

# **Report to Members**

Under S.20(3)(k) of the Planning and Development Acts

## **Cobh Municipal District Local Area Plan**

Chief Executive's Opinion and  
Recommendations on the Issues Raised  
by Submissions on the Proposed  
Amendments

16<sup>th</sup> June 2017

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<b>Job Title:</b>						
<b>Document Title:</b> Report to Members Under S.20(3)(k) of the Planning and Development Acts  Cobh Municipal District Local Area Plan  Chief Executive's Opinion and Recommendations on the Issues Raised by Submissions on the Proposed Amendments  16 <sup>th</sup> June 2017						
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		<b>Description:</b> This report sets out the Chief Executive's Opinion on the issues raised in Submissions to the Proposed Amendments to the Cobh Municipal District LAP				
			<b>Prepared by</b>	<b>Drawn by</b>	<b>Checked by</b>	<b>Approved by</b>
		<i>Name</i>				
1.0			MD & ST	AF	PC	ML

This report focuses on the submissions and observations received from the public following publication of the proposed amendments to the Draft Cobh Municipal District Local Area Plan. The draft plan sets out the planning framework for the development of the Municipal District. The report summarises the outcome of this consultation process which was carried out in line with Section 20(3) of the Planning & Development Acts and will inform the finalisation of the various amendments to the Draft Cobh Municipal District Local Area Plan.

Appendix A of the report includes a list of the submissions received relevant to the Municipal District.

Appendix B details the proposed amendments to the plan that the Chief Executive is recommending be included in the plan following consideration of the issues raised in the submissions and other pertinent issues. Some of the amendments set out in Appendix B have been made the subject of minor modifications that have been proposed in order to address issues raised in submissions or from other sources such as the Strategic Environmental Assessment and the Habitats Directive Assessment screening of the proposed amendments. An Explanation is included in the Appendices.

Appendix C of the report sets out details of those amendments that were published for consultation by the Council but where the Chief Executive is now recommending the Council to EXCLUDE the amendment from the plan. Section 2 of this report sets out the reasons for those recommendations.

Appendix D includes all the Proposed Map Changes recommended for inclusion in the plan.

Appendix E List of Submitters

## Section 1 Introduction

### 1.1 Introduction

**1.2.1.** This report focuses on the submissions and observations received from the public following publication of the proposed amendments to the Draft Cobh Municipal District Local Area Plan. The preparation of this report marks the commencement of the final stage in the process of making the new local area plan for this Municipal District. The Planning & Development Acts require the Council to make its final resolutions in relation to the amendments of the plan by Monday 24th July 2017. The Plan will become effective four weeks after the date on which it is made.

### 1.2 Process to date

**1.2.1.** The Draft Cobh Municipal District Local Area Plan, along with three associated environmental assessments, was published in November 2016 and made available for public consultation until the 16th January 2017. 244no. submissions were received during the public consultation period on the Draft Cobh Municipal District Area Local Area Plan. 26 of the submissions focused on general issues facing the County at large, with a further 196 submissions related to the Municipal District.

**1.2.1.** 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.

**1.2.1.** 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, Environmental, Habitats and Flood Risk Assessment Reports, 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.

**1.2.1.** In total, 163 amendments are proposed to the Draft Cobh Municipal District Local Area Plan. 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.

**1.2.1.** The County Council made 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 could be made to the Council from Tuesday 2nd May 2017 until 4p.m. on Tuesday 30th May 2017. This report deals with the submissions received as part of that consultation process.

**1.2.1.** It should be noted that, as the new Local Area Plans did 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, Midleton, Skibbereen and Youghal there were no proposed amendments relating to any policy or objectives for those areas. The current Town Plans will remain enforce until December 2020.

### **1.3 Submissions**

**1.3.1.** There were a total of 55 submissions received during the public consultation period on the proposed amendments to the Draft Cobh Municipal District Local Area Plan and these are now the subject of this report. It is important to note that only the proposed amendments to the draft plan can be considered by the County Council at this stage in the plan making process. Issues in relation to the content of the draft plan that is NOT part of the proposed amendment cannot now be considered.

**1.3.2.** A number of submissions raised issues in relation to various matters that are not part of the proposed amendments to the plan and this material has been excluded from the summary of the issues raised and is excluded from consideration at this stage in the process. Where this has occurred a note has been included in Appendix A.

### **1.4 How to use this report**

**1.4.1.** This report sets out to fulfill a number of functions.

**1.4.2.** **Section 2** of the report sets out the Chief Executive's recommendations to the Elected Members of the Council in relation to all of the proposed amendments to the plan. Where the Chief Executive's recommendation is to EXCLUDE a proposed amendment, the detailed reasons for that recommendation are set out in this section.

**1.4.3.** **Appendix A** is the full list of submissions received during the amendment consultation process including the name of the interested party, with a summary of the submission and the Chief Executive's Opinion included.

**1.4.4.** **Appendix B** sets out the detailed list of proposed material amendments to the Draft Local Area Plan where the Chief Executive is recommending in favour of the amendment. In some cases further minor modifications have been made to the amendments perhaps reflecting issues raised in submissions or the arising from the SEA and HDA process. This list is set out by settlement and including any minor amendments recommended by the Chief Executive for inclusion in the plan.

**1.4.5.** **Appendix C** of the report lists those of the proposed amendments where the Chief Executive's is recommending that they be EXCLUDED from the plan when it is made by the County Council.

**1.4.6.** **Appendix D** lists all the Proposed Map Changes which the Chief Executive is recommending for



inclusion.

**1.4.7. Appendix E** lists all submitters in alphabetical order.

**1.4.8.** 'Non-material' changes to the plan are not identified in this report but will be reflected in the final published form of the plan once it has been adopted by the Council later in the year. At this stage, it is considered that the non-material changes will include the following broad areas;

- Factual information used in the description of settlements and their surroundings
- Changes to the plan reflecting or consequent upon a material change.

## **1.5 Next Steps**

**1.5.1.** Following the issue of this report to Members on the 16<sup>th</sup> June 2017, the Planning and Development Acts make the following provisions:

- The Local Area Plan shall be consistent with the objectives of the development plan, its core strategy and any regional planning guidelines that apply to the area of the plan;
- The Elected Members of the County Council shall consider the proposed material amendments to the plan and this report after which the plan shall be made or amended, by resolution, with all, some or none of the material amendments;
- A further modification to the material amendment may only be made where it is minor in nature, not likely to have significant effects on the environment or adversely affect the integrity of a European site and does not refer to an increase in the area of land zoned for any purpose;
- Any resolutions made by the Elected Members of the Council must be passed by at least 50% of the Elected Members of the Council;
- The last day on which the Council can make resolutions with regard to the Draft Plan is Monday 24<sup>th</sup> July 2017.

**1.5.2.** A Development Committee Meeting will take place on Friday 21<sup>st</sup> July 2017, to facilitate discussion on the issues raised in this report.

**1.5.3.** During the entire plan-making process, the Members of the Council are restricted to considering only issues relating to the proper planning and sustainable development of the county and any statutory obligations and any relevant Government or Ministerial policies and objectives in force.



## Section 2 Chief Executive's Recommendations

### 2.1 Introduction

**2.1.1.** This section of the report sets out the justification supporting the Chief Executive's recommendations to amend the Draft Plan. It also sets out a description of the issues in relation to those amendments where the decision is to make the plan excluding the amendments.

**2.1.2.** Appendices B sets out the amendments that the Chief Executive is recommending be made to the Draft Plan and makes a reference to any minor modification to the amendment made as a result of a submission or as a result from the SEA or HDA process. Appendix B also sets out supplementary amendments of a minor nature which may arise from environmental assessment.

**2.1.3.** Appendix C lists those amendments where the Chief Executive recommends that the plan be made EXCLUDING the amendment and the following paragraphs set out the justification for this.

### 2.2 Cobh: Proposed amendment reference no. CB.03.02.15:

**2.2.1.** The lands which are the subject of this amendment lie outside the development boundary of Cobh as identified in the Draft Cobh Municipal District Local Area plan 2016, forming part of the prominent and strategic metropolitan Greenbelt area requiring special protection, as identified in the County Development Plan 2014. It is an objective of the CDP, to protect the prominent open hilltops, valley sides and ridges that define the character of the Metropolitan Cork greenbelt and those areas which form strategic, largely undeveloped gaps between the main greenbelt settlements.

**2.2.2.** A submission was received during the 1st public consultation stage of the Draft plan (No. 16/16/12223795), requesting an extension of the development boundary to include these lands within the development boundary and suggested various land uses.

**2.2.3.** The response to the zoning request is provided in the previous Chief Executive's report on the Issues raised by Submission and Recommended Amendments dated 6th March 2017. This states that "while the provision of linkages between the Urban Expansion Area at Cobh and rail services would be desirable, development on these lands will break the skyline when viewed from the west at Glenbrook" and accordingly, the Executive recommended against the amendment. The amendment was proposed by the Elected Members at their meeting on the 27th March 2017. At that meeting, the Chief Executive recommended against the amendment and recommended no change to the plan.

**2.2.4.** One submission has been received (Sub. No. 21001048) from an adjoining landowner (to the east of the subject lands) during the second public consultation phase of the Proposed Amendments. It is indicated that the landowner was not consulted in relation to the proposed zoning request. An alternative access point is suggested through the adjoining lands in order to facilitate development of the CH-X-02 lands, but the submission requests that the Amendment be omitted in its entirety. The submission suggests that if the amendment is not rejected, the text in relation to the proposed access and the accompanying landscaping and visual impact assessment as set out within CH-X-02 should be deleted.

**Chief Executive's Recommendation: To EXCLUDE this proposed amendment including proposed map change.**

### 2.3 Cobh: Proposed amendment reference no. CB.03.02.16:

**2.3.1.** The lands which are the subject of this amendment lie outside the development boundary of Cobh as identified in the Draft Cobh Municipal District Local Area Plan 2016, forming part of the Prominent and Strategic Metropolitan Greenbelt area requiring special protection, as identified in the County Development Plan 2014. It is an objective of the CDP, to protect the prominent open hilltops, valley sides and ridges that define the character of the Metropolitan Cork greenbelt and those areas which form strategic, largely undeveloped gaps between the main greenbelt settlements. The lands form part of a

larger holding of c.15.5ha of land in Carrignafoey at the northern side of Cobh town.

**2.3.2.** A submission was received during the 1<sup>st</sup> public consultation stage of the Draft plan (No. 16/16/12223795) in relation to 15ha of land which lies within SLR1 and the submission was strongly in support of this designation. Furthermore, it was requested that c.5 ha of these lands be zoned for Medium A residential development to allow for their immediate development.

**2.3.3.** The amendment was proposed by the Elected Members at their meeting on the 27th March 2017. At that meeting, the Chief Executive recommended against the amendment and recommended no change to the plan. The zoning of 5ha of land for Medium A residential development is not supported and would constitute skyline development creating a detrimental visual impact.

**2.3.4.** One submission has been received from the landowner (Sub No. No 20995945) during the second public consultation phase of the Proposed Amendments. This submission details the landowners support for the proposed amendment and provides a number of reasons for supporting the immediate development of the lands for residential use. See Appendix A for details of same.

**Chief Executive's Recommendation: To EXCLUDE this proposed amendment including proposed map change.**

#### **2.4 Glanmire: Proposed amendment reference no. CB.03.03.16:**

**2.4.1.** The lands which are the subject of this amendment lie outside the development boundary of Glanmire as identified in the Draft Cobh Municipal District Local Area Plan 2016, forming part of the Prominent and Strategic Metropolitan Greenbelt area requiring special protection, as identified in the County Development Plan 2014. It is an objective of the CDP, to protect the prominent open hilltops, valley sides and ridges that define the character of the Metropolitan Cork greenbelt and those areas which form strategic, largely undeveloped gaps between the main greenbelt settlements.

**2.4.2.** A submission was made during the 1<sup>st</sup> public consultation phase of the Draft plan, and the response to the zoning request as set out in the Chief Executive's Opinion on the Issues raised by Submission and Recommended Amendments dated 6th March 2017 noted the following "that the lands currently form part of the Prominent and Strategic Metropolitan Greenbelt and define the edge of the settlement of Glanmire at Knocknahorgan. Development would be difficult given the topography and would be visually prominent."

**2.4.3.** The amendment was proposed by the Elected Members at their meeting on the 27th March 2017. At that meeting, the Chief Executive recommended against the amendment and recommended no change to the plan.

19 no. of submissions have been received in relation to this amendment, the following is a summary of the issues raised in this submission

- Roads and access, particularly the narrow access road leading to the site and the junction at Brook Inn with the R639;
- Visual impact having regard to the prominent nature of the site;
- Sufficient land zoned for residential development in Glanmire.

**2.4.4.** Many of the submissions include references to CB.03.03.17, which proposes additional wording regarding the protection of landscape features and an area of woodland along the Glashaboy and Butlerstown Rivers, to be retained as an ecological corridor. CB.03.03.16 proposes an additional residential zoning under GM-R-09. The substantive point raised in these submissions is that development as proposed within CB.03.03.16 should not go ahead as proposed, as the land is considered unsuitable for a number of reasons, as outlined above.

**2.4.5.** It should be noted, however, that it is the Chief Executive's recommendation to retain CB.03.03.17, as this amendment allows for appropriate protection to be given to an important ecological corridor.

**Chief Executive's Recommendation: To EXCLUDE this proposed amendment including proposed map change.**

## **2.5 North Environs: Proposed amendment reference no. CB.03.04.48:**

**2.5.1.** A submission was received from the landowner during the 1<sup>st</sup> public consultation phase of the Draft plan, (16/16/11845938) requesting the rezoning of part of NE-O-06 to Medium A residential development and re-alignment of the NE-U-06 to pass around the site. An amendment was agreed by the Chief Executive to allow for Medium B density residential development on the site, subject to the provision of NE-U-07.

