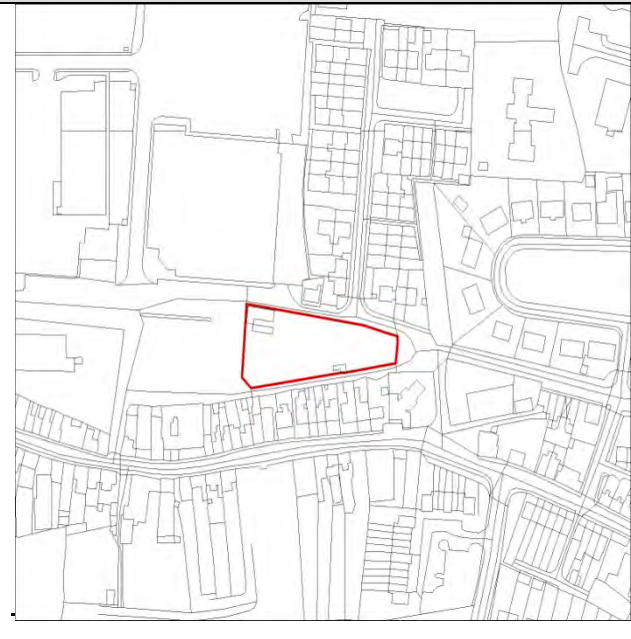
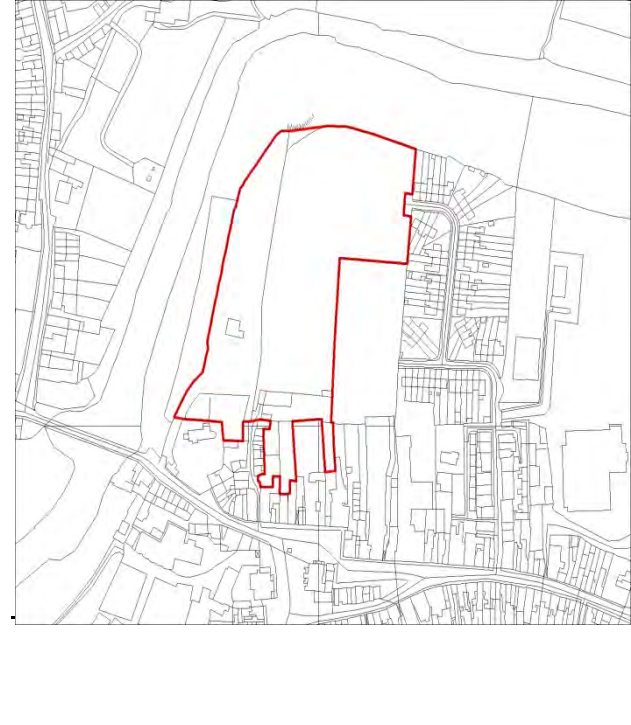
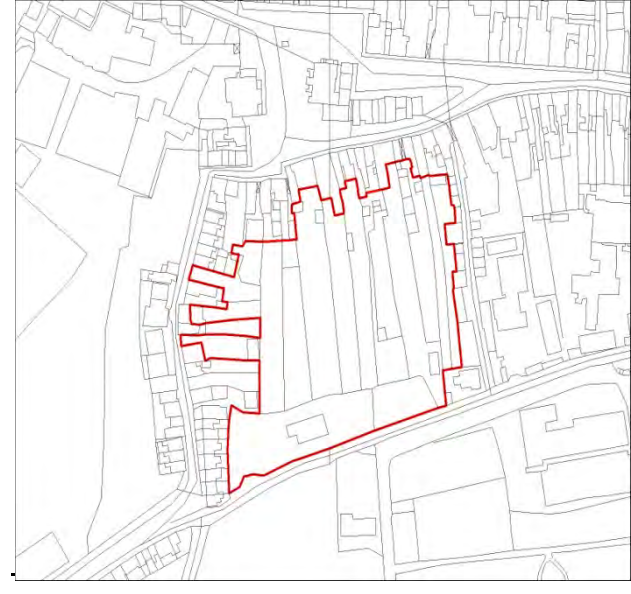
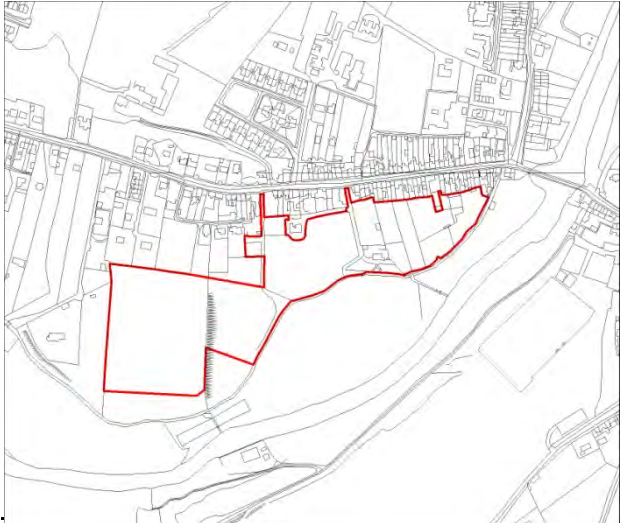
	<p>commercial/retailing functions dominating ground-floor activity. High quality public spaces conducive to pedestrian activity should also form an integral part of any redevelopment proposal.</p> <p>Opportunities to improve pedestrian permeability require investigation, particularly in terms of improving accessibility to the Market Square and developing 'linkage routes' of environmental quality behind the Main Street.</p>
	<p>MM-OS-04 North of Macroom Square:</p> <p>The site to the North of the Market Square includes the land and buildings of the former Church of Ireland Church, on Castle Street. This building is in the ownership of the Council and has the potential to be redeveloped for a cultural/tourist use and provide a tranquil space away from the busy congestion of the Market Square. The Northern end of the site overlooks the River Sullane and an opportunity exists to integrate the site with this amenity.</p> <p>A former bakery in this opportunity site also has potential for redevelopment.</p> <p>Overall this area has the potential to be a very vibrant mixed-use space, however this has been constrained by a number of key factors such as; traffic congestion, on-street parking and the need to improve pedestrianisation and pedestrian links.</p>
	<p>MM-OS-05 South of Macroom Square</p> <p>This is a significant opportunity sites for development identified to the south of the Market Square, located behind the Main Street.</p> <p>The site to the south of Market Square includes some vacant properties and sizeable gardens to the rear and side of houses which combine to create potential for a significant infill site that harnesses its prime location in the town centre.</p> <p>It is the intention of the Council that each of the sites is developed as a cohesive unit integrated with the Market Square. In this regard, they will be supported in the assembly of land. They also have constraints with regards to accessibility from the Main Street, which will need to be addressed. Both</p>

Table 3.7: Opportunity Sites in Macroom

Table 3.7: Opportunity Sites in Macroom	
	<p>sites should play a key role in the relocation of on-street car parking from the Market Square.</p>
	<p>MM-OS-06 The River Quarter: This area essentially covers lands between New Street and the River Sullane to the west of the town centre. It currently consists of some intermittent retail uses along New Street, combined predominantly with a number of vacancies and housing. It is also the point from where the Town Park can be accessed.</p> <p>The regeneration of this area is largely based on the development of sites behind New Street. The aim is to develop a vibrant mixed-use quarter with attractive shops and restaurants that is complementary to significant proportion of residential development.</p> <p>Educational facilities could also be accommodated and offers an opportunity for educational facilities to integrate with sports grounds and playing pitches across the River.</p> <p>The development sites to the south of the area benefit from considerable frontage overlooking the River Sullane. This presents an opportunity to optimise integration with the amenity value associated with the River and surrounding open space, which can form an integral element of the distinctive character of this area. Development sites in this area will require the development of linkages (both vehicular and pedestrian) to New Street, as well as improved pedestrian linkage to the Market Square.</p> <p>Development of this Area, also presents an opportunity to improve access to the Town Park.</p>

1.4.32 It is a policy of the Plan to promote synergy between the Opportunity Sites and for each area to contribute to the vitality and viability of the Town in a complementary manner. Improved pedestrian permeability and enhanced environmental quality between the three should encourage greater pedestrian movement within the Town Centre as a whole.

Community Facilities

1.4.33 There are two primary and three secondary schools located in Macroom Town. These include St. Coleman's Boys National School; St. Josephs Primary School, Bishop MacEgan Vocational College, De La Salle Secondary School and St. Mary's Secondary School. Any deficit in school places will most likely be accommodated by an increase in the size of the existing schools in the town.

1.4.34 A number of the schools have plans to relocate and/or expand facilities over the Plan period, namely:

St. Colman's National School will be relocating from its current location on Cork Street to a site to the south. This should provide opportunities to improve accessibility and student safety in the

The existing De LaSalle Boys College which is located in Masseytown is considering relocating to a new build 2 Storey Secondary School at Sandy Hill in the townland of Gurteenroe, south of New Street. This 1.6ha site is located on the western end of Macroom Town, south of the main N22 and bounding the River Sullane. The site is adjacent to 6.9ha of fully laid out and developed pitches which would benefit the College. ~~This site forms part of the River Quarter Opportunity Area.~~

- 1.4.35 Within the town, Youth Reach provides FETAC level training for 30 early school leavers. Bishop MacEgan College provides a range of night classes and lifelong learning opportunities for adults. There is also the Adult Learning Centre located on New Street and the Teagasc Training Centre located at Codrum.
- 1.4.36 There are a wide range of community facilities located throughout the town including Garda Station, Courthouse, fire station, church, graveyard, playground, health centre and hospital service. Macroom Community Hospital provides beds for continuing care, respite care, community support/convalescent and palliative care.
- 1.4.37 The town has experienced significant housing and population growth over the past 10 years, particularly towards the western edge. Facilities need to be aligned to meet the needs of the changing social and demographic structure of the town. This requires an assessment of childcare and educational services, recreational facilities for young people, as well as ensuring that the needs and supports required for an expanding older population are met. There is a need for ongoing consultation with community and voluntary groups in the Town to support participation in the planning process and in the development of infrastructure and facilities for the Town.
- 1.4.38 There are currently circa six dedicated childcare facilities in Macroom, including the recently opened Masseytown Family Resource Centre (which is Macroom's first community childcare facility). In addition to private facilities, it would also be understood that family and social networks play a critical role in meeting the Town's childminding requirements.
- 1.4.39 According to the Cork County Childcare Committee, private facilities in the Town tend to focus on preschool care and are generally close to or at capacity. Parents are also choosing facilities outside Macroom that are en route to employment centres (e.g. Ballincollig/ Coachford) and/or provide before and after-school care in conjunction with schools.
- 1.4.40 Within Macroom, shortages have been identified in before and after-school care and crèches. There would also be a requirement for playschools and appropriate outdoor play areas for children in the Town and as part of new developments.
- ~~1.4.41 There is one public playground within the Plan area. This is located within the Castle Demesne lands, with the entrance to it located at the southern end of the Sleeven Road. However, there are no playgrounds to the north of the plan area. Given the amount of new housing that has occurred in Gurteenroe and Masseytown in recent years, these areas would seem to be appropriate locations for playgrounds. Therefore it is proposed to identify lands that could be used to facilitate the development of public playgrounds at locations adjacent to new residential areas during the lifetime of the plan.~~
- 1.4.42 Macroom Health centre is located within the Town and provides a range of medical, dental and health services to the local population. It is also the location of the Macroom Hospital and residential psychiatric facilities.
- ~~1.4.43 Facilities for the Elderly. There are currently two private nursing home facilities in the Town and a community hospital located at the Health Centre. There is sheltered accommodation within the town and a number of local authority housing developments that would cater for the accommodation needs of older people. Currently the daily needs of the elderly are catered for at a satellite day care centre and there is a shortage of accessible transport provision for older people living in the town. Overall the facilities on offer for the elderly are good however there is a need for a fulltime day care centre in the town. which could be possible located on the lands of Macroom Community Hospital.~~
- 1.4.44 In general terms the area is well serviced with recreational amenities; however some gaps have been identified in service provision. There is a need for a modern sporting and community facility that

includes a public swimming pool, as currently there is no public pool in the Town. A requirement has also been identified for a youth café for young people that will provide a meeting point for ‘non-sporting’ related activities.

1.4.45 The Briery Gap is located at the Market Square and is the location of the Town Library, Theatre and Cinema. The Church of Ireland church also at the Market Square presents an opportunity for redevelopment and is currently in the ownership of the Town Council. There are Plans to redevelop the former Church and for the site to play a key role in cultural life in Macroom.

Open Space/Green Infrastructure

1.4.46 Macroom is well served by open space and sports facilities however the steep topography of the lands surrounding the town does not suit active open space uses. The most suitable lands in Macroom for open space uses are those in the Castle Demesne and along the River Sullane corridor. Within the Demesne lands there is a Town Park, an 18 hole golf course, a Pitch and Putt course, G.A.A grounds and a number of other playing fields.

1.4.47 The majority of the Castle Demesne is used as a golf course by the Macroom Golf Club. At present, the general public has good access to the demesne lands north of the river. However, in the demesne lands south of the river and west of the G.A.A. fields, public access is only permitted along the path running through the Golf Course.