**2.5.2.** The amendment was modified by the Elected Members at their meeting on the 27th March 2017 changing the density from Medium B to Medium A. At that meeting, the Chief Executive recommended against the amendment and concluded that a Medium B residential development would be appropriate for this site.

**2.5.3.** No submissions were received during the second public consultation phase of the Proposed Amendments to the Draft Local Area Plan in relation to these amendments.

**Chief Executive's Recommendation: To EXCLUDE this proposed amendment including proposed map change.**

## **2.6 Carrigtwohill: Proposed amendments reference no. CB.03.05.23 & CB.03.05.24:**

**2.6.1.** Both of these amendments propose that sites be removed from the open space zoning which form part of the CT-O-07 to revert to Existing Built Up Area. Both of these proposed amendments relate to adjoining sites located in the townland of Poulaniska located to the North of Carrigtwohill and within the Carrigtwohill North Urban Expansion area. The sites form part of lands which are zoned CT-O-07 for Open Space Use and were identified to be at risk of flooding in the Draft Local Area Plan. Two submissions were received during the 1<sup>st</sup> public consultation phase of the Draft plan, (16/16/12215226 and 16/16/12834206) requesting the plan be amended to allow houses to be built on the lands.

**2.6.2.** The response to the zoning request as set out in the Chief Executive's Opinion on the Issues raised dated 6th March 2017" noted the following "The lands that is the subject of this submission is liable to significant risks of flooding and has therefore been zoned as open space. A mapping change showing the full extent of flood risk has been included in the amendments".

**2.6.3.** The amendment was proposed by the Elected Members at their meeting on the 27th March 2017. At that meeting, the Chief Executive recommended against the amendment.

**2.6.4.** No submissions were received during the second public consultation phase of the Proposed Amendments to the Draft Local Area Plan in relation to these amendments.

**Chief Executive's Recommendation: To EXCLUDE this proposed amendment including proposed map change.**

## **2.7 Carrigtwohill: Proposed amendments reference no. CB.03.05.25:**

**2.7.1.** This amendment relates to lands located in the townland of Terrysland located to the North of Carrigtwohill and within the Carrigtwohill North Urban Expansion Area. The proposed amendment makes provision for the partial rezoning of lands from open space to residential to form part of the CT-R-19 Medium A Density with area of open space and subject to flood risk assessment.

**2.7.2.** The site forms part of lands which are zoned CT-O-06 for Open Space Use – Provision for a Linear Park and at risk of flooding in the Draft Local Area Plan. A submission was received from the landowner during the 1<sup>st</sup> public consultation phase of the Draft Plan (16/16/11862502) requesting that the lands be rezoned for residential development. A drainage Improvement Report was submitted in support of this zoning request. The response to the zoning request as set out in the Chief Executive's Report on the Issues raised dated 6th March 2017, "noted the request to change zoning CT-O-06 into residential land with a requirement for a full Stage 3 Flood Risk Assessment to be carried out on the land affected by flooding. This

*change is not supported as there is sufficient residential zoned land in this area and the subject site is at risk of flooding”.*

**2.7.3.** The amendment was proposed by the Elected Members at their meeting on the 27th March 2017. At that meeting, the Chief Executive recommended against the amendment.

**2.7.4.** No submissions were received during the second public consultation phase of the Proposed Amendments to the Draft Local Area Plan in relation to this amendment.

**Chief Executive’s Recommendation: To EXCLUDE this proposed amendment including proposed map change.**

## **2.8 Little Island: Proposed amendments reference no. CB.03.06.09 & CB.03.06.10:**

**2.8.1.** Both amendments CB 03.06.09 & CB 03.06.10 relate to the Harbour Point Golf Course lands, comprising c.45 ha of land, to the south east of Little Island. The lands are zoned LI-X-01 in the Draft Plan, a special policy area, and proposing uses such as business related uses on the eastern side of the site, a hotel, amenity uses, public open space, as well as residential development limited to 90no. units at the northern and western extent of the site, to include appropriate landscape buffers.

**2.8.2.** A large number of submissions were received during the first public consultation stage of the Draft plan in relation to the LI-X-01 site, many of which requested an increase in residential development up to 400 units, coupled with an increase in the provision of community and amenity uses. A submission was also received from the landowner requesting an increase in residential provision on the site of up to 390 units at Medium B density development, amongst other proposed land uses.

**2.8.3.** The response to the zoning request as set out in the Report dated 6<sup>th</sup> March 2017, on the Chief Executive’s Opinion on the Issues Raised by Submissions and Recommended Amendments noted the following points:

- *Little Island is identified in the CDP & Cobh LAP as one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area;*
- *The main vision for the area is to promote a high quality work place environment with limited residential expansion;*
- *Notwithstanding this, the plan has allowed for a relatively significant residential population expansion of 90 no. additional residential units,*
- *The Council continues to support the TII in the implementation of the Dunkettle Interchange Upgrade and is commencing a transportation study for the Island; and*
- *The Council, through its Development Management function, will continue to seek to ensure that permissions for new development within Little Island maintain the protection of amenities within the Island, and to enhance these where possible.*

**2.8.4.** The amendment was proposed by the Elected Members at their meeting on the 27th March 2017. At that meeting, the Chief Executive recommended against the amendment and recommended no change to the plan.

**2.8.5.** One submission was received during this second public consultation phase on the Proposed Amendments to the Draft Local Area Plan from a local resident of the area which makes a number of points in relation to the CB.03.06.09 and LI-X-01 zoning objective, including an objection to the Business zoning, requirement for a landscape buffer with the houses on Well Road, and strongly objecting to the proposed through road. It is noted, however, the only change proposed under the LI-X-01 is the removal of the reference to residential development on a reduced site area. This resulted in a new zoning objective proposed for the northern portion of the golf course under amendment no. CB.03.06.10 as LI-X-02 as *Medium B density residential development up to a maximum of 250 dwelling units incorporating a landscape buffer between the residential units and other site uses.*

**2.8.6.** A submission has been received from the Department of Housing, Planning, Community and Local

Government (Sub. No. 21004041) in relation to proposed amendment CB.03.06.10. This states that inserting a new objective LI-X-02 allowing for medium density residential development up to a maximum of 250 dwelling units is considered excessive in relation to the existing local context.

**Chief Executive's Recommendation: To EXCLUDE this proposed amendment including proposed map change.**

## **2.9 Upper Glanmire: Proposed amendment reference no. CB.05.02.04.02:**

**2.9.1.** This amendment relates to lands within the development boundary of Upper Glanmire zoned as Open Space. The proposed amendment makes provision for the partial rezoning of lands from open space to provide for 5 no. serviced sites. The response to the zoning request as set out in the Chief Executive's Opinion on the Issues raised dated 6th March 2017 noted that there was sufficient lands within the development boundary of Upper Glanmire to provide for the number of units that can be accommodated within Upper Glanmire.

**2.9.2.** The amendment was proposed by the Elected Members at their meeting on the 27th March 2017. At that meeting, the Chief Executive recommended against the amendment and recommended no change to the plan.

**2.9.3.** One submission was received during the second public consultation stage of the Draft Plan in support of the proposed amendment.

**Chief Executive's Recommendation: To EXCLUDE this proposed amendment.**

## **2.10 North Environs: Proposed amendments reference no. CB.03.04.40, CB.03.04.41, CB.03.04.42, CB.03.04.43 & CB.03.04.44:**

**2.10.1.** These amendments recommended the inclusion of additional text in relation to archaeological requirements relating to a number of zoning objectives. The archaeological requirements in relation to these sites is provided for in amendment no. CB.02.01.02 & CB.03.04.38, and in order to avoid duplication and in the interests of clarity, it is recommended that amendment nos. No. CB.03.04.40, CB.03.04.41, CB.03.04.42, CB.03.04.43 & CB.03.04.44 be excluded. It is noted that a submission was received in relation to amendment no. CB.03.04.43, from the landowner, in relation to the archaeological text change as detailed in submission No. 20995162.

**2.10.2.** No submissions were received during the second public consultation phase of the Proposed Amendments to the Draft Local Area Plan in relation to these amendments.

**Chief Executive's Recommendation: To EXCLUDE this proposed amendment.**

## **2.11 Monard: Proposed amendment reference no. CB.03.07.01:**

**2.11.1.** This amendment recommended the inclusion of additional text in relation to archaeological requirements relating to the approved planning scheme for Monard. The archaeological requirements in relation to these lands is provided for in amendment no. CB.02.01.02 and therefore, to avoid duplication and in the interests of clarity, it is recommended that amendment no. CB.03.07.01 be excluded.

**2.11.2.** No submissions were received during the second public consultation phase of the Proposed Amendments to the Draft Local Area Plan in relation to this amendment.

**Chief Executive's Recommendation: To EXCLUDE this proposed amendment.**

## **2.12 Marino Point: Proposed amendment reference no. CB.05.04.08.01:**

**2.12.1.** The original amendment, as drafted, recommended the inclusion of additional text in relation to

mitigating potential adverse impacts, to traffic and transportation as well as the road network serving Marino Point, and also modified text in relation to Natura sites in the area. This amendment was recommended by the Chief Executive.

**2.12.2.** The amendment was modified by the Elected Members at their meeting on the 27th March 2017 to include additional text in relation to the mitigation of potential adverse visual impacts with the inclusion of the following text: “particularly from the adjacent residential settlement of Passage West”. The Chief Executive, while supporting the original amendment, recommended against this modification as the original text proposed is considered to be sufficient.

**2.12.3.** One submission was received during the second public consultation phase of the Proposed Amendments to the Draft Local Area Plan in relation to this amendment, from the Department of Arts, Heritage, Regional, Rural & Gaeltacht Affairs (Submission Ref. No. 21008147), which has generated a minor modification to the amendment.

**2.12.4.** The Chief Executive recommends the retention of the original amendment with the inclusion of the modification arising from the Department of Arts, Heritage, Regional, Rural & Gaeltacht Affairs submission, but the exclusion of the modification arising from the Members Motion of March 27<sup>th</sup> 2017.

**2.12.5.** The full text showing the recommended modification is set out in full below as well as within Appendix B, CB.05.04.08.01, pages 141-143 of this document. See also Appendix C, CB.05.04.08.01, pages 276 to 278 for amendment version recommended for exclusion.

**Chief Executive’s Recommendation: To EXCLUDE the modification arising from members motion of March 27<sup>th</sup> 2017 (~~double strikethrough~~) and to INCLUDE modification arising from the Department of Arts, Heritage, Regional, Rural & Gaeltacht Affairs submission on proposed amendment (*Italics*).**

Edit text in Objective X-01 for Marino Point:

To facilitate the development of this site for port related industrial development. The following considerations will apply to any proposals for development:

- Development will be confined to the existing reclaimed area and to activities which are port-related or which use the existing industrial installations. Any new berthing /unloading facilities would be limited.
- **A detailed Traffic Impact Assessment is required prior to any development to assess the impact on the existing road network.**
- ~~Upgrading of the adjoining R624 regional road in the direction of both Carrigtwohill and Cobh is required to facilitate developments likely to generate significant increase in traffic volumes.~~
- ***Improved road access between N25 and Cobh subject to full ecological assessment.***
- ~~Development involving significant traffic volumes will not be permitted, pending the upgrading of the adjoining R624 regional road in the direction of both Carrigtwohill and Cobh. A detailed Traffic Impact Assessment would be required prior to any development to assess the impact on the existing road network.~~
- Existing recorded monuments on site shall be protected.
- **In permitting development, regard shall be had to mitigating potential adverse impacts, particularly for the adjacent residential settlement of Passage West.**
- This zone is adjacent to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. New developments will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC and SPA.
- **Marino Point is located immediately adjacent to the Great Island Channel SAC and Cork Harbour SPA. Development in this location will only be permitted where it is shown that it is compatible with the requirements of the Habitats and Birds Directive and with the protection of these sites.**

Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines ‘The Planning System and Flood Risk Management’ as described in objectives of this plan.