~~1.4.48 This Plan encourages the development of greater public access to the Castle Demesne. At present, the Sullane Bridge is the only way in which access can be gained to both sides of the Castle Demesne. As this is a very busy vehicular bridge, it does not serve to enhance pedestrian permeability of the open space network in the Castle Demesne. This Plan will promote the creation of enhanced connections within the demesne lands, in particular between the north and south. A pedestrian bridge linking the Town Park with the G.A.A. lands would serve to create greater connectivity within the demesne, making the eastern portion more permeable.~~

~~1.4.49 There is less expanse of open space south of Sullane Bridge. Masseytown Park is a well maintained public park, however, it would benefit from a more visible entry point. East of this park, is a green corridor running either side of the River Sullane. Again, the entry point to this riverside area is not very conspicuous. Entry to the green corridor south of the river is through a set of large gates located near the Church of Ireland. This form of gated entry to a public area is not ideal. Hence, this Plan encourages the erection of information signs at access points to these green corridors, the development of greater public access to these areas, and greater awareness of these open spaces for visitors to the town.~~

~~1.4.50 This Plan will promote the development of a number of additional open spaces, which should be located in proximity to and within proposed new residential areas.~~

1.4.51 There are eight walkways identified in the Macroom area at present. These walkways are outlined and illustrated in the Macroom Walking Guide – A Tidy Towns Publication. The walkways vary from low level rustic walks along grassy tracks and riverside pathways to longer roadway walks.

~~1.4.52 This Plan promotes the development of a number of additional informal walking trails. These will allow for linkages between areas of open space and will take advantage of the scenic quality of the outer lying rural areas in Macroom. These green links will connect with the existing walking trails. This will serve to enhance the permeability of the entire town, making it more pedestrian friendly.~~

Tourism

1.4.53 Macroom is considered to be an attractive town that benefits from a rich heritage and a wide choice of natural and outdoor amenities. Situated approximately 38km from Cork City and 48km from Killarney, the town has the potential to attract ‘day trippers’ and provide an established base for exploring the surrounding region, including the Gougane Barra, Inchegeela Lakes and The Gearagh.

1.4.54 Macroom’s proximity to lakes and rivers makes it an ideal base for canoe/dinghy and sailing enthusiasts. The key amenities that exist in the Town, are namely; The Market Square, Castle Demesne, Town Park, River Sullane, Bealick Mill and Mount Massey House. Currently the majority of these amenities provide facilities that are essential to the town’s recreational and cultural functioning. In time

the pedestrian linkages identified in this plan could link up with identified long distance routes such as the Blackwater Way.

1.4.55 The plan aims to:

- Promote key amenities (Town Square, Castle Demesne, Town Park, River Sullane, Bealick Mill and Mount Massey House) as focal tourist attractions and examine opportunities to improve physical connections and develop strategic linkages.
- Support the development of a range of tourist accommodation in the town, at suitable locations.
- Improve signposting of the River/Parkland Walks and focal amenities of the town in an attractive and well-designed manner.
- Promote the development of interpretive signs and information boards at important cultural, heritage and conservation interest.
- Support the investigation of opportunities to development the tourist potential of Mount Massey House.
- Support the redevelopment of the Church of Ireland Church at Castle Street as a key cultural amenity for the Town and investigate its feasibility as the new location for the Macroom Tourist Office.
- Support the construction of a pedestrian accesses across the River Sullane to link with the town Park.
- Explore the opportunity to develop an interpretation/study centre or facilities for the Gearagh, based in Macroom.
- Work with key stakeholders to promote and develop the 'tourist attractiveness' of the town, through the development of a marketing and tourist strategy for the Town.
- Explore the development of a 'tourist trail' that links with the Macroom Walking Guide (A Tidy Towns Publication) and is focused on activities suitable for 'day trippers' to the Town.

Infrastructure

Traffic and Transportation

1.4.56 Macroom is situated on the N22 national primary route between Cork and Kerry. Macroom does not have a bypass, therefore high volumes of traffic pass through the town causing significant traffic congestion and delays at peak periods throughout the day.

1.4.57 The N22 Baile Bhuirne Macroom Road Development including the N22 Macroom Bypass has approval from An Bord Pleanála. Purchasing the land required for the scheme is currently underway. Also currently preparing the Contract Documents for Advance Works on the Scheme including archaeology, fencing, utility diversions, and site clearance. It is hoped to start these contracts in early 2017, subject to TII approval.

1.4.58 The by-pass when completed will remove through traffic from the town centre which has a negative impact on the public realm and environmental quality of the town.

1.4.59 This Plan proposes a Masseytown Relief Road which will connect the residential estates of Kilnagurteen with New Street at Condrum and will ultimately link in with the proposed Mill Road/Coolyhane. This road will link into the trunk road created as part of the McInerney Development and will run in a South West direction to the west of St Judes and north of Gurteenroe House before joining New Road at the Millstreet Road junction. Consideration will also be give to the provision of a link road through the R 10 site from the current N22 to link up with existing roads at the western end of the site.

1.4.60 The reasons for the Masseytown Relief Road include:

- To ensure that traffic travelling in an east-west direction will no longer need to pass along New Street or indeed travel into the town centre.
- To increase connectivity of existing residential areas.
- To create a continuous link between the already proposed Mill Road/Coolybane Road relief road.
- Allow accessibility to the proposed Business, Industry and Technology Park at Coolybane.
- To ensure that the road will form part of a link up with the proposed bypass.

1.4.61 Traffic congestion and parking is a significant issue in the town, particularly on Main Street and Market Square at peak times and a more effective traffic and parking management strategy is required to support the economic development of the town. An appropriate level of short and long term car parking is needed to serve the needs of commercial, retail and employment generators.

1.4.62 Car parking space can be difficult to locate around the Main Street and Market Square at peak times. Although there is sufficient surface car parking in the town in terms of on street parking and a number of designated car parks, additional parking capacity could be provided by the construction of a multi-storey car park. A possible location for this car park could be within the Mart Regeneration Area. Its location here would effectively encourage customers to park within the town centre while avoiding a congested Main Street.

1.4.63 Facilitating a modal shift to walking and cycling for local journeys within the town would help ease congestion. There is significant potential for cycle routes in the town given the compact nature of the town and the proximity of most residential areas to the centre. In terms of achieving modal shift in the next plan period, significant weight must be given to encouraging increased levels of walking and cycling in the town, mainly through design and connectivity in new development areas.

1.4.64 Proposals have been included to improve walking and cycling routes throughout the town as well as parking and public transport measures which will significantly enhance the attractiveness of the town as a place to live and to visit.

Flooding

1.4.65 Parts of Macroom have been identified as being at risk of flooding. The areas at risk follow the path of the Sullane River through the town and are illustrated on the land use zoning map.

1.4.66 Flooding is a risk in Macroom and occasionally the Sullane River has burst its banks and flooded the Massytown area at the western end of the town. The OPW has recorded 3 flood events in the town between 1986 and 2008.

Water Services

1.4.67 Macroom receives its drinking water from the Macroom WS which is sourced from the River Sullane. At present Macroom WS is at its limit.

1.4.68 The existing Macroom WS does not have the capacity and infrastructure to provide an adequate water supply to accommodate proposed development in Macroom and also to provide a supply to the higher areas. Availability of adequate reservoir storage is also an issue. Upgrading of Macroom WS including watermains and new high level reservoir is required to accommodate proposed development. At present there is no Irish Water Scheme to upgrade Macroom WS.

1.4.69 Wastewater in Macroom is conveyed via a largely combined sewer system and pump stations to the Macroom Waste Water Treatment Plant (capacity 5,200 p.e.). There are sewer infrastructure (network/pump station) issues including capacity issues. Upgrading of sewer infrastructure and sewer extensions are also required in order to accommodate proposed growth in Macroom.

1.4.70 Macroom WWTP is at its limit. Upgrading of Macroom WWTP to provide adequate capacity is required to accommodate proposed development in Macroom. At present there is no Irish Water Scheme to upgrade Macroom WWTP or sewers infrastructure.

Environment and Heritage

1.4.71 There are 8 proposed Natural Heritage Areas within a 15km buffer surrounding Macroom Town. These are listed as follows:

The Gearagh	pNHA 108
Toon Bridge Wood	pNHA 1083
Boylegrove Wood	pNHA 1854 Macroom; Kilmichael
Lough Gal	pNHA 1067 Coachford
Gouganebarra Lake	pNHA 1057 Ballingeary
Lough Allua	pNHA 1065 Ballingeary
Prohus Wood	pNHA 1248 Macroom
Shournagh Valley	pNHA 103 Blarney; Ballincollig

1.4.72 The Gearagh which is a pNHA, candidate Special Area of Conservation and a Special Protection Area comprises a stretch of the River Lee that was dammed in the 1950s as part of a hydroelectric scheme. The river valley formerly held an extensive area of alluvial forest but only part of the forest now survives. The SPA extends westwards from Annahala Bridge to Toon Bridge. The principal habitat is a shallow lake or reservoir which is fringed by wet woodland, scrub and grassland that is prone to flooding. Alluvial forest occurs on the islands.

1.4.73 The Gearagh is a Nature Reserve, a Ramsar Convention site and a Council of Europe Biogenetic Reserve. The Gearagh SPA is a unique site due to the remnants of one of the largest stands of alluvial woodland in Ireland or Britain. This habitat is listed, with priority status, on Annex I of the E.U. Habitats Directive. The reservoir created by the past damming activities now attracts important populations of wintering waterfowl

Built and Natural Heritage

1.4.74 Macroom possesses a rich and varied architectural heritage. Due to the fact that it was planned in a coherent manner throughout the 18th and 19th centuries, it remains today a town of strong historical character, retaining many of its original buildings and functions.

1.4.75 The Town Plan identifies a total of 53 buildings or sites in Macroom town that are included on the Record of Protected Structures. There are also a number of protected structures on the outskirts of the town including Sleeveen East Bridge (00434), Macroom Iron Foundry (00834), Laney Bridge (00835), Rockborough Ornamental Tower (00423) and Rockborough House (00424). It is noted that there are 64 NIAH (1 of National Importance and 63 Regional Importance) located in Macroom Town.

1.4.76 The Town Plan also includes an Architectural Conservation Areas which extends from New Street to the Bus Depot and takes in the areas of Castle Street, Market Square, North Square, South Square, Sleeveen Lane, and Main Street.

1.4.77 Macroom Town contains many sites of archaeological interest with 25 sites of Archaeological Importance as per Urban Archaeology Survey within the town boundary. One of the most noteworthy recorded monuments in the plan area is the remains of a country house known locally as Mount Massey at Kilnagurteen (CO070-053).

1.4.78 The picturesque town of Macroom is located in a wide valley, bordered to the north and south by steeply rising lands. To the south, the lands rise very steeply, climbing from 70 metres to a height of 160 metres above sea level in a relatively short distance of space. To the north, the lands rise less steeply, reaching heights of 100 metres above sea level around the townland of Coolyhane. The steep hills to the south act as an important buffer between the town and the Gearagh an important environmental area.

1.4.79 There are a number of significant natural features in Macroom, such as rivers, wetlands and woodlands, which unite to give the area a unique environmental character. The natural environment

also contains a variety of species and acts as an important amenity for the residents of the area. The town is located north of the confluence of the Rivers Sullane and Lee. ~~This plan aims to establish a balance between the future growth and expansion of Macroom and the protection and preservation of its unique natural environment.~~

1.4.80 Two scenic routes, the S23 and the S37, run to the east and west of the town. The S23 (N22) route begins at Macroom and passes through Ballyvourney to the County Boundary. The S37 is a local road and R619 Regional Road between Classis, Curraghbeg and Coachford.

General Objectives

Local Area Plan Objective General Objectives for Macroom.	
Objective No.	
GO-01	Plan for development to enable Macroom to achieve its target population of 4,536 persons.
GO-02	Support the completion of the proposed M22 Macroom Bypass
GO-03	Provision of adequate water and wastewater infrastructure to service lands and ensure the town achieves its growth targets over the lifetime of the plan.
GO-04	<p>Prepare a Traffic, Transportation and Urban Renewal Framework Strategy for the Town over the lifetime of the plan which would include consideration of;</p> <ul style="list-style-type: none"> • Redevelopment of Opportunity Sites. • Pedestrianisation • The provision of a network of designated walking and cycling routes to provide safe, convenient and pleasant connectivity between the town's main residential areas, schools and the town centre. • The long and short stay parking needs of the town including provision of a multi storey car park. • Road improvements and widening schemes along local and regional approach roads to the town. • Road improvements and upgrades along local routes within the town; • Consideration of the Masseytown Relief Road and other new access roads. • Consider the possibility of providing two pedestrian bridges over the Sullane River.
GO-05	Encourage the refurbishment and reuse of the historical residential and retail element of the character of Macroom along Cork Street, Main Street, New Street and Castle Street.
GO-06	Investigate the feasibility of developing a centrally located state-of-the-art dual-use sports facility that could be used by all schools and community groups in the town.
GO-07	Consider the provision of additional green links and informal walkways around the town and its environs.
GO-08	In order to secure the sustainable population growth and supporting development proposed in 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.
GO-09	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.