**Appendix A: List of Submissions**

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
<b>Countywide</b>				
CB.05.04.08.01 (Marino Point)	21008147	Dept. of Arts, Heritage, Regional, Rural & Gaeltacht Affairs	<p>This submission relates to Amendment No. CB 05.04.08.01 which proposes a Text amendment in Objective X-01 for Marino Point, specifically, in relation to the following; "upgrading of the adjoining R624 regional road... in the direction of Carrigtwohill is required to facilitate developments likely to generate significant increases in traffic volumes". The submission notes that this could be read that the local area plan requires the upgrading of the R624 towards Carrigtwohill. The submission goes onto to state that this stretch of road is between an estate wall and a wet woodland/marsh designated as part of the Great Island Channel cSAC and saltmarsh/mudflat designated as part of the same cSAC and Cork Harbour SPA. Given the likely historical importance of the estate wall, topography and land use, it is unlikely that the wall would be demolished. Therefore, in this circumstance the only upgrade likely is to enter the cSAC (and/or SPA). The submission considers that this would require field assessment of the habitats present to screen out Habitats Directive appropriate assessment. The submission recommends that unless the wording of the amendment is changed, or this field assessment is carried out, an appropriate assessment of the plan based on this amendment text is recommended.</p>	<p>Minor modification proposed as follows:</p> <ul style="list-style-type: none"> <li>• <del>Upgrading of the adjoining R624 regional road in the direction of both Carrigtwohill and Cobh is required to facilitate developments likely to generate significant increase in traffic volumes.</del></li> <li>• Improved road access between N25 and Cobh subject to full ecological assessment.</li> </ul> <p>See also Appendix B, CB.05.04.08.01, pages 139 to 141.</p>

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
	21004824	Department of Education & Skills	<p>Submission notes that the Department uses a GIS based approach, using data from their own department, the Central Statistics Office, Ordnance Survey Ireland and the Department of Social Protection, to undertake a nationwide demographic analyses to identify where the pressure for new school places will arise.</p> <p>The department will continue to work closely with the Council in relation to securing sites for educational provision of new schools.</p> <p>The Department further emphasises the critical importance of the Council ensuring that sufficient and appropriate land is zoned for this purpose in accordance with the Development Plan Guidelines for Planning Authorities and the provisions of the Department of Education and Skills Technical Guidance Documents for schools, so that schools have access to the necessary infrastructure, and can be delivered within the required timeframe, without undue additional costs to the Department.</p> <p>Submission reiterates the main provisions of Guidance in relation to schools sites being proximate to other community facilities, provision of multi campus school arrangements, retaining buffers around existing school sites etc.</p> <p>The Department welcomes the text of 3.4.26 &amp; 3.4.27 of the Cobh MD Draft Local Area Plan as well as objective CT-C-01.</p> <p>Submission notes that a listing of the school projects planned for 2016-2021 is available on the Department's website, in addition to technical guidance documents used by the Department to calculated educational needs, design school facilities..</p> <p>Demographic changes throughout the County will continue to be</p>	<p>Noted.  <b>No change proposed.</b></p>

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			monitored on an ongoing basis and it is possible that additional needs will arise. In this context also it is critical that sufficient land is zoned for future educational needs.	
CB.03.06.10 (Residential Development Little Island)	21004041	Department of Housing, Planning, Community and Local Government	<p>Welcomes the amendments made in response to issues raised in their previous submission dated 16<sup>th</sup> January 2017.</p> <p><b>Issue 1: Statutory Plan Hierarchy and Timelines</b> It is now noted and accepted that the former Town Council areas will be omitted and the Municipal District Local Area Plans will deal only with the environs of the towns. Noted that text of plans will be revised to omit text, policy/objectives on issues covered by the Town Development Plans. Town Plans remain in force until 2020.</p> <p><b>Issue 2: Metropolitan Cork Strategic Land Reserve</b> Written statement provides improved clarity in relation to the function of the identified Strategic Land Reserves sites. High level appraisal has resulted in the emergence of 6. No Strategic Land Reserves sites. However, all 12 sites will require further detailed investigation including more specific environmental assessment based on a clear evidence-based approach and engagement with local communities.</p> <p><b>Issue 3: Alignment of Cork County Development Plan Core Strategy and Quantum of LAP Zonings</b> The Department notes and welcomes the fact that your authority has moved to address certain disparities between the County Development Plan Core Strategy and housing/land allocations within the proposed Municipal District Local Area Plans.</p> <p><b>Issue 4: Cork Gateway Large Scale Retail warehousing (6,000+)</b> Notes and welcomes the fact that Council has amended the written statement in relation to large scale retail warehousing, incorporating the</p>	<p>Noted. <b>No change proposed.</b></p> <p>Noted. <b>No change proposed.</b></p> <p>Noted. <b>No change proposed.</b></p> <p>Noted. <b>No change proposed.</b></p>

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			<p>criteria as set out in the Retail Planning Guidelines, 2012.</p> <p><b>Issue 5: Water Services Infrastructure</b> Notes and welcomes the fact that Council has included an additional objective to address the issue of developer provided infrastructure.</p> <p><b>Issue 6: Economic Zonings</b> Notes and welcomes the fact that your authority has now included tables within each of the Municipal District Local Area Plans outlining the amount of "Employment Land Supply" and addressed certain site specific issues raised in its previous submission.</p> <p>A number of additional material amendments are also welcomed, including; Reference to the forthcoming National Planning Framework and Regional Spatial and Economic Strategies;</p> <ul style="list-style-type: none"> <li>• Reference to the forthcoming National Planning Framework and Regional Spatial and Economic Strategies;</li> <li>• Implementation of the provisions of the Urban Regeneration and Housing Act 2015; and</li> <li>• Reference to the requirement of Active Land Management.</li> </ul> <p>Department seeks Councils co-operation in addressing the following residual and additional issues;</p> <p><b>Strategic Flood Risk Assessment (SFRA)</b> Some issues raised previously have been addressed, including coastal settlements flood zone mapping, policies in relation to downstream flood impacts and identifying flood storage areas. Note that issues inside Town</p>	<p>Noted. <b>No change proposed.</b></p> <p>Noted. <b>No change proposed.</b></p> <p>Noted. <b>No change proposed.</b></p> <p>Noted. <b>No change proposed.</b></p>

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			<p>Council areas cannot be addressed in this process.</p> <p><b>Scale and Sustainability of Development</b></p> <ol style="list-style-type: none"> <li>1. Little Island. Proposed amendment CB.03.06.10 inserting a new objective LI-X-01 [please note that the Department's submission states LI-X-01 but that the objective allowing for 250no. dwellings is LI-X-02] allowing for medium density residential development up to a maximum of 250 dwelling units is considered excessive in relation to the existing local context.</li> <li>2. Where development boundaries have been extended must ensure that the estimated housing yields for villages as set out in Table 2.2 within the eight MD LAPs is not exceeded.</li> <li>3. LAPs broadly consistent with CDP 2014 Core Strategy. Concerned that MD Housing Requirement and Supply Tables have not included any rural housing yield. CSO data shows in 2016 that 51% of homes constructed in County Cork since 2011 were one off houses and one off houses represent 72% of the total occupied permanent housing. Request Council to monitor these trends closely and to submit report to the Department within 6 months on the implications of these trends for achieving core strategy objectives and the extent of any dissipation may have on settlement development potential and the potential policy or investment measures that could be deployed to turn such a pattern around</li> </ol>	<p>Noted. <b>See Section 2.8, pages 8 to 9 of this document.</b></p> <p><b>Noted.</b> No change proposed.</p> <p>Noted. Each MD Housing Requirement and Housing Supply Table includes a figure for rural housing requirement. This in effect the same as rural housing supply. The CSO data quoted would need to be assessed against the background of very limited construction in urban areas since 2008/09 which is only now starting to recover and the fact that new rural housing policy covering whole county has only been in place since December 2014.</p> <p>The Council will as part of</p>

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				the review of the CDP starting towards the end of this year carry out a detailed study of rural housing trends since 2007 building on previous work done. This would establish a trend over a 10-15 year period in which to properly assess the effectiveness or otherwise of the rural housing policy.
CB.01.01.07 (SLR's/ALM)  CB.02.01.01 (LAS-01)  CB.03.02.11 Phasing of Ballynoe UEA)  CB.03.03.06 (Public transport connectivity for Ballinglanna / Dunkettle)  CB.03.03.07 (Cork Masterplan	21002964	Southern Regional Assembly	<p>Welcome the amendment text which clarify the high level assessment process and Active Land Management measures, which are in accordance with Objective RSS-01 and the SW RPG's 2010-2022 for periodic studies of zoned land availability for residential development. Welcome opportunity to engage with the Council on these issues.</p> <p>Note the clarifications to the Growth Strategy for each MD LAP and the role of Active Land Management to ensure a supply of strategic housing units, necessary to achieve the population and economic growth of towns and the Cork Gateway under Objective RSS-02 of the SW RPG's 2010-2022. The active land management of housing supply lands, the need for periodic studies and provision for headroom is supported under Sections 4.2.12 and 4.2.13 of the SW RPG's 2010-2022.</p> <p>The initiative of the Council to ensure housing is delivered, with a focus on main towns and the Gateway/Metropolitan Area is welcomed.</p> <p>With regard to Ballincollig-Carrigaline MD LAP Amendments welcome amendments which demonstrate consistency as far as it is practicable with SW RPG 2010-2022 particularly Objective RSS-02 for the role of the Cork Gateway as the economic driver for the region and Section 4.3.13 which supports planned growth in the Metropolitan Towns. (BC.01.01.04,</p>	Noted. <b>No change proposed.</b>



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<p>Transport Assessment)</p> <p>CB.03.04.37 (Transport Infrastructure for Ballyvolane UEA)</p> <p>CB.03.05.06 (N25 Cork Waterford Road)</p> <p>CB.03.05.10 (Carrigtwohill North UEA Infrastructure)</p> <p>CB.03.06.01 (Traffic &amp; Transportation Study Little Island)</p>			<p>BC.01.01.05, BC.01.01.07, BC.03.04.22, BC.03.05.25, BC.02.06.03, BC.03.03.23, BC.03.03.24, BC.03.05.30, BC.03.04.19, BC.03.06.05, BC.03.07.23, BC.03.08.01, BC03.03.27).</p> <p>With regard to Cobh MD LAP Amendments welcome similar amendments to above plus amendments on housing density, transport strategy and alignment with the forthcoming NPF/RSES. (CB.03.02.11, CB.03.03.06/07, CB.03.04.37, CB03.05.06, CB.03.05.10, CB.03.06.01).</p> <p>With regard to East Cork MD LAP Amendments welcome above amendments plus EC.03.03.09 which provides revised text outlining phasing and infrastructure packages to deliver the Water Rock Urban Expansion Area including public transport connectivity(rail and bus) to the city centre and strategic employment locations and upgrade to the N25.</p>	
<p>CB.01.01.07 (ALM/SLR's)</p> <p>CB.01.01.08 (Urban Regeneration)</p>	21005431	Cork Chamber	<p>Welcomes the defined process of Active Land Management as instrumental in achieving the type of development that is sought for across the region.</p> <p>Commends the focus on mixed use development, public space and amenities which will support sustainable communities into the future.</p>	<p>Noted. <b>No change proposed.</b></p>

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<p>CB.01.01.10 (Managing Downstream Flood Impacts)</p> <p>CB.01.01.05 (Transport Strategy for the Metropolitan Area)</p>			<p>Stresses the necessity for adequate and appropriate lands to be zoned for residential and industrial development into the future and note the revisions within the Proposed Amendments to the LAP's with regard to zoning for residential development aimed at meeting future demand and facilitating future headroom.</p> <p>LAPs should complement the LIHAF funding to bring much needed housing to market as soon as possible and highlights the criticality of ensuring that lands zoned are appropriate to meeting the zoning purpose and future function across all adopted Local Area Plans.</p> <p>For example, believe that Little Island should continue to be focused as a much needed area for industrial employment and development.</p> <p>Welcomes the emphasis on urban regeneration and retail via the Town Centre Improvement Scheme.</p> <p>Highlights the importance of ensuring that the Development Contribution Scheme does not place an onerous budget requirement on planned developments.</p> <p>Welcomes the emphasis on flooding and the management of downstream flood impacts. However, also reiterates the point made in the initial submissions that flood zone mapping should now take account of the presence of functioning flood protection structures and be kept updated as protection structures come into operation.</p> <p>Welcomes the decision to retain the original 12 SLR sites and acknowledge the identification of the 6 SLR's (Castletreasure, Frankfield/ Grange, Togher/ Doughcloyne, Ardrostig, Ballincollig East- Carrigrohane and Oldcourt) which are likely to have the greatest potential as regards</p>	

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			<p>delivering capacity. Highlight the urgency in progressing these sites through the assessment phase towards delivery. Welcome the emphasis on phased delivery of housing with the key infrastructure, facilitates and amenity requirements being delivered strategically to serve future developments.</p> <p>Welcomes the development of a Transport Strategy for Cork Metropolitan Area and its objective to provide a long-term strategic planning framework for transport infrastructure across Metropolitan Cork.</p> <p>Highlights the recently completed Cork 2050, joint Cork County Council and Cork City Council proposal to the National Planning Framework process, and highlights the high level strategic approach adopted within this as a valuable guiding template towards future strategic and integrated transport, residential, retail and industrial developments.</p>	
<p>CB.01.01.07 (ALM/SLR's)</p> <p>CB.01.01.04 (Density)</p> <p>CB.01.01.06 (City Gateway Initiative)</p>	21006549	Cork City Council	<p>Submission addresses a number of issues, namely the Strategic Land Reserve, Housing Densities, City Gateway Initiative and the Maglin Urban Expansion Area.</p> <p>These can be summarised as follows,</p> <p><b>Strategic Land Reserve</b> Notes that the 12 no. proposed Strategic Land Reserves (SLRs) have been retained as potential options to provide capacity headroom, subject to further detailed assessments including environmental assessments.</p> <p>Still have some reservations in relation to the Strategic Land Reserves, (given the indicated housing densities). Welcomes the high level appraisal of the proposed SLR sites based on a sequential approach; i.e. that green belt lands located within the city environs should be developed in the first instance; that sites offer opportunities to leverage maximum returns on</p>	<p>Noted. <b>No change proposed.</b></p>

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			<p>infrastructural investment; and that sites offer multi-modal transport opportunities for local trips.</p> <p><b>Housing Densities</b>                      The Development Plan Guidelines for Planning Authorities are highlighted in this submission as the submission reiterates that an increase in density in appropriate accessible locations would reduce the need for, or reduce the quantum of land required for the 'Strategic Land Reserve.' Higher densities in accessible locations would support sustainable transport in Metropolitan Cork and would encourage modal shift.</p> <p>Given that significant infrastructural deficits have been a major factor in the low growth rate in recent years within the Cork Metropolitan Area, the submission supports the Active Land Management initiative, including the Housing Infrastructure Implementation Team to secure delivery of relevant core infrastructure.</p> <p>The phased approach to housing delivery is welcomed, but contends that the density (range of 14 - 30 units per hectare) is inadequate "to foster sustainable economic and population growth through the delivery of an efficient transport system" as per Section 10.1.2 of the Cork County Development Plan.</p> <p>Asserts that increased residential densities are warranted (at a minimum net density of 35 units per hectare), in line with the County Development Plan Objective HOU 4-1 Housing Density on Housing Land, and the "Guidelines on Sustainable Residential Development in Urban Areas" in order to address car dependency and to support planned high quality public transport investments.</p> <p><b>City Gateways Initiative</b>                      Welcomes the clarification on City Gateways that this initiative will focus</p>	<p>Noted.  <b>No change proposed.</b></p> <p>Noted.</p>

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			<p>on aesthetic and environmental improvements in these areas in advance of an integrated land use and development framework to be conducted in collaboration with relevant stakeholders, including Cork City Council, NTA and TII.</p> <p><b>Maglin Urban Expansion Area</b> States that there is no provision evident for the QBC route referred to (in the transportation text) at present and there is a risk that development of the zoned land may reduce the options for such a route. Considers that it would be desirable to give an indication that once a location for the route is identified as part of the Metropolitan Cork Transport Study or other route selection study, that it will be required to be incorporated into development proposals for the zoned land.</p>	<p><b>No change proposed.</b></p> <p>Noted. <b>This issue is dealt with in the CE’s Report for the Ballincollig – Carrigaline Municipal District.</b></p>
Countywide	20981713	Environmental Protection Agency	<p>Note position with regard to the need for Strategic Environmental Assessment (SEA) of the Amendments.</p> <p><b>Flood Risk Management</b> In providing for the additional zoning/re-zoning of lands, the Amendments should fully take into account and implement the requirements of the Planning System and Flood Risk Management Guidelines (DEHLG, 2009), as relevant and appropriate.</p> <p><b>Core-Strategy Approach to Development</b> Should seek to ensure that the zoning, re-zoning and development of lands remain consistent with the County Core Strategy and the Regional Planning Guidelines.</p> <p><b>Infrastructure Led Development</b> Amendments relating to the need to align development with the necessary</p>	<p>Noted. <b>No Change Proposed.</b></p>

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			<p>infrastructure to support it should assist in ensuring an integrated sustainable approach is implemented.</p> <p><b>Transport Planning</b>                      Note proposal to prepare a Cork Metropolitan Area Transport Strategy' (CATS) during 2017. This Strategy should support the transport-related objectives of the Draft National Mitigation Plan (DCCAE, 2017) and the Draft National Policy Framework on Alternative Fuels Infrastructure (DCCAE, 2016) in particular. The requirements of the SEA Directive and associated Regulations (S.I. No. 435 of 2004, as amended) should also be taken into account in regard to the preparation of the proposed transport strategy.</p> <p><b>Protection of Water Quality Status</b>                      Need to ensure that development and any related land use zoning/rezoning, take account of the relevant recommendations of the Draft River Basin Management Plan for Ireland 2018-2021 (DHPCLG, 2017).</p> <p><b>Future Amendments to the Draft Plans</b>                      Determine whether or not the implementation of future proposed Amendments would be likely to have significant effects on the environment.</p>	
	21007468	National Transport Authority	<p>Submission notes that preparation of the Cork Metropolitan Area Transport Strategy will provide the opportunity to assess a broad range of transport investment options, at a strategic MD level, against a number of land use scenarios over a period of 20 years. As such, plan proposals relating to the provision of strategic supporting transport infrastructure or transport services would more appropriately be informed by the Transport Strategy.</p> <p><b>Urban Expansion Areas:</b> The NTA have requested the opportunity to</p>	<p>Preparation of the Cork Metropolitan Area Transport Strategy has just commenced. Relevant future outputs from the Strategy will inform future plans.  <b>No change proposed.</b></p> <p>Noted. The Council is</p>

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			<p>comment in detail on the development strategies being prepared by the Council for the nine Urban Expansion Areas , prior to their finalisation and the adoption of the LAPs and post completion of the Cork Metropolitan Area Transport Strategy.</p> <p><b>City Gateway Initiative</b> : submission seeks clarity on what is meant by the term. “integrated land use and development framework” .</p> <p><b>Large Scale Retail Warehousing</b>: NTA remains concerned that retail development of this scale and nature could have wide implications for the functionality and development of existing and proposed strategic transport infrastructure in terms of its utility and operational capacity over time. NTA recommend omission of this element of the LAP until such time as a more evidence based plan led approach to identifying suitable locations for such development has been undertaken.</p> <p><b>Outlet centres</b>: Given the promotion of a sequential and town centre focused approach to retail warehousing in the Guidelines, there is a similar need for a strong evidence based and plan led approach to this type of retail development. NTA recommend omission of this element of the LAP</p>	<p>statutorily required to finalise the Local Area Plan process by July 2017. <b>No change proposed.</b></p> <p>This initiative will initially focus on aesthetic and environmental improvements. The nature of the future framework will emerge over time in consultation with relevant stakeholders. <b>No change proposed.</b></p> <p>Planning Authority has set out clear guidelines in relation to this issue in line with the advice given by the Department of Housing, Planning Community and Local Government. The amendment recognises the key role of public transport provision. <b>No change proposed.</b></p> <p>As part of the amendment the Council has provided detailed site selection criteria re the provision of outlet</p>

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			<p>until such time as potential sites have been appropriately identified.</p> <p><b>Strategic land Reserve Sites:</b> NTA recommends that the SLR sites be omitted from the Plans pending greater clarity on the formal framework for the selection and assessment of the sites, the process for consultation with statutory stakeholders, and the mechanism for prioritising the sites for development. In the case of the Ballincollig / Carrigaline Draft MDLAP, clarification is sought on what type of "high level appraisal" was undertaken,</p> <p><b>Strategic Employment Growth areas:</b> Submission notes that the NTA have already recommended that, in selecting locations for substantial further employment growth, it should be clearly demonstrated that such locations won't undermine the CASP objective of achieving a greater consolidation of trip-intensive development within the most central locations/ public transport corridors, that they won't excessively add to the current pattern of car dependent commuting on the national road network, and that a strong case can be made for the chosen location based on functional complementarity / or specific operational requirements. In this context such proposals should be subject to a transport assessment process. These proposals would be most appropriately assessed through the preparation of the Transport Strategy for the Cork Metropolitan Area.</p>	<p>centres, which recognises the role of public transport services. <b>No change proposed.</b></p> <p>The CDP identified a requirement for additional housing land in Metropolitan Cork. The SLR is a process that seeks to deliver those housing units following further evidence based research, the outcomes of which will involve an amendment to the respective local area plans. <b>No change proposed.</b></p> <p>Preparation of the Cork Metropolitan Area Transport Strategy has just commenced. Relevant future outputs from the Strategy will inform future plans. <b>No change proposed.</b></p>



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			<p><b>New Cork Hospital within the Cork Science and Innovation Park :</b> Submission notes that this proposals require further assessment, taking into consideration the indicative scale, functions, accessibility and operational requirements. Also a need for ongoing mobility management and transport mitigation measures within the CSIP and CIT campus, inclusive of clear framework for consultation with key stakeholder such as the NTA and TII.</p> <p><b>Cork Airport :</b> NTA recommends that the primary consideration in relation to the airport should be to safeguard and improve accessibility for the Airports primary function and that it needs to be demonstrated how bus based accessibility to the airport can be safeguarded and improved. With regard to the proposed provision for logistic, warehouse, distribution and tourism related projects at the airport, a clear indication is required as to the rationale for and indicative scale of such uses. NTA recommend that the Council undertakes a detailed analysis of the impacts of such development on the strategic road network and the extent to which such development could be meaningfully serviced by public transport.</p> <p>Submission concludes by indicating that the NTA would welcome the opportunity for further discussion on these issues.</p>	<p>Agreed. Further assessments will be undertaken in consultation with all relevant stakeholders. <b>No change proposed.</b></p> <p>Cork Airport is a key national asset. The uses identified are complimentary to the airport function. Airport currently served by public transport with potential to enhance services further. <b>Noted. No change proposed.</b></p> <p><b>Noted.</b></p>
<p>CB.03.04.37 (Transport Infrastructure)  CB.03.03.14 &amp; CB.03.03.16</p>	<p>20993186</p>	<p>Transport Infrastructure Ireland</p>	<p>(1) <b>National Road Projects :</b> With respect to all plans the submission is concerned that all national roads <u>projects</u> be correctly and clearly illustrated on the plan maps to ensure the routes are safeguarded and to assist the public in knowing the location and extent of the routes. With regard to specific routes in proposed LAPS , the following is noted:</p>	<p>Noted. It is proposed to insert some additional non material text into Section One of each plan under the heading of 'Traffic and Transport', highlighting the fact that</p>

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<p>(Glanmire residential zonings)</p> <p>CB.03.03.07 (Cork Master Plan Transport Assessment)</p> <p>CB.03.03.09 &amp; CB.03.03.10 (Phasing of Dunkettle / Ballinglanna UEA)</p> <p>CB.03.05.06 (N25 Carrigtwohill-Midleton)</p> <p>CB.03.06.01 &amp; CB.03.06.06 (Traffic &amp; Transport Study Little Island)</p>			<p>N22 Ballyvourney to Macroom – route shown by unlabelled back line does not show the exact layout of the scheme or junctions and needs to be improved.</p> <p>M8/ N25/N40 Dunkettle Interchange: route shown needs to be checked for accuracy and labeled.</p> <p>N28 Ringaskiddy / Cork – Document has been submitted to An Bord Pleanala. Labelling and formatting of the scheme on the online map browser needs to be improved prior to the final adoption of the MDLAP's.</p> <p>For other schemes – M20 Cork Limerick /N40 Northern Relief Road/ N25 Carrigtwohill Midleton, N25 Midleton Youghal, N22 Ballincollig Macroom and N71 Bandon-Inishannon, many of them are unmapped in the plans despite references to them in the text of the plan. This creates inconsistency and confusion this needs to be addressed in final plan to assist the public.</p> <p>Planning authority policies should not compromise the road planning and route option evaluation process where road scheme planning is underway, or have effect of altering the function of these works or increase the cost of land to be acquired. Issues emerging from future schemes should be clearly referenced and/or mapped in the local area plans and the capacity of existing routes needs to be maintained pending the delivery of these new schemes.</p> <p><b>2) Protection of National Routes.</b> TII advocates that local area plan policies should reflect and safeguard the strategic role of national roads and associated interchanges/ junctions in catering for the safe and efficient movement of major inter-urban and</p>	<p>Route Protection Corridors will be shown on the Local Area Plan Map Browser, in the same way as they are currently included on the CDP Map Browser. See Appendix B, CB.01.01.05, pages 65 to 66.</p> <p><b>Minor Modification Proposed.</b></p> <p>Local Area Plans must comply with the Policy</p>

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			<p>interregional traffic. Therefore, TII acknowledges the following amendments and makes the following observations:</p> <p>a) Cork Metropolitan Area Transport Strategy TII welcomes the advancement of a Transport Strategy for the Cork Metropolitan Area but are disappointed they have not been consulted re same given their responsibility for National Transport Infrastructure. They request that they are involved as key collaborators.</p> <p>b) Active Land Management and Strategic Land Reserve Sites. Submission notes provisions of amendments in relation to this issue, the fact that sites remain identified as SLRs and the reference to detailed analysis having been carried out through which the planning authority is now indicating a preference for some sites over others. Submission queries what criteria was used for the analysis and notes that TII were not consulted even though many of the sites raise issues for national road network. TII consider it inappropriate and premature to retain the SLR sites in the Plans as there is no formal framework for review of the sites, the information provided is poor and there is no evidence of appropriate consultation having been carried out with statutory stakeholders. The justification for selecting the sites is unclear. It is also unclear how and when the land is to be released. From a national roads perspective, the sites are located in areas which suffer from a lack of local road capacity and poor public transportation networks which would create an unsustainable impacts on the national road network.</p> <p>c) City Gateway Initiatives TII notes the clarification provided and looks forward to close cooperation</p>	<p>and Objectives set out in the County Development Plan, in particular Objective TM 3-1 National Road Network which sets out a clear policy on the protection of National Routes. <b>No change proposed.</b></p> <p>Noted. The NTA are the lead organisation on this protect [project]. <b>No change proposed.</b></p> <p>The CDP identified a requirement for additional housing land in Metropolitan Cork. The SLR is a process that seeks to deliver those housing units following further evidence based research, the outcomes of which will involve an amendment to the respective local area plans. <b>No change proposed.</b></p>

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			<p>and consultation in regard to the development of proposals within these areas to ensure compliance with the provisions of the DoECLG Spatial Planning and National Roads Guidelines.</p> <p>d)Retail Warehousing Submission requests that this element of the plan be omitted. The Cork Metropolitan Area is very reliant on the national road network which has a finite capacity and which will require demand management measures in the future to maintain its operational capability. Retail land use of this scale and nature with a national and regional catchment would have wide implications for strategic transport infrastructure which needs to be addressed in accordance with statutory guidance - Retail Planning Guidelines and Spatial Planning and National Roads Guidelines for Planning Authorities (2012).</p> <p>Given the promotion of a sequential and town-centre -focused approach to retail development in the Retail Planning Guidelines 2012, there is a clear need for a strong, evidence-based, plan-led and integrated land use and transport approach to planning for this section of the retail market. Deferring considered of such strategic issues to development management is not a suitable way of ensuring such significant proposals are assessed in a co-ordinated way.</p> <p>TII aims to protect the significant Exchequer investment in the national road net work in the area and will appeal any decisions to grant planning permission in cases where the strategic function and safety on the national road network is compromised.</p> <p>e) Retail Outlet Centres Submission requests that this element of the plan be omitted for the same reasons outlined above with respect to Retail Warehousing – need for an</p>	<p>Noted. <b>No change proposed.</b></p> <p>Planning Authority has set out clear guidelines in relation to this issue in line with the advice given by the Department of Housing, Planning Community and Local Government. The Council is satisfied that National Road Infrastructure will be appropriately safeguarded. <b>No change proposed.</b></p>