Specific Objectives

Local Area Plan Objective		
Specific Development Objectives for Macroom		
* Flood Risk Obj. X applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
Residential		
MM-R-01	Medium B Density Residential Development to include individual sites. Existing trees and hedgerows should be retained.	2.38
MM-R-02	Medium B Density Residential Development to include individual sites. Existing trees and hedgerows should be retained.	3.45
MM-R-03	Medium B Density Residential Development	3.67
MM-R-04	Medium B Density Residential Development including provision of the Masseytown Relief Road and pedestrian/cycleway links to adjoining sites.	13.51
MM-R-05	Medium B Density Residential Development including provision of the Masseytown Relief Road and pedestrian/cycleway links to adjoining sites.	8.43
MM-R-06	Medium B Density Residential Development including provision of pedestrian/cycleway links to adjoining sites.	2.63
MM-R-07	Medium B Density Residential Development	4.47
MM-R-08	Medium B Density Residential Development	1.92
MM-R-09	Medium B Density Residential Development	1.18
MM-R-10	Medium B Density Residential Development including provision for an access road through the site from the N22 to existing roads at the western end of the site. Also provision of pedestrian and cycleway links to adjoining sites and Cork Street.	13.28
MM-R-11	Medium B Density Residential Development	1.56
MM-R-12	Medium B Density Residential Development	1.66
MM-R-13	Medium B Density Residential Development	1.72
MM-R-14	Medium B Density Residential Development	1.26
MM-R-15	Medium B Density Residential Development	1.54
MM-R-16	Medium B Density Residential Development	4.33
Business		
MM-B-01	Business Development suitable for small to medium sized light industrial units. *	3.2
MM-B-02	Business Development suitable for small to medium sized light industrial units.	3.0

Local Area Plan Objective		
Specific Development Objectives for Macroom		
* Flood Risk Obj. X applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
MM-B-03	Business Development suitable for small to medium sized light industrial units.	6.02
MM-B-04	Business Development suitable for small to medium sized light industrial units.	4.8
MM-B-05	Business Development suitable for small to medium sized light industrial units.	4.2
Industry		
MM-I-01	Large Scale Industrial Development	16.8
Town Centre		
MM-T-01	Promote the town centre as the primary area for retail and mixed-use development, encourage sensitive refurbishment/redevelopment of existing sites while respecting the heritage character of the built fabric and promote public realm improvements. *	
Community		
MM-C-01	Community Uses	
Utilities		
U-01	Support the delivery of the N22 Macroom Bypass	
U-02	Facilitate the delivery of the Masseytown Relief Road linking to Mill Road in conjunction with the construction of new housing developments over the plan period	
U-03	Facilitate a number of road improvements and widening schemes along the Macroom to Millstreet and Macroom to Dunmanway routes into Macroom.	
U-04	Facilitate a number of road improvements and upgrades along the following local routes: <ul style="list-style-type: none"> • Coolyhane Road • Mill Road • Chapel Hill • New Road. 	
U-05	Provision of a Travel Hub/Bus Station and ancillary services	
Open Space, Sports, Recreation and Amenity		
O-01	Open Space for informal public recreation.	

Local Area Plan Objective		
Specific Development Objectives for Macroom		
* Flood Risk Obj. X applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
0-02	Open Space. Maintain and protect the amenities of Masseytown Park and provide for informal public recreation.	
0-03	Open Space. Maintain and protect the amenities of the Town Park and provide for improved pedestrian access to the town and the Castle Demesne.	
0-04	Open Space. Maintain and protect the recreational and sporting amenities of the Castle Demesne and provide for improved pedestrian access to the town centre and the Town Park.	

Appendix A6

Amendment No. BM.01.08.01

Delete Section 1.8 and replace with the following;

Amendment No. BM. 01.08.01

Strategic Land Reserve and Active Land Management.

Amend 'Strategic Land Reserve' Text.

Active Land Management

In response to an identified deficit in the supply of housing units and arising from ongoing research and analysis in the period since the adoption of the CDP 2014 (including with the Planning & Development SPC, public consultations associated with this LAP process and stakeholder engagement), Cork County Council has given further consideration to the most appropriate process of identifying the additional quantum of housing land supply required to drive growth in the Cork Region.

Section 2 (Planning & Economic Recovery) of the Planning Policy Statement 2015 (DECLG) identifies active land management by Planning Authorities as critical in the implementation phase of development plans:

Preparation of development plans is only an initial step. Plan implementation is key and the actions in Construction 2020 will be progressed to enable planning authorities to more dynamically lead and manage the development process in their areas, ensuring that land zoned for development actually comes into use as anticipated in development plans and in tandem with supporting infrastructure.

The enhanced role of planning authorities in managing the development and use of land in their areas will compliment their expanded role in economic development set out in Putting People First, providing the tools for local authorities to strongly support local economic development which facilitates overall national economic recovery.

Active land management is multi-faceted and may be said to include managing the delivery of zoned lands to ensure those lands come into active use; ensuring that social, environmental and economic considerations are appropriately integrated into land identification and delivery; and, ensuring an adequate volume of appropriate lands are identified to ensure the availability of an appropriate supply of serviced/serviceable zoned lands to serve existing and future housing demand.

In this context Cork County Council proposes to initiate a process of Active Land Management to include for the ongoing monitoring and evaluation of the following:

- Actual and projected housing demand in the Cork Region, including household sizes and required household types, appropriate density, vibrancy of the employment market and employment delivery targets
- The planning consent process (planning permissions granted/refused for multiple house schemes), commencement notifications, housing completion rates
- The roll-out and delivery of essential infrastructure by state agencies, including opportunities to leverage maximum returns from investment by the state
- Opportunities to promote modal shift and sustainable transport patterns where appropriate, including along existing, planned and potential future transport corridors
- Opportunities to maximise use of existing hard and soft infrastructure, including supporting the vitality and viability of Metropolitan Cork, towns, villages and settlements throughout Cork

It is intended the process of Active Land Management will help ensure the strategic planning policy process is well-positioned to respond in a dynamic manner to the changing nature of the housing market, and in-so-doing help ensure the right type of housing units are being provided at the most appropriate locations, in a timely manner.

A central component of this approach will be the process of seeking to ensure that when statutory land use plans identify lands that are most suitable for the delivery of the required housing units, housing units are delivered on the lands within the lifetime of the Plan or as soon as may be reasonably expected.

During the lifetime of this Plan, and in addition to the provisions of the Urban Regeneration & Housing Act 2015, Cork County Council will:

1. Monitor the degree to which serviced/serviceable zoned lands are delivering the required housing units such that during the next LAP making cycle, informed consideration may be given as to the likelihood of such lands contributing the number and type of units required and/or whether it is appropriate to continue to zone such lands for residential purposes.
2. Provide dedicated resources (the Housing and Infrastructure Implementation Team) to collaborate with land owners, developers and state agencies to prepare and initiate implementation strategies for key strategic sites, including the designated Urban Expansion Areas and the Monard SDZ, on a prioritised basis.
3. Monitor the delivery of housing units in Key Villages, Villages and Village Nuclei, having regard to the stated *Scale of Development* and *Normal Recommended Scale of any Individual Scheme* requirements set out in this Plan.

This process will be undertaken in each Municipal District to help distinguish between locations with the capacity, infrastructure and market demand to deliver housing units sustainably and other similarly designated locations in the MD that are not delivering the required supply of housing units. This process will help ensure the planning policy framework is sufficiently dynamic to respond positively in locations that can sustainably deliver the required units, while ensuring the overall Scale of Development (per Key Village, Village or Village Nuclei) is not exceeded at the MD Level.

4. Advance the process of identifying a Strategic Land Reserve of approx 400ha in County Metropolitan Cork – a strategic initiative first introduced in the CDP 2014, and which has been the subject of ongoing consideration and analysis in the intervening period, including during the Pre-Draft Consultation process and Public Consultation Phase of the statutory LAP-making process.

Strategic Land Reserve

Section 2.2.15 of the Cork County Development Plan 2014 provides a context for the evidence based analysis that points to the requirement to provide a Strategic Land Reserve in County Metropolitan Cork, including the fact Paragraph 4.2.11 of the SWRPGs gives support for provision of the following: “an additional allowance for headroom, to allow for choice, sequencing and other local factors. This headroom should be calculated in line with the Development Plan Guidelines 2007”.

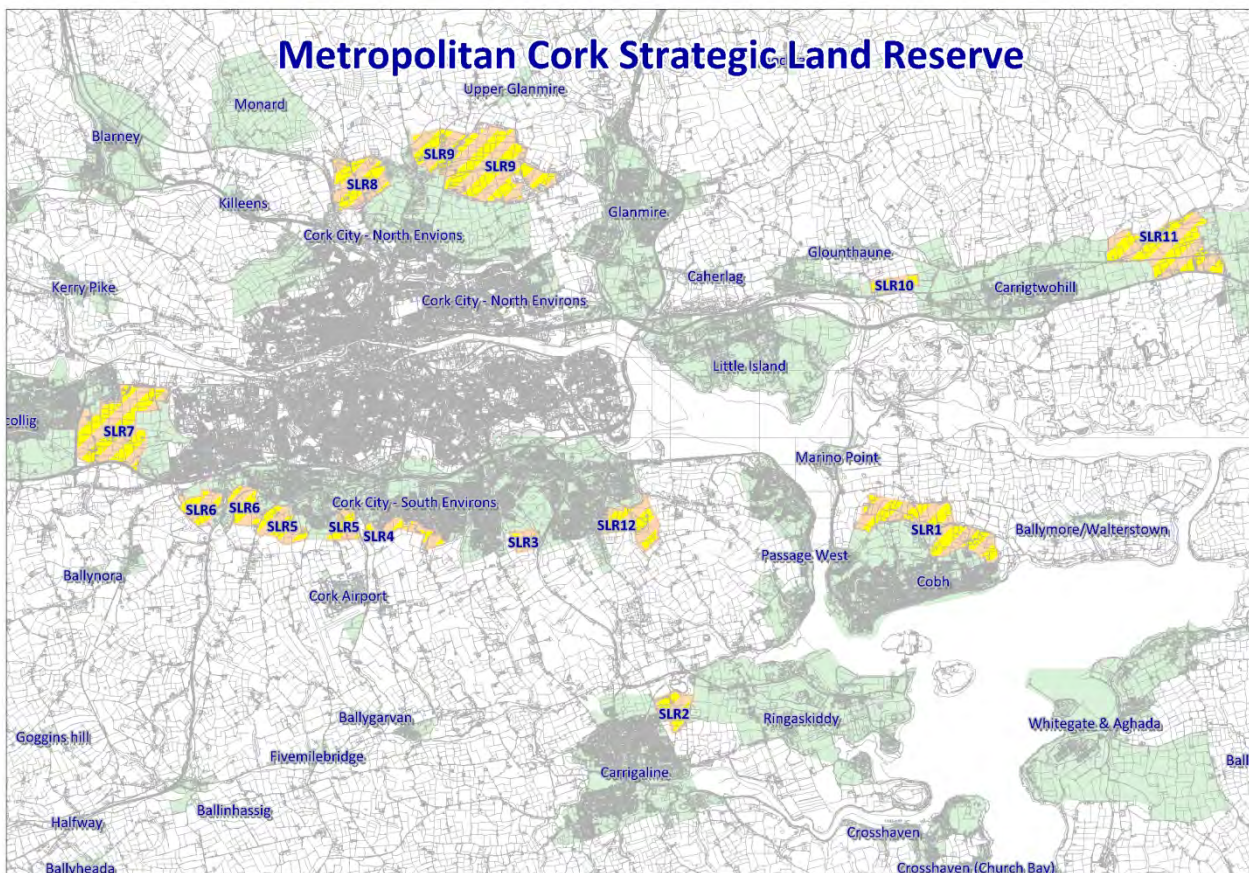
When preparing the Draft Local Area Plan Cork County Council again identified the need for additional strategic land reserves (in the order of 300ha - 400ha), to take account of the requirements set out in the CDP 2014 but also in the context of anticipated economic and population growth in the State over the coming decades and which is likely to be concentrated at locations like Metropolitan Cork which are best positioned to drive increased economic activity.

A total of 17 SLR sites were considered - 12 identified in the Draft LAPs and an additional 5 no. proposed

new sites during the consultation process (additional submissions requested some already identified SLR locations to be extended).

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	21.4
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
		1489.2

Figure 3: Locations of Strategic Land Reserve Options



The SLR sites have been subject to a High Level Appraisal based on the following:

5. Sequential Approach: Selecting sites based on the principle that potential green-belt development should, where deemed appropriate, be located in the immediate environs of Cork City in the first instance.

6. **Infrastructural Investment: Where sites offer opportunities to leverage maximum returns from infrastructural development but which would not prejudice the delivery of, or necessitate upfront investment which may be considered, regional or national in scale**
7. **Multi-modal Transport Opportunities: Located so as to offer potential multi-modal opportunities for accessing local trip generating services, existing/proposed public transport services and strategic employment areas**

The High Level Appraisal has resulted in the emergence of 6 no. SLR sites at this stage (SLR3 Castletreasure, SLR4 Frankfield/Grange, SLR5 Togher/Doughcloyne, SLR6 Ardrostig, SLR7 Ballincollig East-Carrigrohane, SLR12 Oldcourt) as potentially having greater capacity to deliver. However, as all sites have matters to be considered in detail, it is recognised that detailed assessment is required, including consultation with landowners and state agencies. On this basis it is proposed to retain all the original 12 no. SLR sites for further detailed assessment, before preparation of site appraisals and development briefs for consideration by Development Committee. The assessment will include Habitats Directive Assessment and Strategic Environmental Assessment so that full account is taken of environmental and ecological issues.

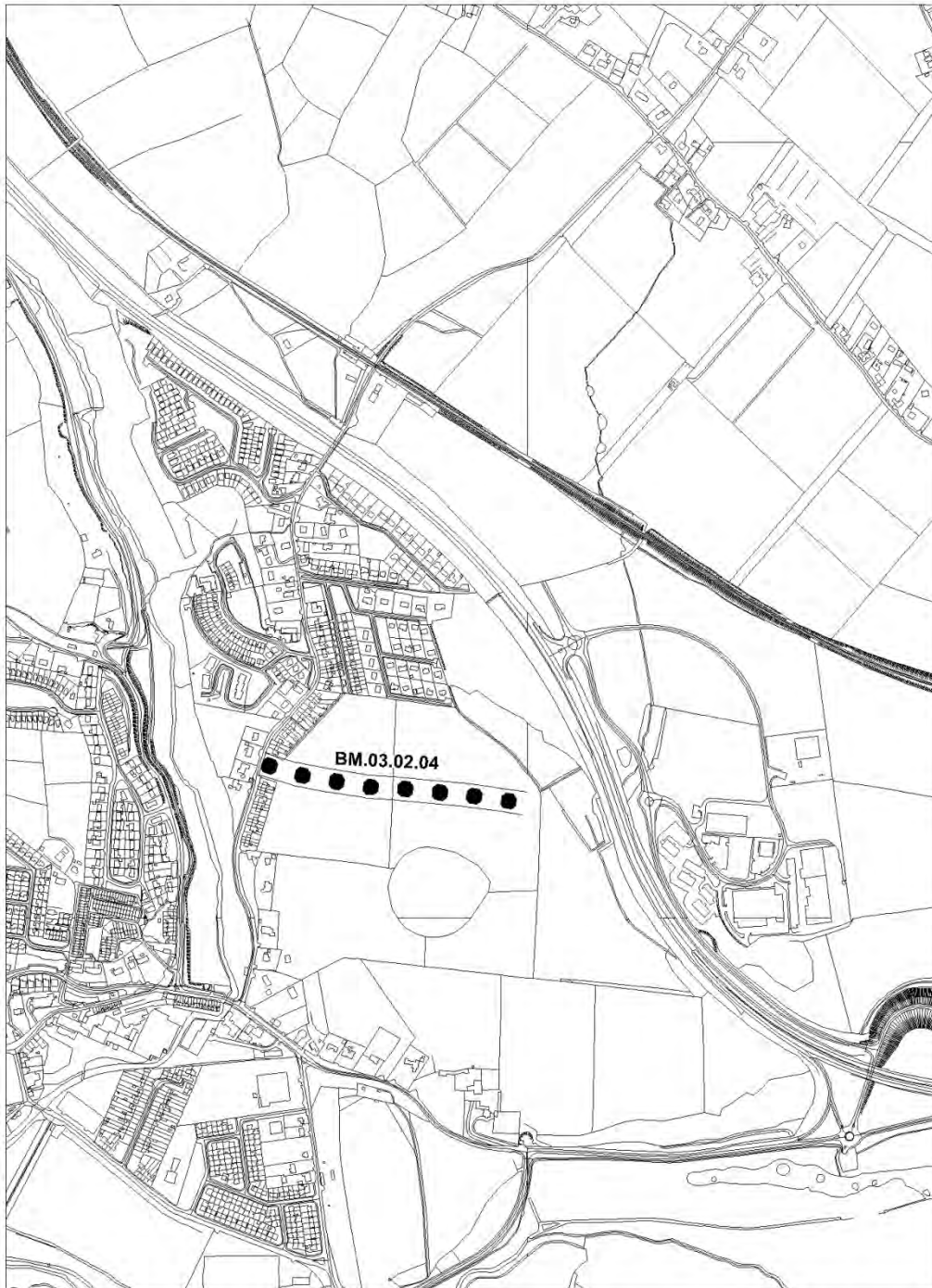
Section 3 Proposed Maps Changes

3.1.1 This Section sets out all the map amendments referenced in Section 2. The mapped amendments are laid out in the following order Introduction, Local Area Strategy, Main Towns, Key Villages, Village Nuclei and Other Locations where appropriate.

3.1.2 All the mapped amendments including zonings/boundary extensions and any proposed roads/walkways are also shown on the 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. This allows the public to be better informed about the proposed mapped amendment to the Draft Plan.

**Blarney Macroom Municipal District Local Area Plan
Public Consultation Draft**

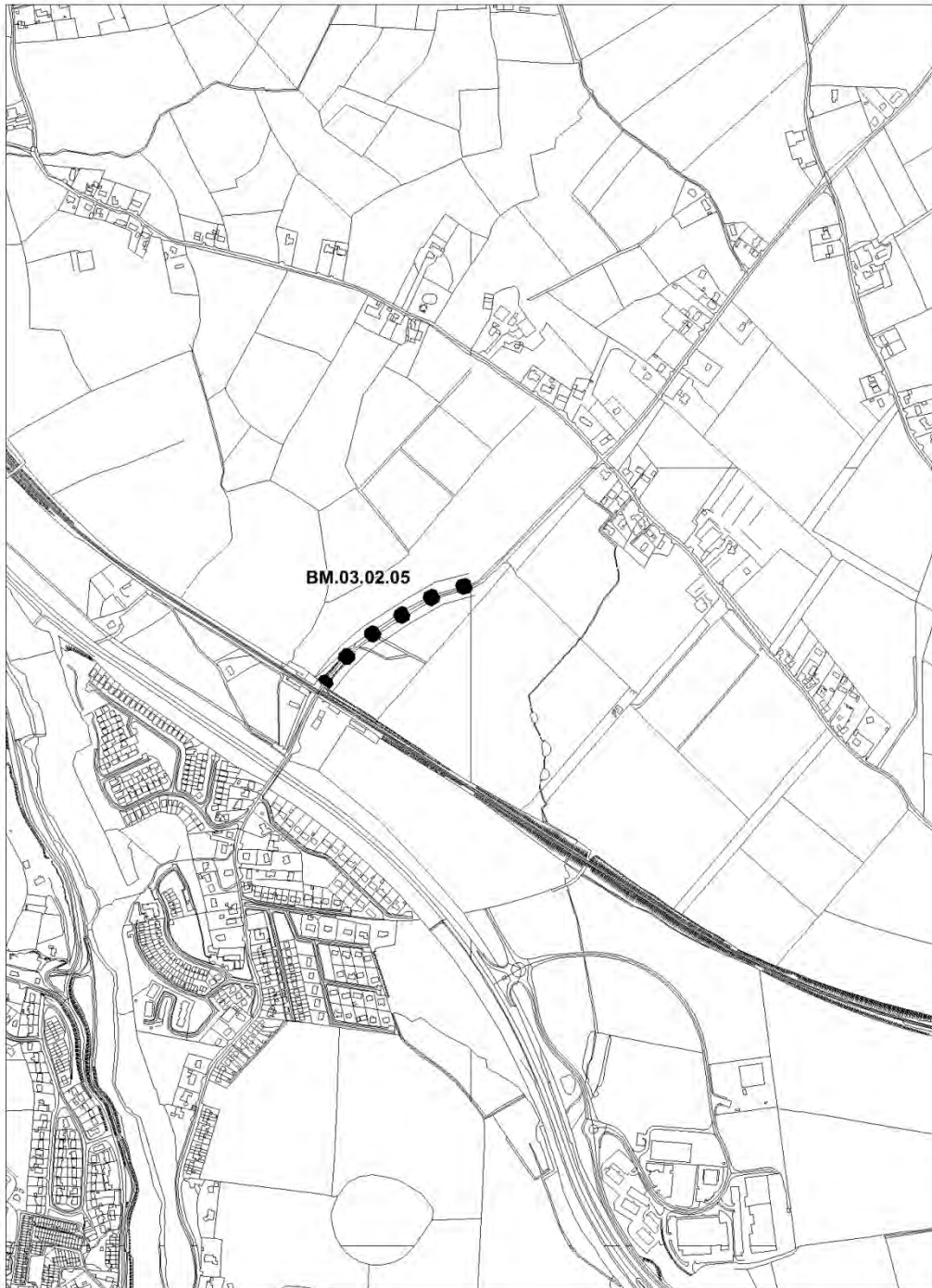
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Amendment Ref:BM.03.02.04

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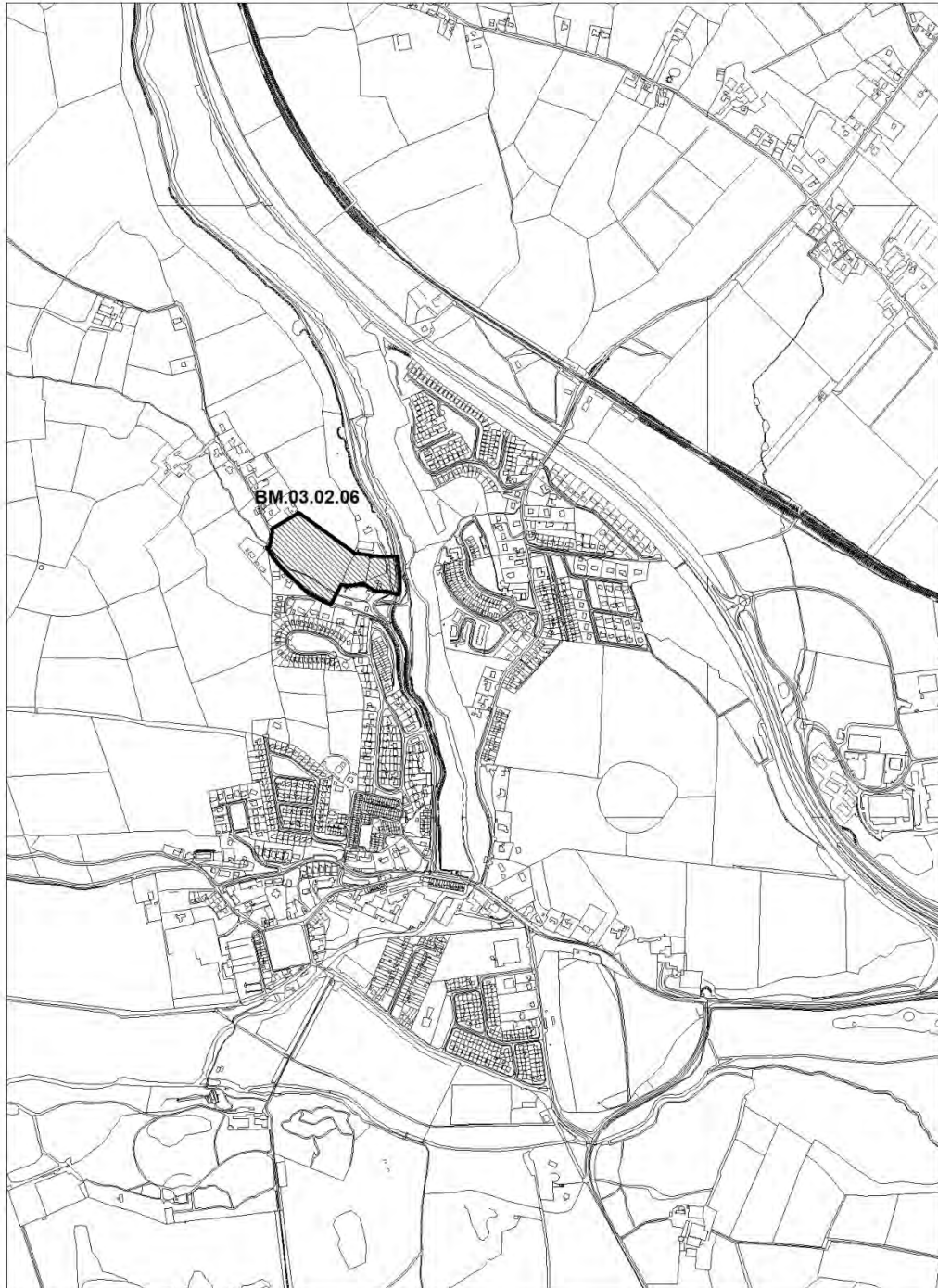
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Amendment Ref:BM.03.02.05