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			<p>evidence based, plan led approach which takes an integrated approach to land use and transportation planning and reflects statutory guidance in respect of Retail Development and Spatial Planning /National Roads infrastructure. Deferring considered of such strategic issues to development management is not a suitable way of ensuring such significant proposals are assessed in a co-ordinated way and will set an undesirable precedent within the planning authority area. TII again advise that they will appeal any decisions to grant planning permission in cases where the strategic function and safety on the national road network is compromised.</p> <p>f) <b>LAP objective LAS-01.</b> Submission welcomes changes to this objective with respects to national roads.</p> <p><b>3) Development Contributions</b> Submission notes that, as previously advised, funding for national road improvements required to facilitate appropriate private developments will not be the responsibility of Transport Infrastructure Ireland. Costs of appropriate upgrades to national roads will have to be met by the developer concerned. It is critical that the local authority identifies what upgrades will be required to facilitate development and establishes clear funding and delivery framework mechanisms for such works. This clarity is critical not only for the management of the safety, capacity and efficiency of the national road network but also with regard to risk and investment decisions made within the private development sector. In the absence of such clarity, TII is the opinion of TII that development proposals should be considered unacceptable and premature. This is a critical issue which needs to be addressed by the Council.</p> <p><b>Cobh MD:</b> National Road Schemes:</p>	<p>As part of the amendment the Council has provided detailed site selection criteria re the provision of outlet centres, which recognises the role of public transport services. The Council is satisfied that National Road infrastructure will be appropriately safeguarded. <b>No change proposed.</b></p> <p>Noted.</p> <p>Cork County Council intends to issue a draft Development Contribution Schemes for public consultation later this year.</p>

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			<p>Notes that the MD includes M8 and N25 as identified as part of the Ten-T Core and Comprehensive Network respectively.  Dunkettle Interchange upgrade and Northern Ring Road schemes are not subject to objectives to protect or support the schemes. Appropriate mapping should be included for same on final mapping for settlements. Amendments referring to schemes should also be correctly mapped.</p> <p>Glanmire:  Capacity issues for Glanmire should be evaluated for additional zoned lands proposed by amendments.  TII not consulted or made aware of outcomes of Cork Masterplan Transport Assessment referred to within CB.03.03.07. Actions/mitigations may need to be built into Masterplan study outputs.  CB.03.03.09 and CB.03.03.10 are welcomed.</p> <p>Cork City North Environs:  Ballyvolane Urban Expansion Area should promote marked reduction in overall travel demand and commuting distances travelled by private car. All options catering for trip demand should be addressed in local based plans.  TII advise that a junction strategy has been agreed for the N40 Northern Ring Road and should be addressed with regard to SLR 9.</p>	<p>Noted. It is proposed to insert some additional non material text into Section One of each plan under the heading of 'Traffic and Transport', highlighting the fact that Route Protection Corridors will be shown on the Local Area Plan Map Browser, in the same way as they are currently included on the CDP Map Browser.  <b>No change proposed.</b></p> <p>Noted. Minor additional zoned lands are supported. Preparation of the Cork Metropolitan Area Transport Strategy has just commenced. Relevant future outputs from the Strategy will inform future plans.  <b>No change proposed.</b></p> <p>Noted.</p>

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			<p>Carrigtwohill: Issues identified on N25 Carrigtwohill - Midleton with relation to existing development will continue for a significant time as per CB.03.05.06. National Road upgrades to facilitate private development in the area will not be funded or prioritized by TII and should be covered by the Cork County Council's General Development Contribution Scheme. Supports land use zonings for CT-B-04 and CT-B-05 as per Section 3.6.65 of the MDLAP. Appropriate treatment should be provided for development of lands adjacent to National Roads Network.</p> <p>Little Island: Dunkettle Interchange Upgrade scheme is inadequately mapped online and in the Cobh MD Draft LAP and should be addressed. Reference to land use and transportation study noted under Section 3.7.19 of the Draft LAP and amendments CB.03.06.01 and CB.03.06.06 and LI-G-05. TII awaits agreement on inclusions during the preparation of the study, especially with regard to future land use scenarios, appropriate evaluations of impact on the national road network and the proposal for the feasibility of a third entrance/exit at the eastern end of the island.</p>	<p>Noted.</p> <p>Noted.</p> <p>Cork County Council intends to issue a draft Development Contribution Schemes for public consultation later this year.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p><b>No change proposed.</b></p>
<b>Cobh</b>				
CB.03.02.15	21001048	Maureen Fleming	<p>This submission is made on behalf of Maureen Fleming, who is the owner of lands at Ballynoe, Cobh, Co. Cork.</p> <p>Submission is made in relation to proposed amendment CB 03.02.15 which proposes a new Zoning Objective CH-X-02 which makes provision for "Medium B density residential development on 4.5ha at the eastern extent of the lands, in a woodland setting with pedestrian and vehicular access provision to the adjoining lands to the east. The remainder of the lands,</p>	<p>Noted.</p> <p><b>See Appendix C and Section 2.2, page 5 of this report.</b></p>

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			<p>west of the ridgeline, shall provide for open space and woodland with provision for pedestrian and cycling links and car parking to serve the future railway station. Development of these lands to include landscaping and protection of the more vulnerable slopes and associated habitats, and shall be accompanied and informed by a comprehensive Visual Impact Assessment Statement" .</p> <p>The landowner did not make a submission to the Draft Plan in relation to her lands. The submission made by Shane Hughes (DLAP 16-16-12223795), which resulted in the proposed amendment, was made without her knowledge or consent and she was not consulted in relation to same. It is considered that the proposed amendment places an onerous condition on Ms. Fleming's lands, including those already zoned for residential development. Access is now being required through the Ms. Fleming's lands in order to facilitate development of neighbouring lands to the west/south, which would be very onerous on Ms Fleming. It is requested that the amendment CB 03.02.15 be omitted in its entirety.</p> <p>Submission indicates that a much more suitable access to the proposed car park can be gained through Mr Hughes own lands..</p> <p>If the amendment is to be retained, the submission requests that it be amended, retaining only the text stating the following; "CH-X-02; Medium B Density residential development on 4.5 ha at the eastern extent of the lands".</p>	
CB.03.02.16	20995945	O'Mahony Developments Ltd.	<p>This submission relates to Amendment No. CB 03.02.16 and is made on behalf of O'Mahony Developments Ltd. owners of Lands at Carrigafoy Cobh, in relation to proposed new zoning objective CH-R-22 Medium A Density residential development.</p> <p>The submission fully supports the amendment, and notes that the developer is the only active developer currently building houses in Cobh. The submission also welcomes the Council's decision to progress the lands</p>	Noted. See Appendix C and Section 2.3, pages 5 to 6 of this report.



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			<p>from the SLR 1. The lands are considered entirely appropriate for residential development for the following reasons;</p> <ul style="list-style-type: none"> <li>(i) proximity to existing services and infrastructure;</li> <li>(ii) natural extension to the town of Cobh, reinforcing existing settlement pattern;</li> <li>(iii) adequate services can be provided without significant investment;</li> <li>(iv) no natural or built heritage constraints to development;</li> <li>(v) no flood risks associated with the land.</li> </ul> <p>The proposed amendment is considered to meet the strong demand for housing in Cobh and potential for development.</p>	
None	20748110	John O'Connell	<p>Lands attached to Ballywilliam form part of Strategic Land Reserve/Headroom option. This submission is in reference to SLR1. This submission requests that parts of the land be considered for visiting caravans/RV's along with holiday homes.</p>	<p><b>This Submission raised various matters that are not part of the proposed amendments to the plan and are therefore excluded from consideration at this stage in the process.</b></p>
None	20773224	Cara Powell	<p>Submission seeks extension of the development boundary of Cobh to accommodate a proposed residential site (Planning Application Ref. No. 16/5306) on Tay Road as part of the development boundary. The site is currently located within the Metropolitan Greenbelt.</p> <p>The submission states that great respect will be given to preserving the rural character of the area.</p>	<p><b>This Submission raised various matters that are not part of the proposed amendments to the plan and are therefore excluded from consideration at this stage in the process.</b></p>
Text Ref. 3.2.26	20992784	Doyle Shipping Group	<p>This submission relates to the revised consolidated text for Cobh, as per CB.03.02.01.</p> <p>The submission is supportive of the deletion of 3.2.75 &amp; 3.2.76 as per the draft LAP but queries the retention of 3.2.26 which relates to the current 2013 Cobh Town Development Plan text in relation to Rushbrooke Dockyard and its use as a strategic, specialized facility and its use for</p>	<p><b>No change proposed</b></p> <p><b>Non material consequential change to consolidated text as follows:</b></p> <p><b>3.2.26: The main location</b></p>

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			<p>marine related industrial use as set out within that paragraph.</p> <p>The case is made that the existing Town Plan is not as restrictive in its development objective and therefore, the paragraph is not reflective of the actual Town Plan zoning objective for I-01.</p> <p>It is noted that the 2014 CDP and 2013 Town Plan seek to develop Cobh as a "district employment centre" and therefore, the Dockyard is presented as the only designated industrial site in the area and should not be restricted to marine related industrial use.</p> <p>A revised wording for paragraph 3.2.26 is suggested within the submission as follows: "The main location of employment in the town is within the town centre itself and at Rushbrooke Dockyard which provides a strategic, specialized facility with deep water access, graving dock and dry docks used for repairs and maintenance of ships. This facility is the only facility of its kinds in the state and other similar facilities are only to be found in Belfast, Merseyside, etc."</p>	<p>of employment in the town is within the town centre itself and at Rushbrooke Dockyard which provides a strategic, specialized facility with deep water access, graving dock and dry docks used for repairs and maintenance of ships. This facility is the only facility of its kind in the state and other similar facilities are only to be found in Belfast, Merseyside, etc. <del>The current Town Development Plan appropriately considers that the site should primarily be used for industrial activities that need to utilize the specialized infrastructure on the site and accordingly zones it for marine related industrial use.</del></p>
<b>Glanmire</b>				
CB.03.03.16	20867757	Michael Crowley	<p>This submission raises concerns in relation to the proposed residential zoning GM-R-09 at Sallybrook by way of CB.03.03.16.</p> <p>Concerns are expressed in relation to health and safety by way of additional vehicular traffic as a result of the proposed zoning. The submission notes that the permission on the adjacent site, which would generate an extra 300 daily car journeys along the adjoining narrow, minor</p>	<p>Noted. See Appendix C and Section 2.4, pages 6 to 7 of this report.</p>

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			<p>laneway (L96391) is under appeal to An Bord Pleanala. Proposed zoning is approximately twice the size of the adjoining site and would likely add a further 600 daily car journeys, leading to a total of 900 daily car journeys if both developments take place.</p> <p>There is no reference to safety within the proposed amendment, with the emphasis on planting only.</p> <p>The proposed zoning will be seriously impactful on Sallybrook and will result in risks to walkers, as well as at the junction with the R639 at Brook Inn.</p>	
CB.03.03.16	20927072	Paul Howley	<p>This submission relates to CB.03.03.16.</p> <p>The proposed zoning is adjacent to a site on which an existing planning permission is currently under appeal (16/5554) due to numerous objections to same, mainly relating to access to the site along the L96391-0, a narrow single lane carriageway.</p> <p>The proposed site is double the size of the adjoining site and would add a further couple of hundred car journeys per day.</p> <p>Serious concerns are expressed in relation to health and safety from the viewpoint of emergency vehicle access for existing properties on this laneway, let alone when those proposed are developed. The road is not suitable at present nor will be in the future.</p> <p>Reference is also made to the Draft LAP which stated that there is no requirement for additional lands to be provided for residential development in Glanmire (3.3.7).</p>	<p>Noted. See Appendix C and Section 2.4, pages 6 to 7 of this report.</p>
CB.03.03.17	20963966	David Lohan	<p>This submission relates to CB.03.03.16 &amp; CB.03.03.17 at Knocknahorgan, Glanmire.</p> <p>Concern is expressed in relation to the narrow laneway serving the site and the level of traffic that would result from the development of these and the adjoining lands. The submission states that even if the road were widened and improved, access and egress would become virtually impossible.</p>	<p>Noted. See Appendix C and Section 2.4, pages 6 to 7 of this report.</p>

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			Reference is also made to the Draft Plan which stated that there is no requirement for additional lands to be provided for residential development in Glanmire (3.3.7).	
CB.03.03.17	20978336	Diarmuid Cahalane	<p>This submission relates to CB.03.03.16 &amp; CB.03.03.17 at Knocknahorgan, Glanmire.</p> <p>The submission notes that the adjoining site has already been zoned for residential and asserts that this should form a boundary against further rezoning for residential development.</p> <p>Concern is expressed about the narrow entry from the R639 to the laneway for the existing and proposed zonings. It is also noted that the permission issued on the adjoining site is currently under appeal and any further zoning decisions should be delayed until An Bord Pleanla has made its decision.</p> <p>Reference is also made to the Draft LAP which stated that there is no requirement for additional lands to be provided for residential development in Glanmire (3.3.7).</p>	Noted. See Appendix C and Section 2.4, pages 6 to 7 of this report.
CB.03.03.17	20979002	John McDonne II	<p>This submission relates to CB.03.03.16 &amp; CB.03.03.17 at Knocknahorgan, Glanmire.</p> <p>Residential zoning on adjoining site stated that it would form a definite end to development of these slopes.</p> <p>The narrow laneway serving the site could not possibly accommodate the traffic levels of the existing and proposed residential zonings.</p> <p>Zoning of this site is considered premature prior to determination by An Bord Pleanla of the pending application on the adjoining site.</p> <p>Reference is also made to the Draft LAP which stated that there is no requirement for additional lands to be provided for residential development in Glanmire (3.3.7).</p>	Noted. See Appendix C and Section 2.4, pages 6 to 7 of this report.
CB.03.03.17	20979704	Darina & John Gately	<p>This submission relates to CB.03.03.16 &amp; CB.03.03.17 at Knocknahorgan, Glanmire.</p> <p>The submission notes that the adjoining site has already been zoned as</p>	Noted. See Appendix C and Section 2.4, pages 6 to 7 of this report.