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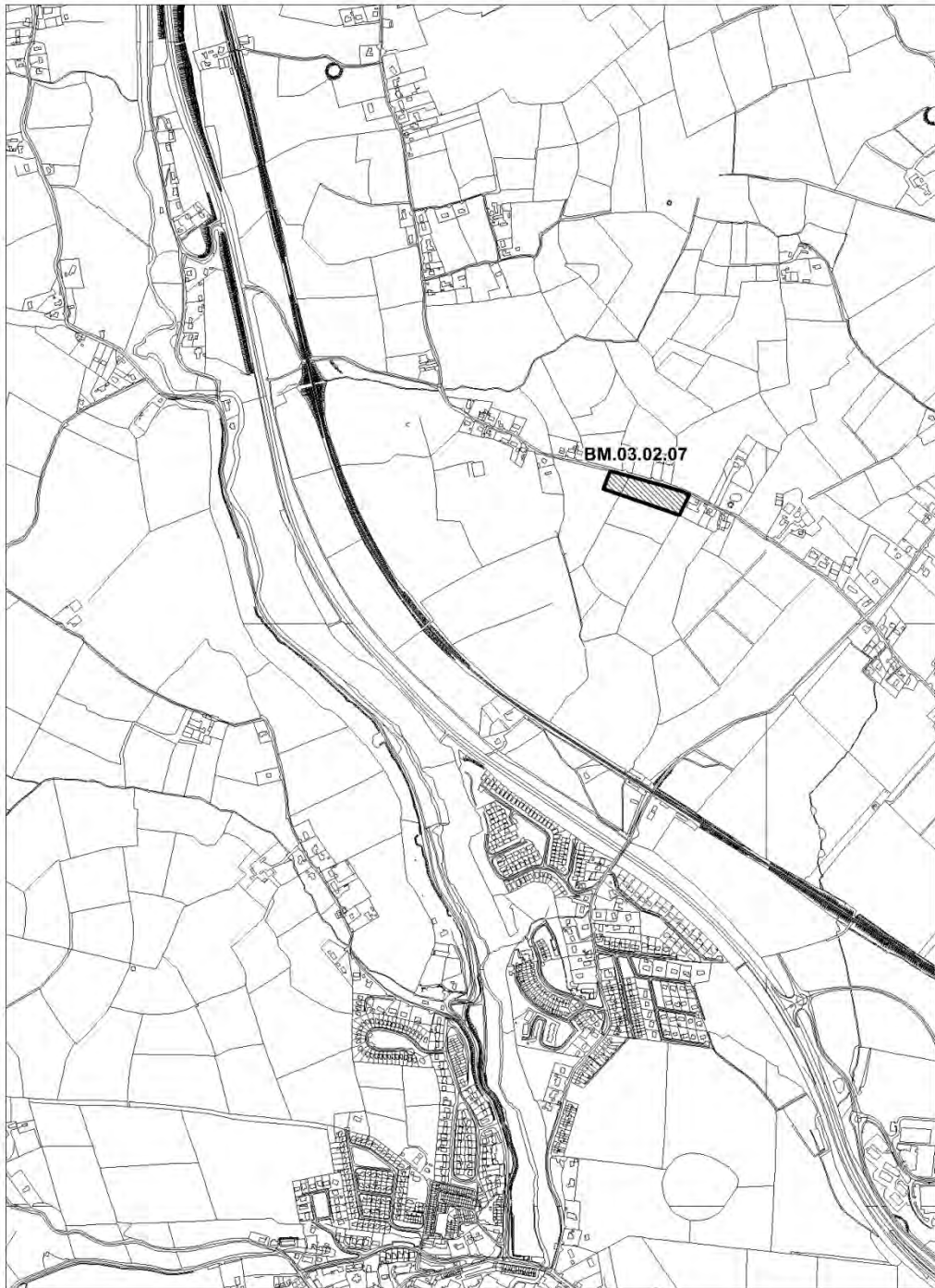
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Amendment Ref:BM.03.02.06

**Blarney Macroom Municipal District Local Area Plan
Public Consultation Draft**

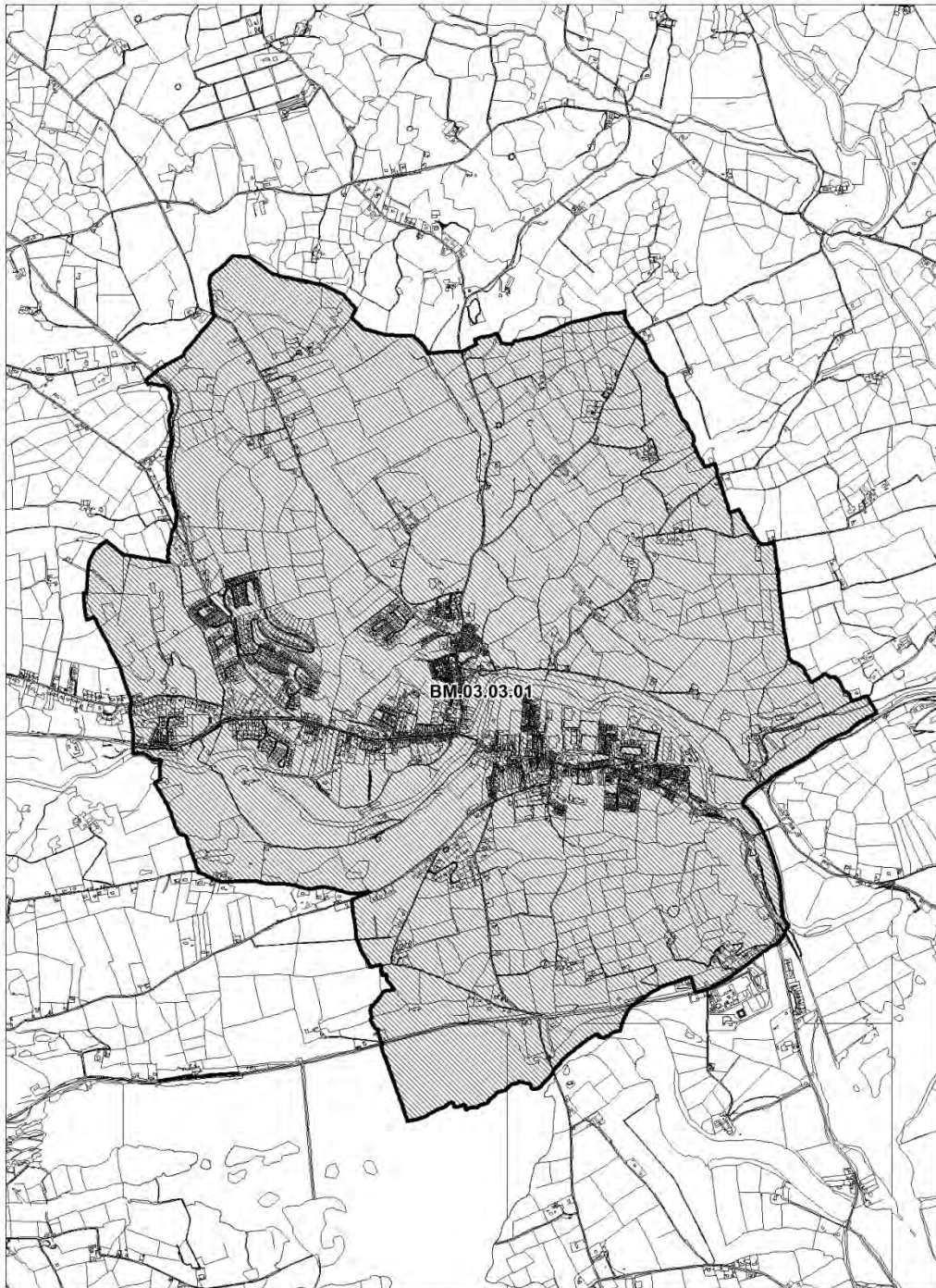
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Amendment Ref:BM.03.02.07

**Blarney Macroom Municipal District Local Area Plan
Public Consultation Draft**

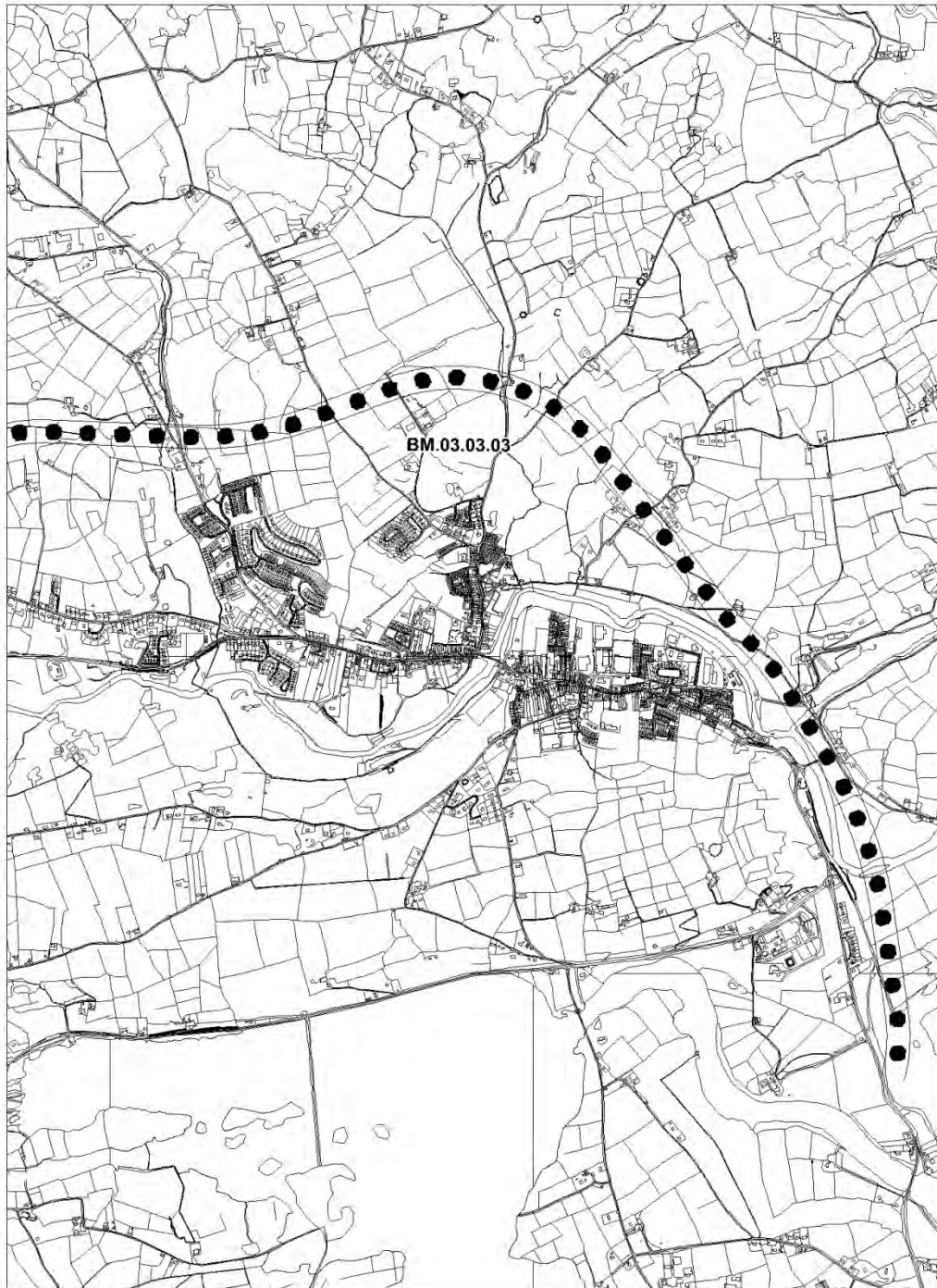
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Amendment Ref:BM.03.03.01

**Blarney Macroom Municipal District Local Area Plan
Public Consultation Draft**

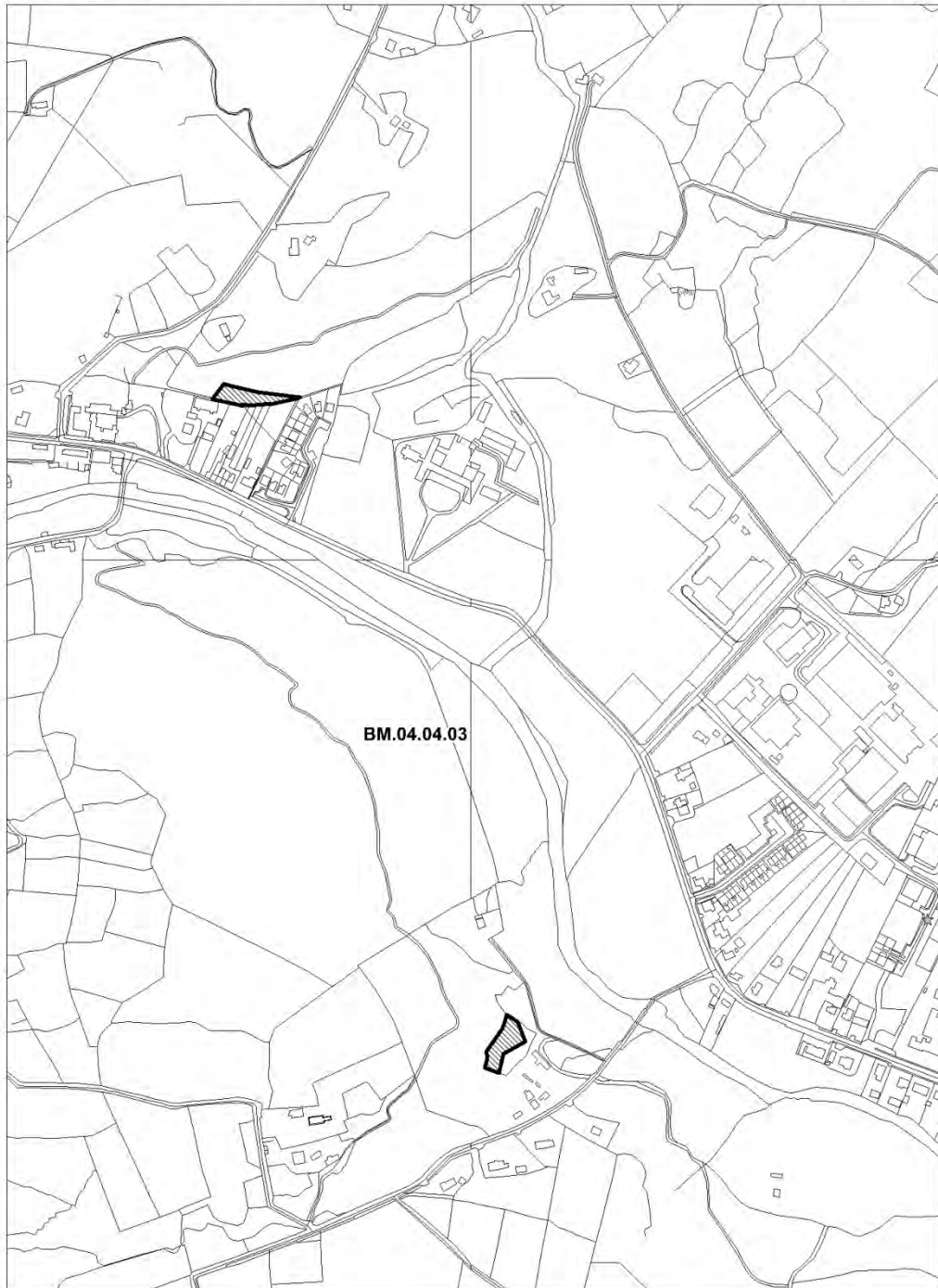
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Amendment Ref:BM.03.03.03

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Public Consultation Draft**

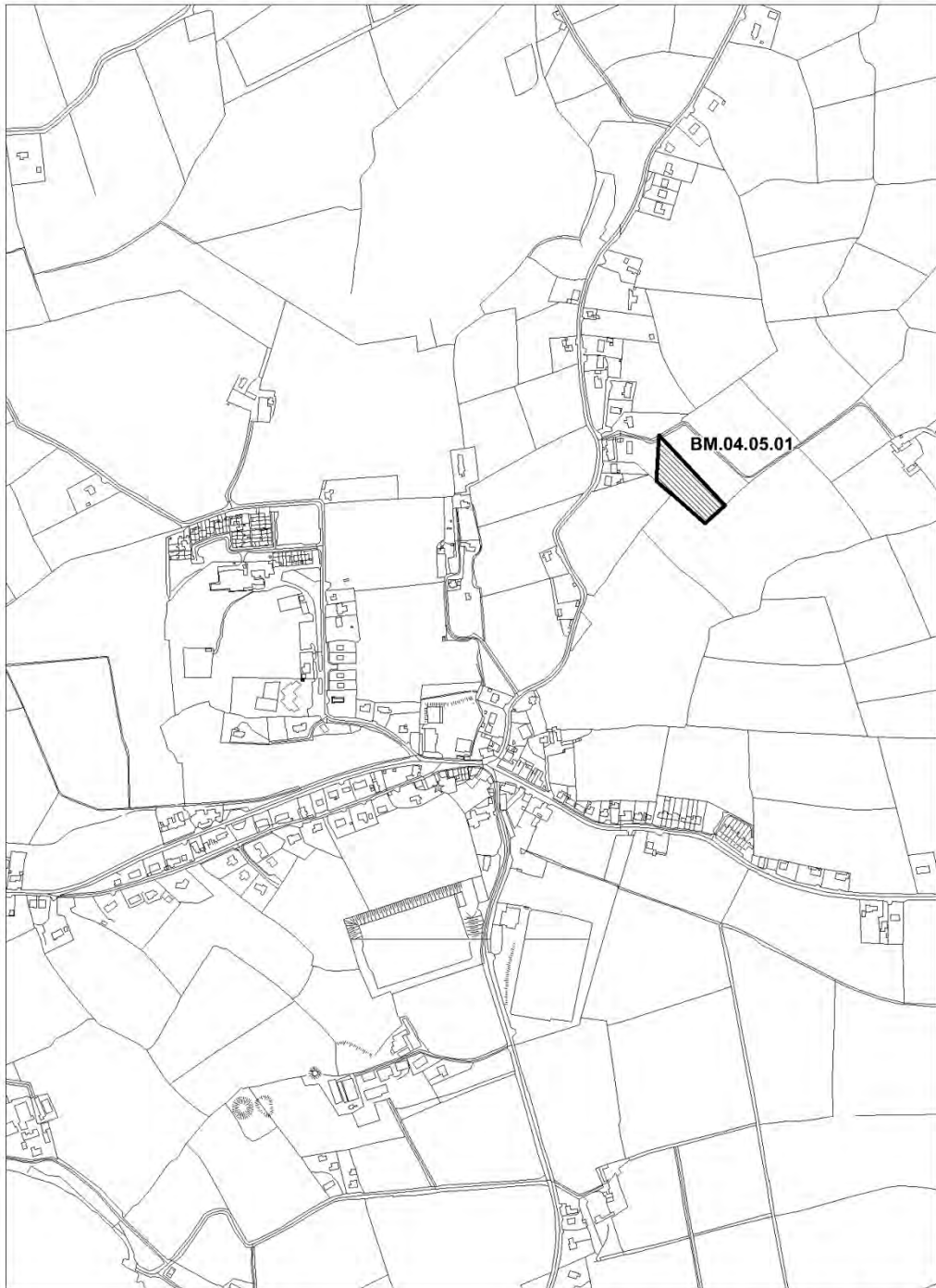
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Amendment Ref:BM.04.04.03

**Blarney Macroom Municipal District Local Area Plan
Public Consultation Draft**

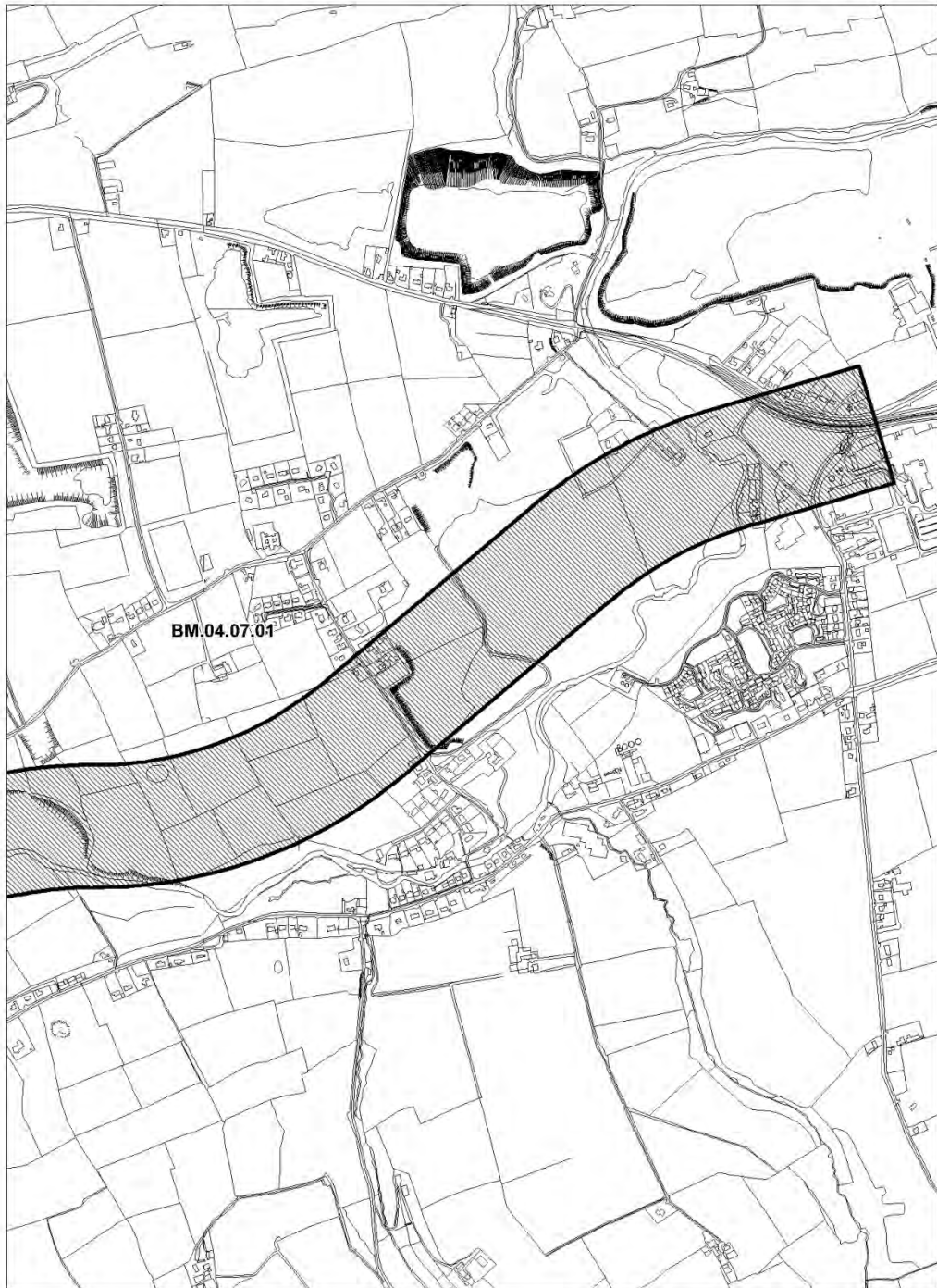
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Amendment Ref:BM.04.05.01

**Blarney Macroom Municipal District Local Area Plan
Public Consultation Draft**

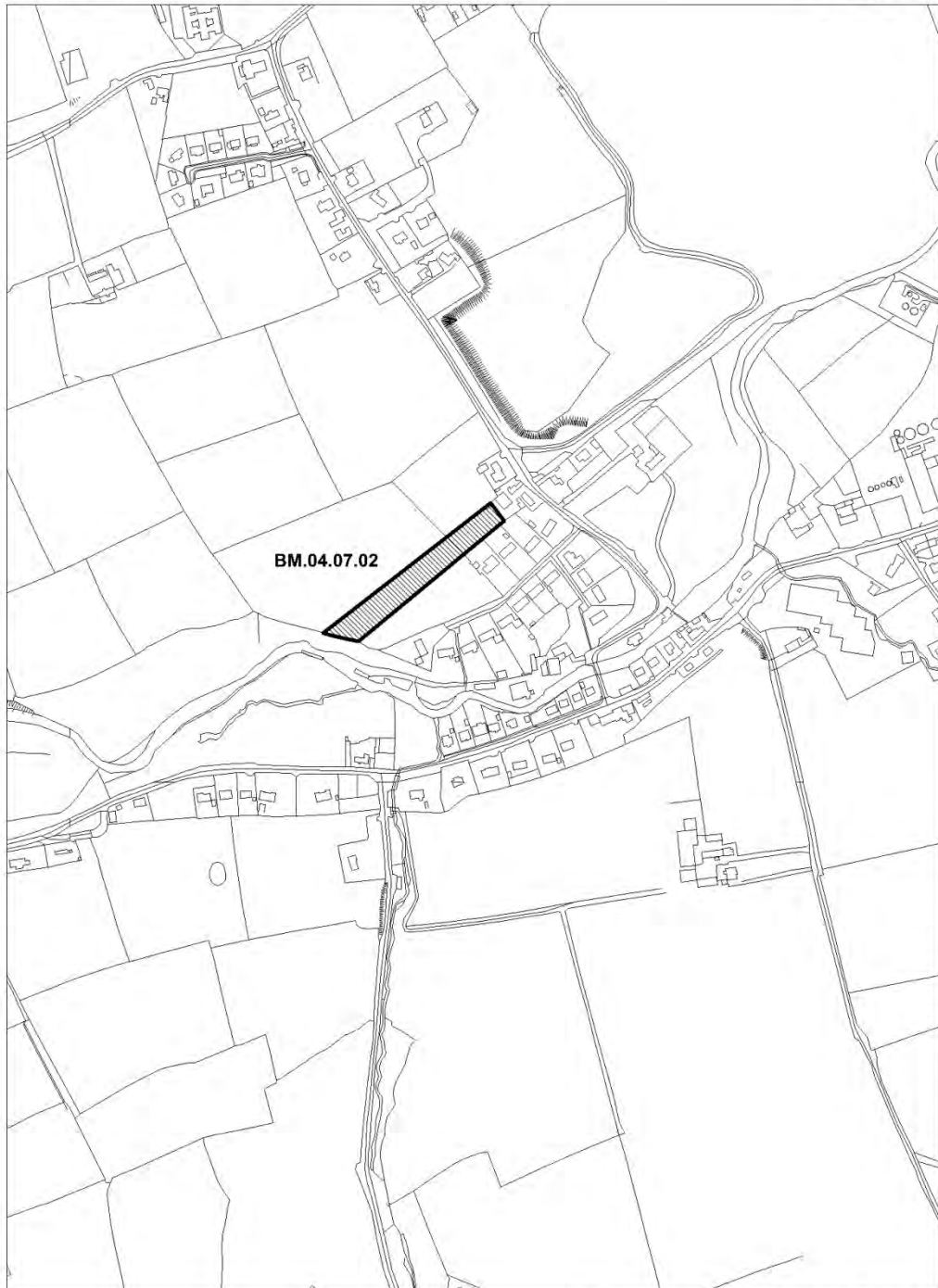
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Amendment Ref:BM.04.07.01