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			<p>residential and it is unrealistic to consider that the narrow entry to Glenrichmond could cater for the traffic from the existing and proposed residential zonings, even if the road were widened. Furthermore, there is no footpath or street lighting on that laneway.</p> <p>Reference is also made to the Draft LAP which stated that there is no requirement for additional lands to be provided for residential development in Glanmire (3.3.7).</p>	
CB.03.03.17	20979887	Paul Scully	<p>This submission relates to CB.03.03.16 - Knocknahorgan, Glanmire. The submission states that the entrance road by the Brook Inn R639 is too narrow for the amount of houses that exist at present and cannot cater for the new proposed development alongside Glenrichmond. The laneway does not have the capacity for additional traffic.</p>	<p>Noted. <b>See Appendix C and Section 2.4, pages 6 to 7 of this report.</b></p>
CB.03.03.16	20980006	James A Landers	<p>This submission relates to CB.03.03.16 &amp; CB.03.03.17 at Knocknahorgan, Glanmire.</p> <p>Notes that the planning permission issued on the adjoining site is currently under appeal.</p> <p>The new zoning is almost twice the size of that on the adjoining site and the development will also result in skyline development on this elevated site.</p> <p>The main point of concern is in relation to site access and that the L96391-O is not suitable for additional traffic volumes as there are difficulties already in place serving existing development.</p> <p>Consideration should be taken of local concerns where proposed zonings are concerned. There are more suitable tracts of land in Glanmire for residential development. It is stated that until the Northern Ring Road is agreed and constructed, the Council should not be rezoning land which has no proper access.</p> <p>Reference is also made to the Draft LAP which stated that there is no requirement for additional lands to be provided for residential development in Glanmire (3.3.7).</p>	<p>Noted. <b>See Appendix C and Section 2.4, pages 6 to 7 of this report.</b></p>

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CB.03.03.16	20980187	Pat & Angela O'Sullivan	<p>This submission relates to CB.03.03.16 at Knocknahorgan, Glanmire. It is noted that the adjoining site has already been zoned for residential development.</p> <p>There are a number of reasons stated for objecting to this proposed rezoning. The submission notes that the narrow laneway serving the site cannot accommodate the levels of traffic that would be generated by the proposed development, even if the road were widened and improved. The submission also stated that there is no point in rezoning land which has all these issues without considering the area as a whole.</p>	<p>Noted. See Appendix C and Section 2.4, pages 6 to 7 of this report.</p>
CB.03.03.17	20980329	Robert Fergey	<p>This submission relates to CB.03.03.16 &amp; CB.03.03.17 at Knocknahorgan, Glanmire.</p> <p>It is noted that the adjoining site has already been zoned for residential use and that that zoning asserted that it would form a definite end to development of these vulnerable slopes that are visible from a wider area.</p> <p>The submission states that it is unrealistic to think that the narrow entry from the R639 could cater for the development proposed on the adjoining site or the proposed new zoning. Any rezoning should be delayed until after An Bord Pleanla has made a decision on the adjoining site.</p> <p>Reference is also made to the Draft LAP which stated that there is no requirement for additional lands to be provided for residential development in Glanmire (3.3.7).</p>	<p>Noted. See Appendix C and Section 2.4, pages 6 to 7 of this report.</p>
CB.03.03.14	20980455	Robert Fergey	<p>This submission opposes the proposed rezoning of lands as per CB.03.03.14 in Glanmire.</p> <p>These lands are currently greenbelt and continued rezoning to residential use is contrary to the Cobh MD LAP. Section 3.3.7 of the Draft Plan notes that there is no further requirement for additional lands to be provided for residential development in Glanmire and so it is questioned why this change in zoning has been proposed as it is not in the interests of local</p>	<p><b>No change proposed.</b></p>

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			<p>residents or future Glanmire residents.</p> <p>The Draft LAP also refers to traffic congestion and the need for significant further infrastructural developments prior to further residential development and this will not be aided by the proposed zoning.</p> <p>Also notes the reference within the Draft Plan to the need to protect the upper slopes of the Glashaboy Valley, which would be compromised by the rezoning of the land proposed by CB.03.03.14. The intention of the LAP to protect the greenbelt lands surrounding Glanmire should not be neglected.</p>	
CB.03.03.17	20980812	William Jones	<p>This submission relates to CB.03.03.16 at Knocknahorgan, Glanmire. Serious concerns are expressed in relation to current traffic level in this area, both on the laneway and at the junction at Brook Inn. There are also traffic concerns in the Glanmire area, particularly at Hazelwood shopping centre and at Pike GAA Field.</p> <p>Questions the need for the removal of green space when there is sufficient residential zoned land available elsewhere in Glanmire and seeks a plan for Glanmire that creates a safe environment to drive and use local amenities.</p>	<p>Noted. See Appendix C and Section 2.4, pages 6 to 7 of this report.</p>
CB.03.03.16 CB.03.03.17	20980886	Margaret & Nils Ove Johansson	<p>This submission relates to CB.03.03.17 at Knocknahorgan, Glanmire. It is noted that the adjoining site has already been zoned for residential development. There are a number of reasons stated for objecting to this proposed rezoning. The submission notes that the laneway serving the site cannot accommodate the levels of traffic that would be generated by the proposed development, even if the road were widened and improved. Reference is also made to the Draft LAP which stated that there is no requirement for additional lands to be provided for residential development in Glanmire (3.3.7).</p>	<p>Noted. See Appendix C and Section 2.4, pages 6 to 7 of this report.</p>
CB.03.03.17	20981335	Adrian Frost	<p>This submission relates to CB.03.03.17 at Knocknahorgan, Glanmire. It is noted that the adjoining site has already been zoned for residential</p>	<p>Noted. See Appendix C and Section 2.4, pages 6 to 7</p>

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			development. There are a number of reasons stated for objecting to this proposed rezoning. The submission notes that the laneway serving the site cannot accommodate the levels of traffic that would be generated by the proposed development, even if the road were widened and improved. Reference is also made to the Draft LAP which stated that there is no requirement for additional lands to be provided for residential development in Glanmire (3.3.7).	of this report.
CB.03.03.16 CB.03.03.17	20983362	Pat & Phil Sheehan	<p>This submission relates to CB.03.03.16 &amp; CB.03.03.17 at Knocknahorgan, Glanmire.</p> <p>Submission notes that the adjoining lands (to the south) are already zoned for residential use. A recent permission on the zoned land under 16/5554 for 77 houses is currently on appeal to An Bord Pleanala. When the lands were zoned it was asserted that they would form the end of development on these vulnerable slopes, which are widely visible from the surrounding area. The lands are served by a laneway which has a narrow entry point from the R639, beside The Brook Inn. It is unrealistic to think that this laneway / junction can accommodate the additional traffic proposed under 16/5554 and cater for the these additional lands. The decision on the re zoning should be delayed until An Bord Pleanala has made a decision on the current appeal.</p> <p>Submission notes that aside from this, there is no need to zone additional land for residential use in Glanmire - the Draft Plan identifies a need for 1,197 units and states that capacity is already available to provide 1,321 units, so there is no requirement for additional lands.</p>	Noted. <b>See Appendix C and Section 2.4, pages 6 to 7 of this report.</b>
CB.03.03.16	20984073	Stephen Manson	<p>This submission relates to CB.03.03.16 at Knocknahorgan, Glanmire and is from residents of the adjoining Glenrichmond Estate.</p> <p>Submission indicates that residents had understood that the zoned lands to the south of the proposed amendments (currently subject to appeal under 16/5554) were to be the extent of the urban fringe. Residents are</p>	Noted. <b>See Appendix C and Section 2.4, pages 6 to 7 of this report.</b>



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			surprised that it is now proposed to zone additional lands given the poor nature of the local road infrastructure, and the large nature of the site, especially when the Draft LAP stated that there is no requirement for additional lands to be provided for residential development in Glanmire (3.3.7). Submission states that, even with an improvement in the road near the Brook Inn, additional development would generate a significant level of traffic movements.	
CB.03.03.17	20986773	Lawrence Owens	<p>This submission relates to CB.03.03.17 at Knocknahorgan, Glanmire and is from a resident from the area who objects to the proposed amendment. Submission queries how the lands adjoining the proposed amendment to the south, which are currently the subject of an appeal, were ever zoned in the first place given the topography of the site and the restricted access. Submission notes that this proposal on appeal is already causing residents significant challenges. In this context the proposal to zone additional land is alarming, does not constitute orderly or sustainable development and smacks of the worst excesses of the Celtic Tiger period.</p> <p>Reference is also made to the Draft LAP (section 3.3.7) which demonstrates that no additional land is required as there is already capacity for 1,321 additional dwellings in the area while there is only a requirement for 1,197.</p>	Noted. <b>See Appendix C and Section 2.4, pages 6 to 7 of this report.</b>
CB.03.03.10 CB.03.03.12 CB.03.03.13	20995174	O'Flynn Construction	<p>This submission relates to CB.03.03.10, CB.03.03.12 and CB.03.03.13 - Ballinglanna, Glanmire.</p> <p>The submission contends that further amendment is needed to Tables 3.3.2 and 3.3.3 to clarify the phasing requirements of the specific residential zoning objective for the site, GM-R-04 and to allow the phasing to reflect the findings of the reviewed transportation study/feedback from TII.</p>	Noted. <b>The recommended inclusion of phasing numbers is supported as a minor modification to Table 3.3.2 and a consequential non-material change to Table 3.3.3.</b> <b>See Appendix B – CB.03.03.12, page 89 to 94 of this report.</b>

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			The suggested amendments to the Table relate to Phase 1 and would allow for development "as otherwise informed by updated transportation studies and consultation with TII", to enable flexibility regarding the capacity within Phase 1 of the development of Ballinglanna.	<b>The reference regarding transportation studies and TII shall be omitted as it constitutes a material change.</b>
CB.03.03.15	20995599	Ted Murphy	This submission relates to Amendment No. CB 03.03.15 and is made on behalf of Ted Murphy landowner. The submission welcomes the proposal to extend the development boundary of Glanmire to the north of the town to include these lands. Submission indicates that this will enable the provision of a greater choice of house type for the current and future population of Glanmire. The submission notes that there are services to accommodate additional development subject to the relevant planning considerations.  Submissions requests that the Council adopt amendment no. CB 03.03.15 including subject lands within the final adopted Local area plan.	Noted. <b>No change proposed.</b>
CB.03.03.17	20996640	Lorraine Marah & Sean Kitchingham	This submission relates to CB.03.03.16 at Knocknahorgan, Glanmire and is from a local resident objecting to the proposed amendment. It is noted that the adjoining site has already been zoned for residential development. There are a number of reasons stated for objecting to this proposed rezoning. The submission notes that the laneway serving the site cannot accommodate the levels of traffic that would be generated by the proposed development, even if the road were widened and improved. Reference is also made to the Draft LAP which stated that there is no requirement for additional lands to be provided for residential development in Glanmire (3.3.7).	Noted. <b>See Appendix C and Section 2.4, pages 6 to 7 of this report.</b>
CB.03.03.17	20997840	Aidan Fitzsimons	This submission relates to CB.03.03.16 & CB.03.03.17 at Knocknahorgan, Glanmire. With respect to CB.03.03.16, submitter objects to the proposed rezoning	Noted. <b>See Appendix C and Section 2.4, pages 6 to 7 of this report.</b>

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>and notes proposal for development on adjoining lands are currently going through the planning process.</p> <p>It is submitted that the local road infrastructure is not fit for current demands, particularly where the road adjoins the R639 at Brook Inn - safety issues at junction and significant delays in morning rush hour. Furthermore, it is noted that planning permission has been approved for a further 70-80 houses on this laneway, subject to the developers making a contribution towards the upgrade of that junction, which the developer has subsequently appealed.</p> <p>Furthermore, it is stated that the area is extremely hilly and further development will result in additional run-off into the Glashaboy River. The potential for serious flooding in the area and downstream is already evident by previous flood events.</p>	
CB.03.03.16	20999909	Ray & Angela O'Callaghan and Steven & Claire Greene	<p>This submission has been prepared on behalf of a number of residents of Sallybrook, Glanmire and relates to Amendment Reference No. CB 03.03.16. (new residential zoning GM-R-09 Medium B residential development of individual serviced sites). The submission notes that the Draft plan in relation to the settlement of Glanmire states "there is therefore no requirement for additional lands to be provided for residential development in Glanmire" and therefore cannot understand why this additional residential zoning has been proposed. It is submitted this amendment is "unjustified, unnecessary, inappropriate, and redolent of planning policy objectives which have given rise to the greatest property bubble and crash in the history of the state". It is considered that this amendment would be totally injurious to the woodland setting of the area, the protection of which is part of the vision for Glanmire as set out in the Draft plan. The submission notes the inadequate road infrastructure in the vicinity of Knocknahorgan Woods, which cannot cope with existing levels of traffic. The proposed amendment conflicts with the establishment of special policy area such as Ballinglanna - Dunkettle Urban Expansion area.</p>	<p>Noted. See Appendix C and Section 2.4, pages 6 to 7 of this report.</p>

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			<p>Any dilution of the critical mass and demand in these areas by encouraging development in totally inappropriate locations must be resisted. The proposal would result in scarring of the landscape and is counter intuitive to improvements in public infrastructure, pedestrian and cycling connectivity.</p> <p>It is requested that this is amendment CB 03.03.16 is deleted and the context and setting of the area is protected from any injurious development of any type.</p>	
<b>North Environs</b>				
CB.03.04.29	20941061	Kathleen O'Sullivan	<p>This submission relates to CB.03.04.29 at Banduff, Ballyvolane, North Environs and requests that the southern boundary of that site be amended to include the full extent of her lands as per the land registry folio submitted.</p> <p>The submission also requests a correction to Volume 2, Environmental Reports, Table 5.2, requesting that the reference to GM-R-16 be corrected to NE-R-16 and for Medium B to be replaced with Medium A as per the wording of CB.03.04.29.</p>	Noted. <b>No change proposed.</b>
CB.03.04.01 CB.03.04.02 CB.03.04.03 CB.03.04.04	20993590	Apple Operations Europe	<p>This submission is in support of CB.03.04.01, CB.03.04.02 and CB.03.04.03 regarding Apple Operations, Hollyhill and recommends that the amendments are adopted as proposed to facilitate the future expansion of existing facilities.</p>	Noted. <b>No change proposed</b>
CB.03.04.27 CB.03.04.46 CB.03.04.37	20994723	Jim Horgan	<p>This submission relates to CB.03.04.27, CB.03.04.46 &amp; CB.03.04.37 and is generally supportive of same.</p> <p>However, it is submitted that the proposal to zone lands for Medium B residential density development in a central and strategic location within the UEA, within close proximity to Ballyvolane District Centre and on serviceable land is unsustainable. It is requested that CB.03.04.27 be amended to allow for Medium A density development for reasons relating to the following:</p> <p>1. Need &amp; Policy Context supporting Higher Densities: Ballyvolane is</p>	Noted. <b>No change proposed.</b>