**Blarney Macroom Municipal District Local Area Plan
Public Consultation Draft**

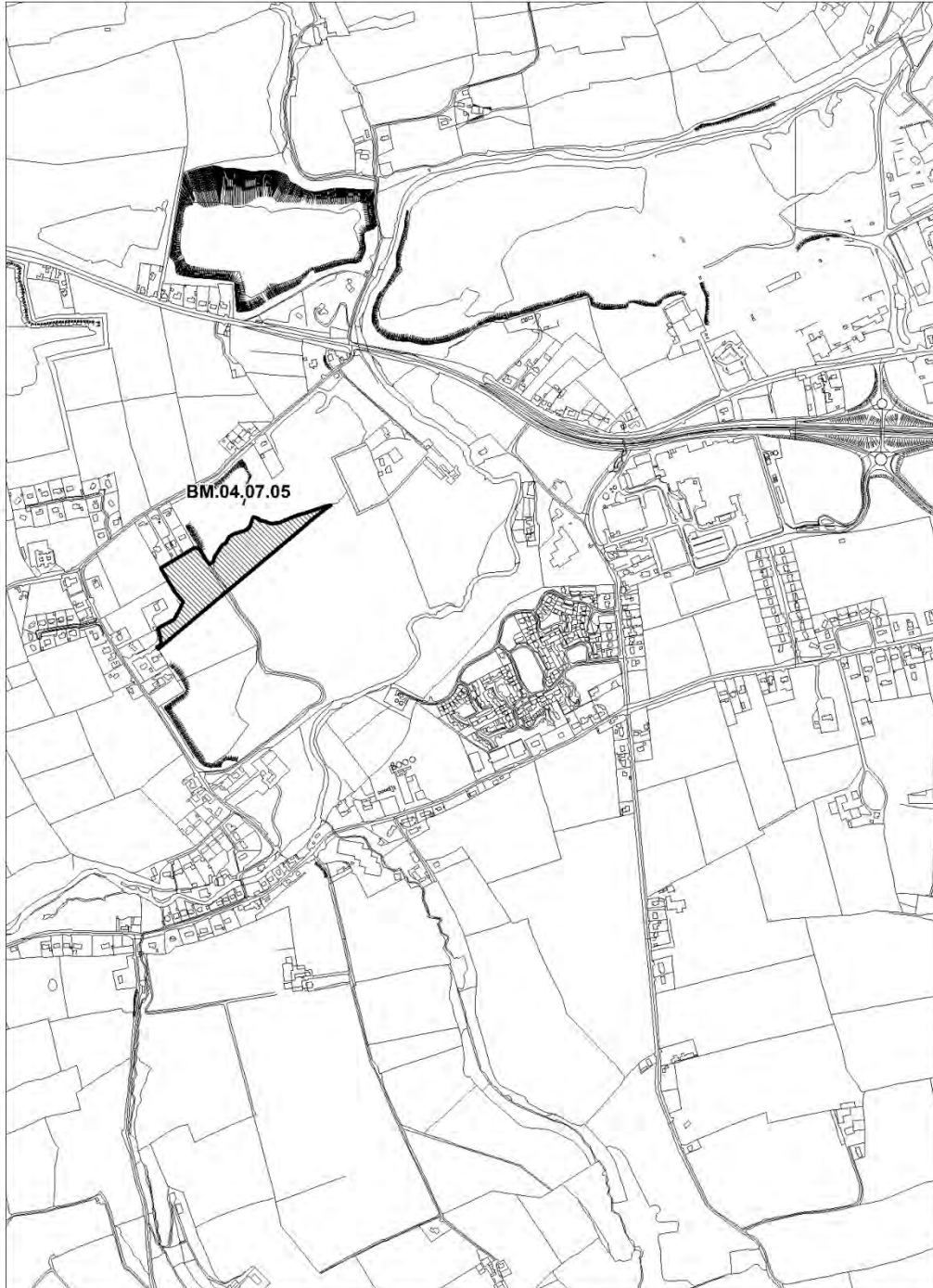
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Amendment Ref:BM.04.07.02

**Blarney Macroom Municipal District Local Area Plan
Public Consultation Draft**

**Killumney
Ovens**



Amendment Ref:BM.04.07.05

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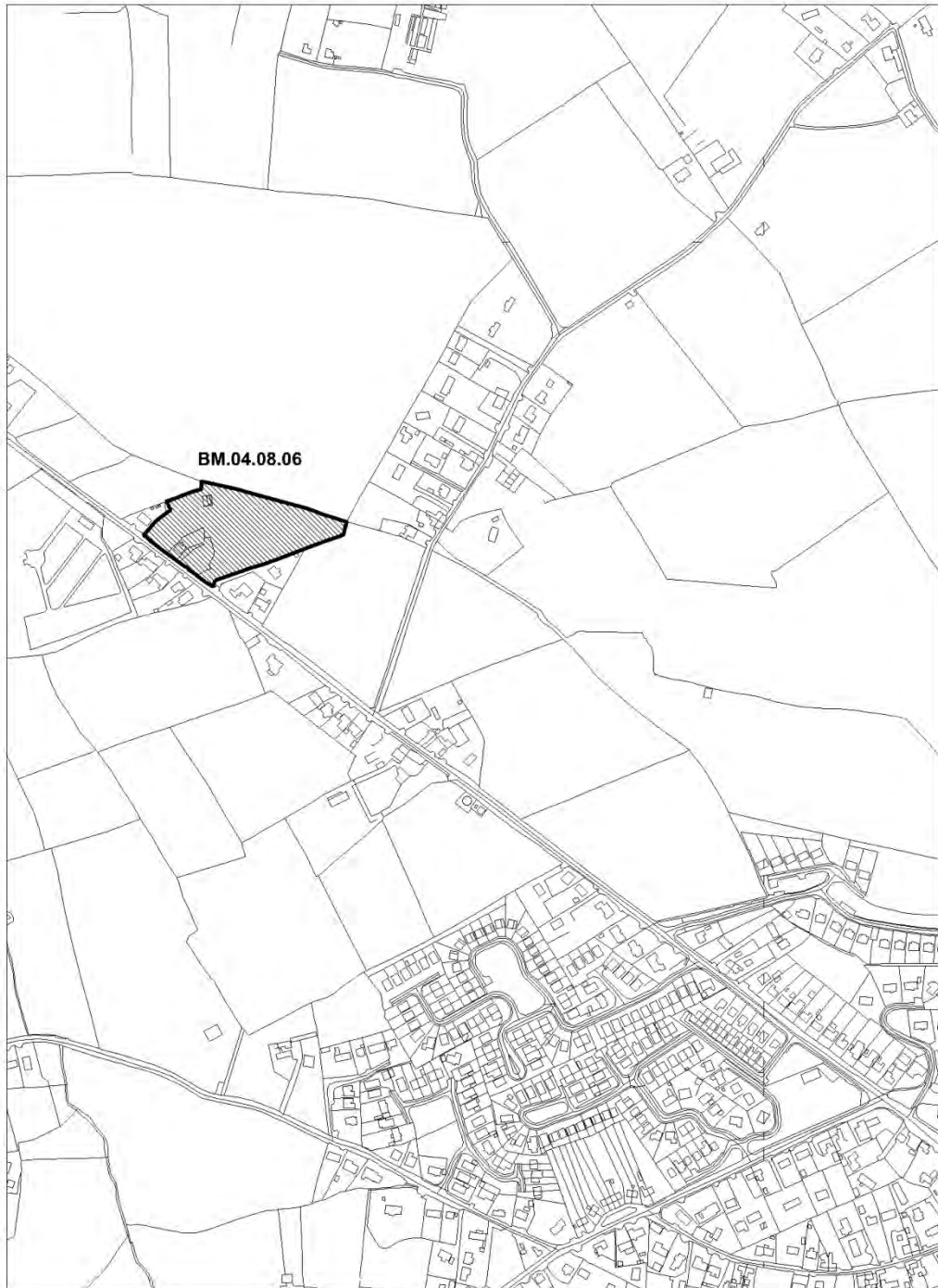
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Amendment Ref:BM.04.08.01

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Public Consultation Draft**

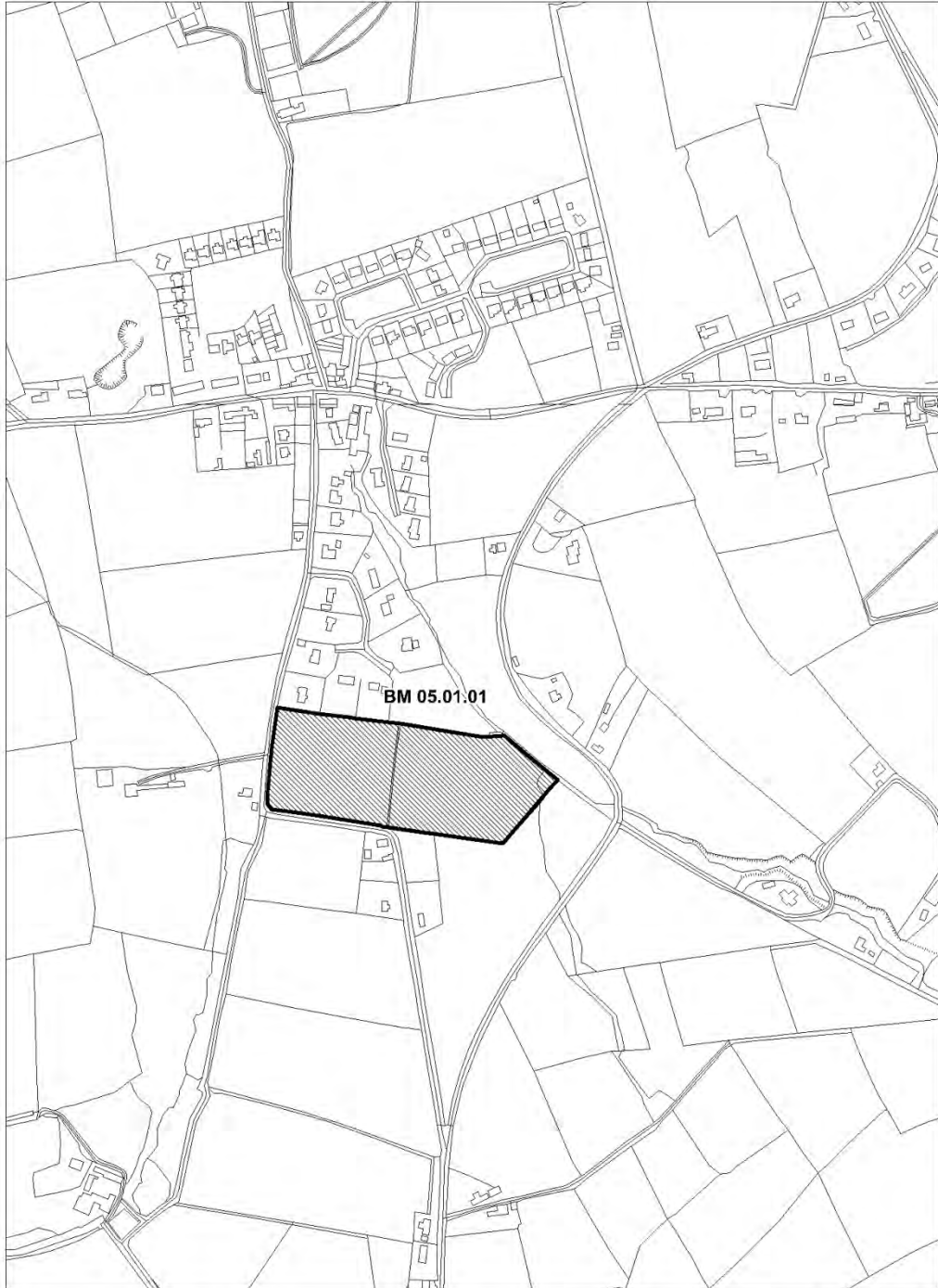
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Amendment Ref:BM.04.08.06

**Blarney Macroom Municipal District Local Area Plan
Public Consultation Draft**

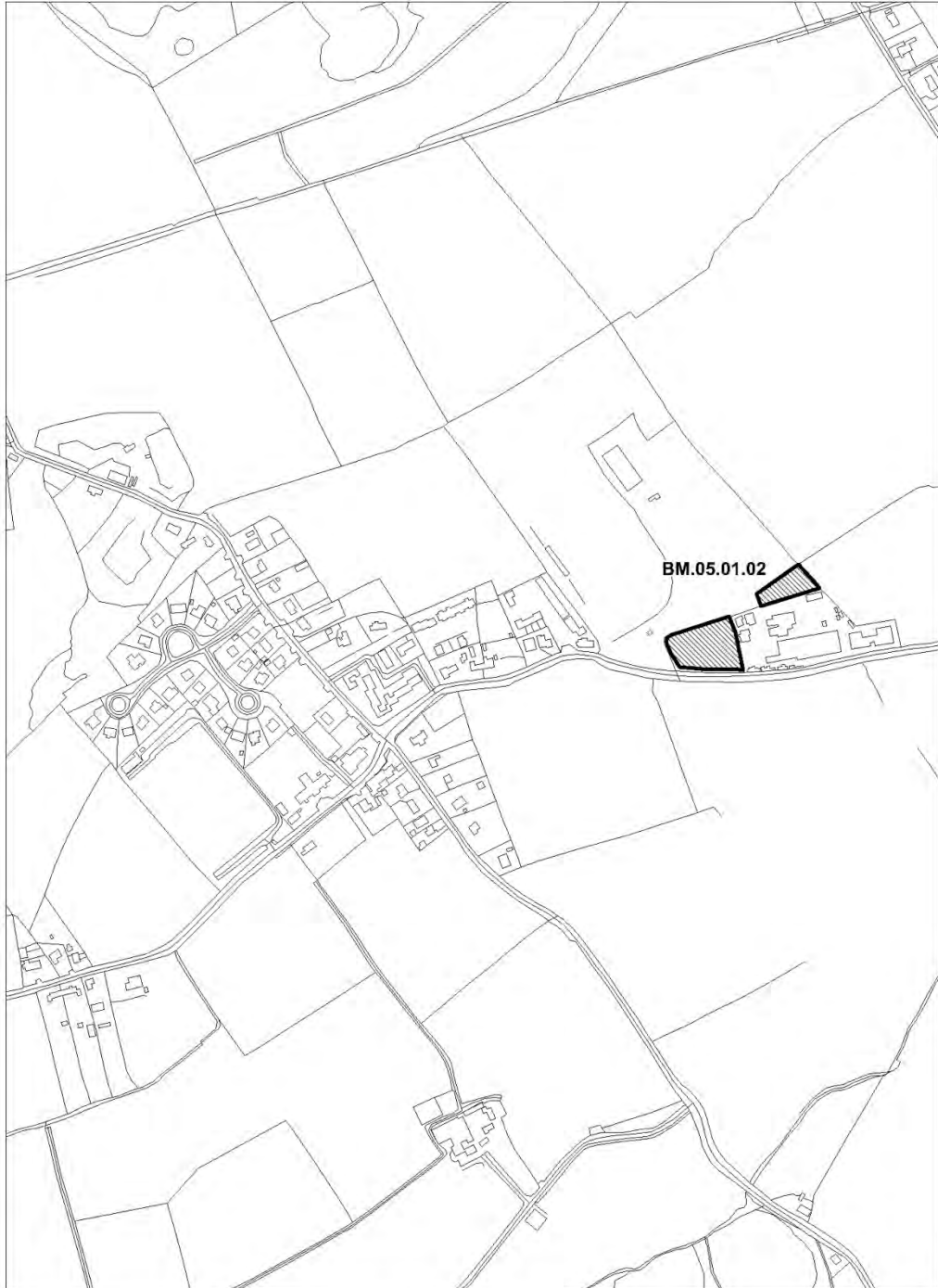
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Amendment Ref:BM.05.01.01

**Blarney Macroon Municipal District Local Area Plan
Public Consultation Draft**

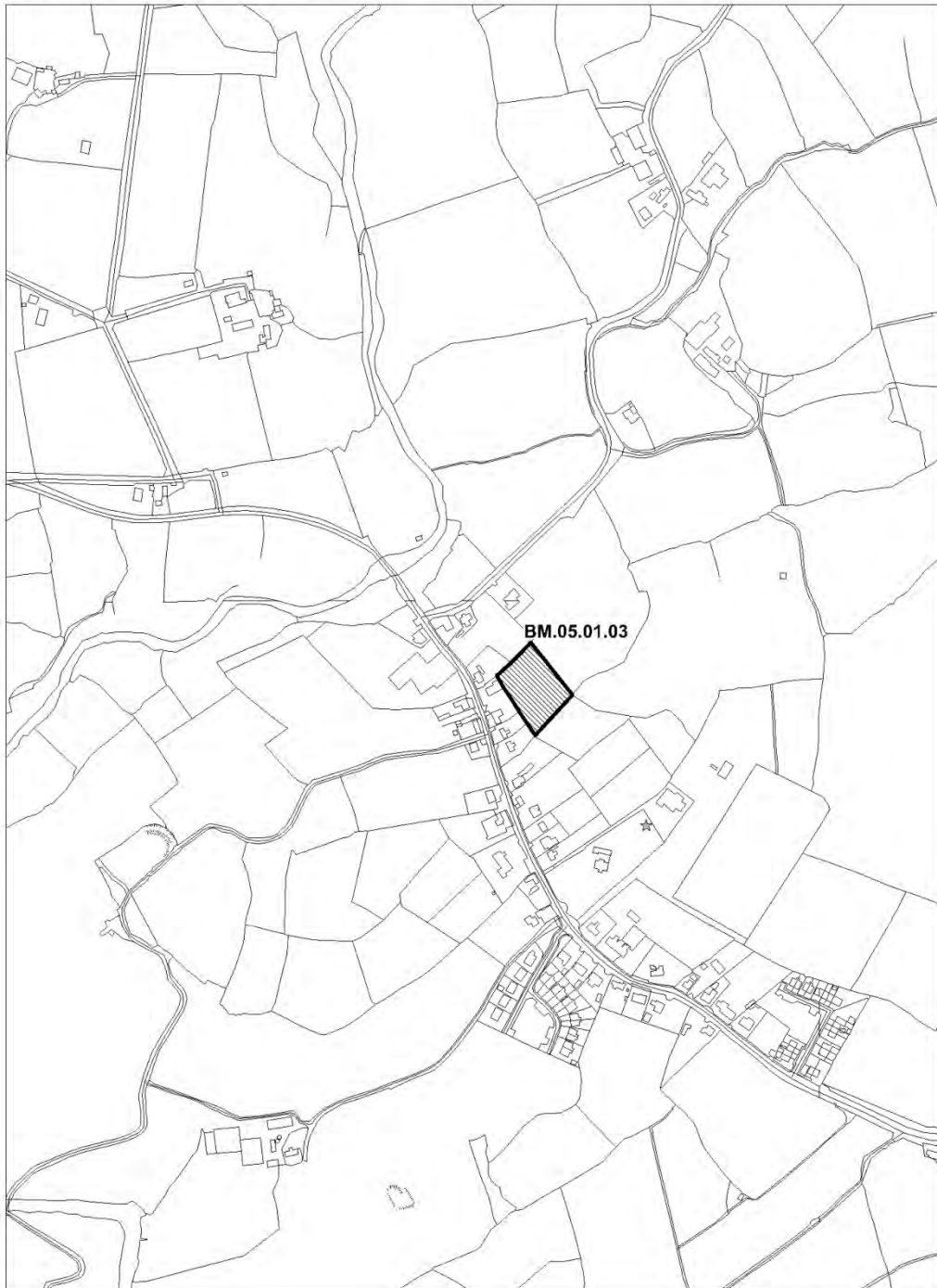
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Amendment Ref:BM.05.01.02

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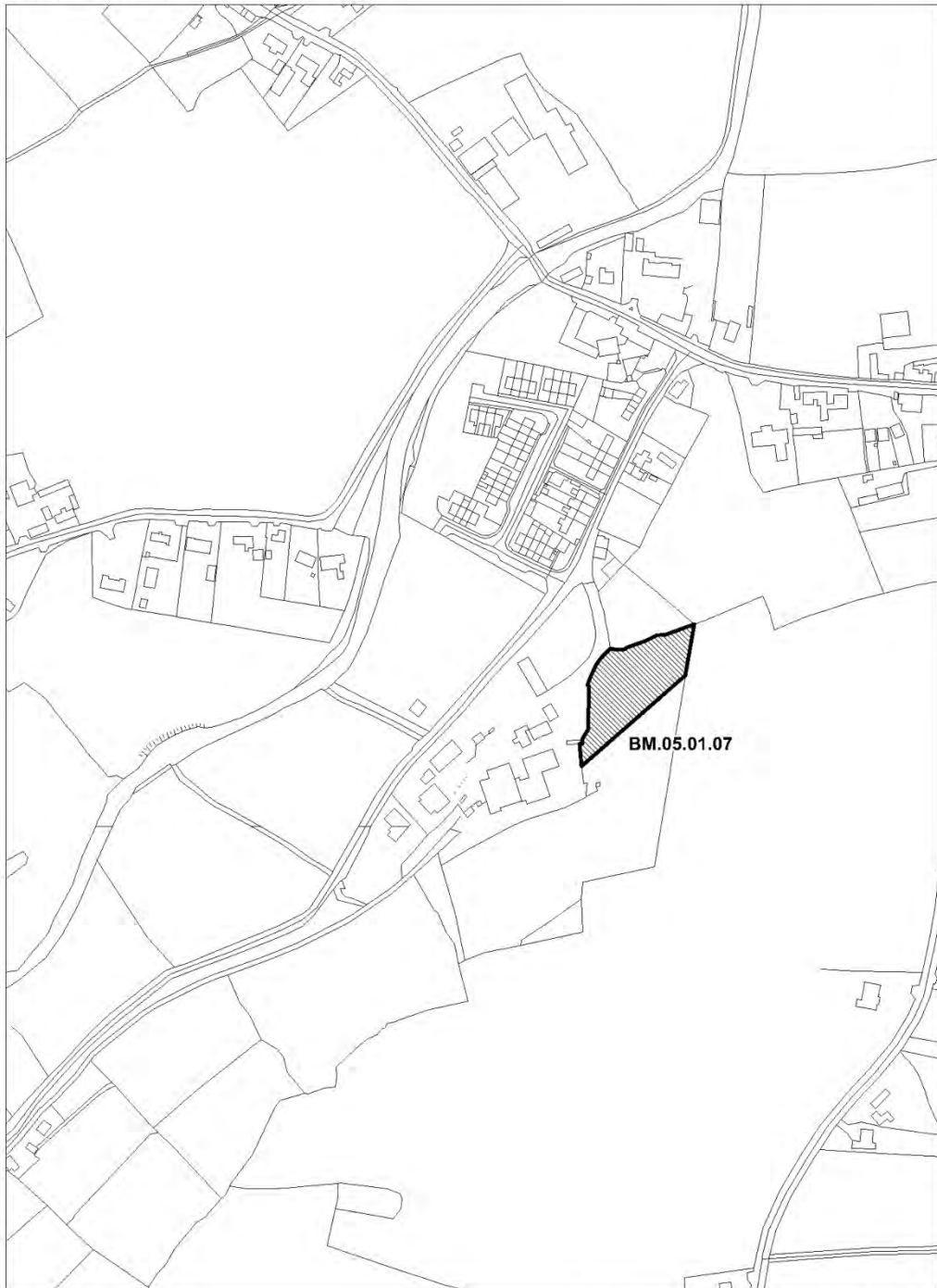
Clondrohid



Amendment Ref:BM.05.01.03

**Blarney Macroom Municipal District Local Area Plan
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Crookstown



Amendment Ref:BM.05.01.07

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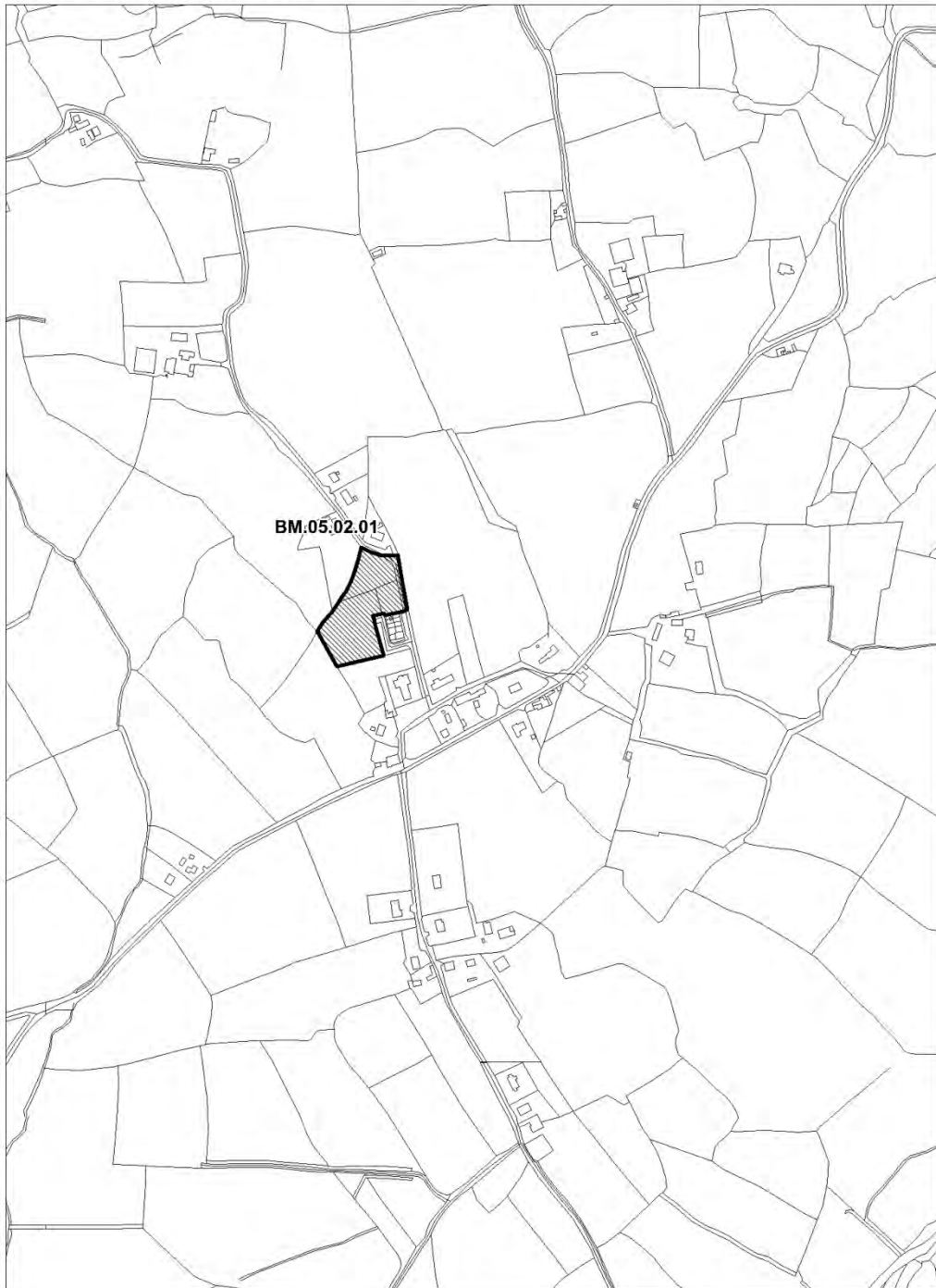
Kilmurry



Amendment Ref:BM.05.01.09

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Ballinagree



Amendment Ref:BM.05.02.01