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>identified as a significant and strategic growth area within Metropolitan Cork, to allow for the provision of 3600no. dwelling units through a phased programme of development. As per the Draft LAP and the proposed amendments, all but one residential site is zoned for Medium B residential development which is not considered appropriate from a housing mix or sustainable development perspective and will not optimise the significant infrastructure planned for the area. It is also considered to be contrary to National Planning Policy. It is therefore submitted that a higher proportion of the zoned lands in Ballyvolane be zoned Medium A density and particularly, the subject lands.</p> <p>2. Sequential Approach: Given the location of these lands, effectively an infill site in close proximity to the District Centre, it is consistent with National Policy to allow for increased residential densities.</p> <p>3. Capacity of Infrastructure: Given the strategic nature of the Ballyvolane UEA, there is significant infrastructure planned for the area in relation to water, drainage, roads and community/social infrastructure, including the delivery of the Northern Ring Road in conjunction with TII but based on current proposed amendments, will not optimise the development return commensurate with the significant costs of providing this infrastructure. The same applies to the provision of social infrastructure in the area.</p> <p>4. Environmental and Heritage Policy: The site is not affected by any environmental/heritage designations, nor flood related issues.</p> <p>5. The anomaly between proposed Refs. CB.03.04.27 and CB.03.04.46: It is submitted that NE-R-04 was identified as Medium A residential development in the Draft Plan and therefore, CB.03.04.46 and CB.03.04.46, which overlap that same area, should also be Medium A.</p>	
<p>CB.03.04.27 CB.03.04.30 CB.03.04.37 CB.03.04.43</p>	<p>20995162</p>	<p>Leo Seaward &amp; Ian Crockett</p>	<p>This submission relates to CB.03.04.27, CB.03.04.30, CB.03.04.37 and CB.03.04.43.</p> <p>The submission is generally supportive of CB.03.04.27 &amp; CB.03.04.30. CB.03.04.37 is considered premature pending finalisation and detailed design process of North Ring Road and should be omitted.</p>	<p>Noted. <b>No change proposed.</b></p>

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			CB.03.04.43 is requested to be amended to remove the references to archaeological monuments on the site.	Noted. <b>See Appendix C and Section 2.10, page 9 of this report.</b>
CB.03.04.50 CB.03.04.37	20996238	O'Mahony Developments Ltd.	<p>This submission relates to Amendment No. CB 03.04.50 and is made on behalf of the landowner O' Mahony Developments Ltd, in relation to the proposed rezoning of lands from Business to Medium B (NE-R-19). They welcome and support the amendment, however, they consider that the lands should be rezoned from Medium B to Medium A density residential development. The submission considers that Medium B is too low, does not make the most efficient use of the lands, and does not support the infrastructure proposed under CB 03.04.37. The submission considers the site is suitable for Medium A having regard to national guidelines, the central location of the site in the UEA, physical suitability, access to existing services and infrastructure, to facilitate an immediate delivery of residential development.</p> <p>The submission sets out details of consultations with representatives of Irish Water, in relation to the upgrading of water services to facilitate up to 750-1,000 housing units. The submissions also sets out how these upgrade works could be delivered with the cooperation of interested parties in three stages and a funding proposal for same. The site is not affected by any environmental and/or heritage designations.</p> <p>Therefore, the submission requests that the proposed zoning be changed from Medium B to Medium A, and also seek confirmation that the NE-R-19 lands are included in Phase 1 of the Ballyvolane Urban Expansion Area.</p>	Noted. <b>No change proposed.</b>
CB.03.04.37 CB.03.04.46	21005105	O'Flynn Construction	Notes that a submission was previously made to the Draft plan seeking the inclusion of entire landholding within zoning objective NE-R-04 for a number of reasons. The submission notes two amendments which relate	Noted. <b>No change proposed.</b>

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			<p>to these lands; CB 03.04.37 which proposes amendments to the transport infrastructure objectives for Ballyvolane UEA including re-alignment of the proposed link road. Amendment no. CB 03.04.46 proposing to extend NE-R-04 partially rezoning open space to the line of the proposed realigned U-07.</p> <p>Welcomes both amendments which will result in an improved and sustainable development pattern. However, it is requested that the remaining area of the O'Flynn Construction landholding, to the north of the realigned distributor road is incorporated within NE-R-04 to facilitate passive surveillance of the U-07 road and the southern part of the Urban Park.</p>	
<b>Carrigtwohill</b>				
None	20980213	John & Alan Loftus	<p>This submission relates to a previous submission made at Draft LAP stage (DLAP16-16-12235509) and seeks lands to be rezoned from Greenbelt to either business use or open space/light industrial.</p> <p>The documentation submitted makes a case for rezoning the lands on the basis of open storage areas being needed as part of the adjoining Business zonings and that by reason of proximity of the site to other Business zonings, it should also be included in the development boundary and have a similar business zoning applied. The proposed zoning would not be inconsistent with existing uses in the area.</p> <p>Disagrees with the previous Chief Executive's report in relation to their previous submission. The CE's statement that "there is a strong possibility that development of this site could have negative implications for SPA and possibly SAC" is considered premature and potentially undermines the use of these lands. An Appropriate Assessment Screening report was previously submitted and has been resubmitted with this submission, concluding that there is no likelihood of any significant negative effects on</p>	<p>Noted. <b>No change proposed. This Submission raised various matters that are not part of the proposed amendments to the plan and are therefore excluded from consideration at this stage in the process.</b></p>

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			<p>any Natura 2000 sites arising from the proposed zoning. It is further noted that any future development of the site would again be subject to a site specific Appropriate Assessment screening.</p> <p>It is further argued that the adjoining lands have zonings which require site specific screening and that the same provision could be applied in this case.</p> <p>The submission further states that the same logic has not been applied elsewhere in Carrigtwohill where CT-O-06 has been rezoned for Medium A density residential development under CB.03.05.25 as an extension to CT-R-19, despite the lands being located within Flood Zone A. It is argued that if such lands could be rezoned subject to site specific flood risk assessment, the same case could be made for rezoning their lands to Business use.</p> <p>The submission states that at the very least, the lands could have been included within the development boundary as applied under CB.03.05.22 to include additional lands as an extension to the adjoining Industrial zoning.</p> <p>The submission concludes by asking that these lands be included within the development boundary of Carrigtwohill and be zoned for Business Use or to accommodate open storage.</p>	
CB.03.05.17	20997294	Denis Barrett	<p>This submission is lodged on behalf of Denis Barrett and relates to Amendment No. 03.05.17, proposing a modification to zoning objective CT-B-01. The submission welcomes the amendment and urges the Council to adopt this amendment. The landowner is committed to providing a development, with a careful and considerate design approach, of a high standard of design and landscaping, that can take place without a negative visual impact and providing an attractive setting to work in.</p>	<p>Noted. <b>No change proposed</b></p>



Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
<b>Little Island</b>				
CB.02.01.03	21005935	Tapella Ltd.	<p>This submission relates to lands at Inchera Little Island and Amendment No. CB 02.01.03 which relates to 'Large Scale retail Warehousing'. Welcomes the deletion of paragraph 2.5.2 to be replaced with revised text outlining specific criteria for 'Large Retail Warehousing' in accordance with the Retail Planning Guidelines, however it is felt that the policy objective could be more focused in identifying site specific criteria to assess the most suitable sites for this type of strategic development.</p> <p>Requests a modification to Amendment Ref. CB 02.01.03 to include the following as the key criteria when assessing site suitability for Large Scale Retail Warehousing proposals: Strategic Location; Site size/capacity; Accessibility (i.e proximity and access to a major National junction/interchange); Site Profile; Environmental Considerations, Land Availability and Developability.</p> <p>It is submitted that the wording of Amendment ref. CB 02.01.03 could include a more focused set of site suitability criteria to aid in identifying and assessing the most suitable sites. The submission notes that the location and successful operation of large scale retail warehousing is directly influenced by three key and interdependent requirements, namely, a strategic location, site size capacity and accessibility.</p> <p>A site needs to be of sufficient size to cater for large floorplates c.28,000sq metres over 1/2 storeys, brownfield sites should be positively prioritised, profile and visibility is a key to success such as locations often coinciding favourably with key transport interchanges such as the Dunkettle Roundabout. The submission considers that the development objective as currently presented could still compromise the successful</p>	<p>Noted. <b>No change proposed</b></p>

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>delivery of a 'Large scale Retail Warehousing Development such as IKEA in Cork.</p> <p>Therefore, it is requested that the amendment be modified to identify the key criteria when assessing site suitably as set out above.</p>	
CB.03.06.09	21006031	Phil Walsh	<p>The submission is made by a resident of the Well Road in Little Island, and relates to the Harbour Point Golf Club lands, proposed amendment CB.03.06.09.</p> <p>Submission indicates that Harbour Point Golf Club is incredible amenity and should be used strategically and carefully for future development. Care needs to be taken when zoning the area, particularly the environmentally sensitive areas to the south.</p> <p>The submission is strongly opposed to any business zoning of the site. It requests consideration be given to providing maximum trees/parkland buffer between development and the southern residences on Well Road It also requests that the specified open space (22 acres) be increased - opportunity to create really essential public park in Little Island that could also be used by others. Request the open space be localised to the southern boundary to adjoin against houses on Well Road and connection to the existing SPA / bird sanctuary. The submission requests the proposed through road be reconsidered - this through road would create a rat run of traffic down to the most serene part of Little Island and serves limited function. The proposed spine road LI-U-02 is a better solution and makes more sense, maintaining most traffic along the better Ballytrasna Park road. Submission endorses the proposed hotel development proposals - if carefully developed could be an incredible resource for Little Island.</p>	<p>Noted. See Appendix C and Section 2.8, pages 8 to 9.</p>
<b>Key Village - Glounthaune</b>				
CB.04.05.01	20659392	Patrick M O'Connor	This submission requests the removal of CB.04.05.01 which allows for more than 40 units to be proposed per residential development in	<p>Noted. No change proposed</p>

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			<p>Glounthaune.</p> <p>The reasoning behind this request is set out as follows:                      Restricted width of the Dry Bridge causing traffic congestion as well as health &amp; safety concerns for pedestrians;                      Lack of footpaths in Glounthaune, especially linking to the train station;                      Insufficient road network for the volume of cars using the road, particularly linking Glounthaune to Leamlara, Knockraha etc, where traffic is connecting to Little Island; and                      Flooding in Glounthaune in recent years as a result of housing developments that have taken place in the last 10 years.</p>	
CB.04.05.01	20683861	James Barrett	<p>This submission requests the removal of CB.04.05.01 which allows for more than 40 units to be proposed per residential development in Glounthaune.</p> <p>It is set out that the removal of the limit of 40 units per development will result in rapid development growth and not on a phased sustainable basis or taking into account the lack of internal infrastructure in Glounthaune. It is considered that there will be multiple concurrent planning applications for housing in the coming years if this restriction is eased resulting in a rapid growth of 400 houses in a short timeframe, if this restriction is removed.</p> <p>The strategic reserve to the east of Amber Petrol Station will further increase housing and connect Glounthaune to Carrigtwohill, resulting in Glounthaune having a town status without the necessary infrastructure. The submission also raises a number of issues not addressed within the LAP:</p> <ol style="list-style-type: none"> <li>1. Location of Railway Car Park: Current car park is inadequate and dangerous. Primary factor driving the growth of Glounthaune is the railway station and yet no lands have been identified to allow for a car park to serve same.</li> <li>2. Dry Bridge: There is no footpath over or under the bridge, which connects large parts of Glounthaune to the National School. The bridge</li> </ol>	<p>Noted.  <b>No change proposed</b></p> <p><b>This Submission also raised various matters that are not part of the proposed amendments to the plan and are therefore excluded from consideration at this stage in the process.</b></p>

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			<p>cannot be widened and there is no scope for footpaths or widening to accommodate two way traffic. Proposed growth will negatively impact on this NIAH structure.</p> <p>3. Location of Car Parking at Church Cross Roads: Serious shortage of car parking for church related activities at present. Recent traffic calming measures have further reduced the available car parking. No land identified within the Plan for additional parking, despite projected growth of population.</p> <p>4. Glounthaune School: Existing national school is at capacity and there is little parking available. No footpaths connect the school with lands to the east resulting in most pupils being driven to school and will continue to do so if the lands to the east are developed further. No references made to additional school places to cater for the proposed residential development in Glounthaune nor identification of a new school site.</p> <p>5. Sensitive Landscape/Scenic Routes/Protected Structures: Glounthaune has a Type 1 Landscape and while the Great Island Channel SAC and the Cork Harbour SPA have been referenced in the Draft Plan, no reference was made to the Type 1 landscape of the City Harbour and Estuary, nor Scenic Routes S41 &amp; S43, the Protected Structures in the village (3no.) or Harpers Island. Yet a significant population increase has been proposed in this sensitive landscape.</p> <p>6. Site of Zoned Development Land up to 2020 not 2023 including Strategic Land Reserve: There is sufficient land available within the development boundary of Glounthaune to allow for the development of 400 units at Medium B density while maintaining the limit of 40 units per application in an orderly non-rapid phased basis.</p> <p>7. Ashbourne House &amp; Gardens: Ashbourne House is a protected structure and the gardens were removed from the RPS list in the 1990's. The gardens are of national importance and are not protected, but are zoned for Medium B density development. A special zoning objective should be attached to the gardens, which could be developed with more than 100</p>	

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			houses by way of the removal of the limit of 40no. units per application.	
CB.04.05.02	20921846	Joe O'Brien	<p>This submission relates to CB.04.05.02, which proposes to extend the development boundary of Glounthaune to include additional lands to the west of Glounthaune National School.</p> <p>The submission raises concerns about the existing heavy congestion on the Caherlag road due to the nearby primary school and the Erin's g GAA Club and the danger that additional development will pose, particularly to pedestrians as well as other road users in the area. School children are currently unable to walk to school and locals have stopped walking the road due to safety concerns. The submission notes that there is sufficient land already available in Glounthaune to provide for the housing needs identified in the Plan and further zoned land is not required.</p>	Noted. <b>No Change Proposed</b>
CB.04.02.01	20924816	James Barrett	<p>This submission is to be read in conjunction with AMD-20683861.</p> <p>Serious concern is expressed in relation to the proposed removal of CB.04.02.01, ie. the removal of the limit of 40no. houses per application, which will result in rapid housing development and be replaced with subjective guidelines. Public infrastructure will not be provided in terms of footpaths, car parks, roads and schools in tandem with the 400no. houses. Development of one large site is considered to contravene the purpose of the balanced growth policies for key villages. There is a complete lack of internal infrastructure in Glounthaune and there is no link between the development of 400no. houses and funding of public infrastructure. Glounthaune does not have town status requiring infrastructure contributions and the SLR to the east encourages the granting of housing as fast as possible to allow for the SLR to be developed.</p> <p>The submission requests the removal of CB.04.02.01 and the reinstatement of DB-01(b).</p>	Noted. <b>No Change Proposed</b>
CB.04.05.01	20942232	Bryan Barrett	<p>This submission relates to CB.04.05.01 in Glounthaune and the proposal to remove the cap of 40no. dwellings per residential application.</p> <p>Concern is expressed in relation to the proposal for large scale residential</p>	Noted. <b>No Change Proposed</b>

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			<p>applications being made directly to An Bord Pleanla and bypassing the Local Authority. The submission queries whether local residents will have any right to submit observations to same and whether Cork County Council or the public will have any oversight as regards such applications. The submission notes that the LAP has made no reference to Protected Structures within Glounthaune or to Harpers Island, Scenic Routes, Type 1 Landscape or that the National School is at capacity. Concern is also expressed in relation to, the Council's plan to 'double the size of the housing stock within 3 years', development of large scale residential estates having regard to the complete lack of public infrastructure and with no contributions from the developers. It is requested that the limit of 40no. units per application is reinstated in order to ensure balanced growth in Glounthaune.</p>	
CB.04.05.01	20985736	Daniel Fitzpatrick	<p>This submission relates to CB.04.05.01 and seeks the reinstatement of the limit of 40no. units per residential development due to the village's lack of necessary infrastructure relating to waste water, transport/road infrastructure, educational infrastructure, sports and civil facilities. The largest development to date related to a development of 57no. houses, constructed by two phases over several years and there was a notable impact on the village from same, especially on the small country road in the area. The limit appears to have been removed at the behest of the developers, none of whom are resident in the area, whereas this will impact on the quality of life of the residents, solely for profit. The submission states that the removal of the limit of 40no. units is of concern as the following infrastructure cannot support it:</p> <ol style="list-style-type: none"> <li>1. Waste water infrastructure: Submission notes that most houses in the area are served by septic tanks. Any development in Glounthaune would required significant development of the waste water network. Any further development in Glounthaune should be limited to a maximum of 40 dwellings and should require a detailed impact assessment on the</li> </ol>	<p>Noted. <b>No change proposed</b></p> <p><b>This Submission also raised various matters that are not part of the proposed amendments to the plan and are therefore excluded from consideration at this stage in the process.</b></p>

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>wastewater network and the need for reinforcement</p> <p>2. Transport/Road infrastructure: The road network in Glounthaune is in need for upgrading, particularly the 'through' road connecting Knockraha, Sallybrook and Glanmire to Glounthaune. Congestion is an issue at the National School, the Church, the shop/pub and train station. Furthermore, there is a serious lack of footpaths in the area, particularly connecting to the school and train station. The submission notes that there is no cycle or pedestrian link between Glounthaune and Little Island, Glanmire and Carrigtwohill. A dedicated cycle path should be provided alongside the rail line, which could run from Cork City to Midleton. Furthermore, there is no safe pedestrian or cycle access to the train station, which should be prioritised over cars.</p> <p>3. Educational infrastructure : The school is currently at capacity. Additional developments in the area will have to be catered for in the school. This will also increase traffic and congestion and increased risk of a serious accident. Pedestrian and cycling traffic to the national school should be prioritised and the use of cars discouraged.</p> <p>4. Sporting infrastructure: The only sporting facility available to serve the area is Erin's Own GAA Club, which are quite removed from Glounthaune and has no safe pedestrian access. Any future development should be conditional on making publicly accessibly sporting facilities available and integrated into the development.</p> <p>5. Civil infrastructure: There is limited civic infrastructure available in Glounthaune at present, most of which are historic. Glounthaune is in need of significant investment in public civic infrastructure if population increase is proposed and should be provided in advance of further housing developments.</p> <p>Submission notes that these issues need to be addressed in advance of any further large scale development proposals.</p> <p>While outside the scope of the proposed amendment, the submission also requests that the grounds and gardens of Ashbourne House should be</p>	

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			protected. Submission also questions the overall approach to planning in Glounthaune having regard to a recent permission on the hill above the dry bridge, where access is dangerous.	
CB.04.05.01 CB.04.02.01	20996808	O'Mahony Developments Ltd.	<p>This submission welcomes the proposal to delete the 'cap' of 40no. units for normal development for Glounthaune as per CB.04.02.01 but requests that Table 4.2.1 be amended accordingly and that the normal recommended scale of development for any individual scheme in Glounthaune be 100-120 units and that the Table refer to criteria used in Sustainable Residential Development in Urban Areas Guidelines.</p> <p>Concerns are expressed that Table 4.2.1 still refers to the 'Normal Recommended Scale of Any Individual Scheme' being 40no. units, which is considered excessively low compared to the overall allowance of 400no. units for Glounthaune. Having regard to the other key villages, the normal recommended scale of any individual scheme represents 25% and 30% of the total growth of the villages and therefore, applying the same standard, this would allow for between 100 and 120no. units per scheme for Glounthaune.</p> <p>This will also allow the developer to avail of the 'fast-track' planning system as per the Planning &amp; Development (Housing) and Residential Tenancies Act 2016, by way of making applications for strategic housing development directly to An Bord Pleanla, which is considered an appropriate action for these lands having regard to the planning history attached to this site.</p> <p>Furthermore, it is submitted that the wording of CB.04.02.01 is too subjective and open to interpretation and is more relevant to smaller settlements and not Glounthaune, which has a housing target of 400no. units. It notes that the wording appears to relate to the DoEHLG's Sustainable Residential Development in Urban Areas Guidelines (2009) but</p>	Noted. <b>No change proposed</b>



Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>that there is little emphasis on the allowance of larger scale and higher densities appropriate in locations close to Gateways and Hubs as well as high quality public transport corridors. The references to proportionate development are also relevant to Glounthaune. An alternative wording to CB.04.02.01 is suggested.</p> <p>Having regard to the planning history attached to the lands owned by O'Mahony Development Ltd., clarity is essential in the wording used within the LAP to allow for larger sites which have the potential to deliver more than 40no. units to be developed in a coherent and orderly manner without risk of contravention of the plan.</p> <p>It is therefore requested that the wording of CB.04.02.01 be amended as follows: "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 in accordance with the criteria outlined in the 'Sustainable Residential Development in Urban Areas (Cities, Towns and Villages) Guidelines for Planning Authorities' (May 2009)."</p>	
CB.04.05.01	21006417	Claire Casey	<p>This submission relates to Amendment No. CB 04.05.01 and the proposal to remove the following text "No one proposal for residential development shall be larger than 40 housing units".</p> <p>Submission notes that, if passed, this amendment would result in large scale developments, which would not be in keeping with the character of Glounthaune and would lead to difficulties with regard to traffic safety and other matters which would impinge negatively on the lives of existing and future residents.</p> <p>It is urged that this proposed amendment be rejected in light of the following issues: (i) need to protect the rural character of Glounthaune from excessive /</p>	Noted. <b>No change proposed</b>

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>unsuitable development.</p> <p>(ii) preserving the landscape/visual amenities of the area and designated scenic routes (A42 &amp; A43)</p> <p>(iii) inadequate road infrastructure which cannot cope with existing demands</p> <p>(iv) issues re drainage and history of flooding in the area.</p> <p>(v) new community and sports facilities required - facilities insufficient for existing population.</p>	
<b>Village - Upper Glanmire</b>				
CB.05.02.04.02	20980972	Richard Hyde	This submission is in favour of amendment CB.05.02.04.02 in Upper Glanmire, to include 5no. serviced sites on his land.	Noted. <b>See Appendix C and Section 2.9, page 9.</b>
<b>Village - Kerry Pike</b>				
CB.05.02.01.02	20982186	Con O'Sullivan	This submission is in support of amendment ref. no. CB.05.02.01.02 and confirms the landowner supports and welcomes the proposed extension of the development boundary of Kerry Pike to include his lands, and their rezoning to Existing Built Up Area. Submission requests that the amendment be adopted as part of the final plan.	Noted. <b>No change proposed</b>
<b>Village - Knockraha</b>				
CB.05.02.03.02 CB.05.02.03.03	20996257	O'Leary & O'Sullivan Developments	<p>This submission relates to CB.05.02.03.02 and CB.05.02.03.03 within Knockraha.</p> <p>The proposed amendment CB.05.02.03.03 providing for the extension of the development boundary of Knockraha is welcomed by the submission, as it will ensure timely delivery of the proposed Part 8 approved pumping station.</p> <p>Submission notes the text of proposed amendment CB.05.02.03.02, (which provides that no one proposal for residential development should normally exceed 5 units) and requests a "nominal uplift of 20 units" in the amount of housing to be delivered in Knockraha during the forthcoming plan</p>	Noted. <b>No change proposed</b>

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
			<p>period, thus increasing the overall scale of development to be delivered in the village from 25 units to 45 units over the plan period.</p> <p>The submission indicates that the request can be justified having regard to the following:</p> <ul style="list-style-type: none"> <li>- The Draft LAP recognises that Knockraha needs to accommodate a sustainable level of growth to "ensure the retention and expansion of local services and facilities" and that 45no. units will assist in the realisation of same;</li> <li>- A number of other settlements in the Municipal District benefit from higher housing targets but have infrastructural capacity constraints whereas Knockraha has capacity within the waste water treatment system and is due a water supply upgrade. It is submitted that there is scope for an increase in local house numbers;</li> <li>- An increase in the number of houses allowable in Knockraha will address demand issues in Metropolitan Cork as well as ease pressure on the rural housing demand and the rental market;</li> <li>- The proposed amendments provide for the inclusion of c.2.8ha of additional land in the settlement, all of which can accommodate a suitable scale of low density development in the region of 45 no. units, compatible with the grain and character of the village;</li> <li>- The proposed increase in numbers is not contrary to the Section 20(q) of the Planning &amp; Development Act as it will not have a significant effect on the environment or adversely affect the integrity of a European designated site or increase the area of land zoned for any purpose.</li> </ul> <p>It is submitted that Knockraha is an exceptional case in terms of the potential of the village. The previous housing target has been met in full and the proposed amendments will allow for infrastructural improvements to take place.</p>	

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
<b>SLR's</b>				
SLR 8	20985045	Patrick Flynn & Eileen Flynn & Kilcully Partnership	<p>This submission relates to lands within SLR 8 at Kilcully and states that they are available for development immediately and should be utilised with immediate effect as part of Cork City North Environs.</p> <p>States that recent approval of the DHPCLG given to Cork City Council's LIHAF submission for enabling infrastructure to include a link road, improvements on Old Whitechurch Road plus drainage and water infrastructure on the OWR site directly improves the delivery prospects of residential development in this area with active planning management. The works are programmed to start in 2017 and therefore the CE should update his report to take advantage of this opportunity to provide much needed housing supply in the North Environs of Cork City.</p>	Noted. <b>No change proposed</b>
SLR 8	20985189	Patrick & Eileen O'Flynn	<p>This submission relates to lands within SLR 8 at Carhoo and states that they are available for development immediately and should be utilised with immediate effect as part of Cork City - North Environs.</p> <p>The submission states that recent approval of the DHPCLG given to Cork City Council's LIHAF submission for enabling infrastructural works to Old Whitechurch Road means that the CE should update his report to take advantage of this opportunity to fulfill housing needs in the North Environs of Cork City.</p> <p>The proposed spine/link road emerging onto the Old Mallow Road from the OWR site near the railway bridge together with enhanced drainage and water infrastructure will transform the development potential of these Carhoo lands for immediate use.</p>	Noted. <b>No change proposed</b>

Amendment Ref. No.	Sub. No.	Interested Party	Summary of Submission	Chief Executive's Opinion
SLR 11	21000274	Jack Lynch	<p>This submission relates primarily to SLR 11 - Carrigtwohill West, though reference is also made to East Cork Amendment Refs. EC.01.07.06 and EC.01.07.07.</p> <p>The submission notes that the process carried out to date with regards to the proposed SLRs and notes that no assessment has been carried out, to date, to ascertain each for suitability for development, which is considered to cause delay to the development of the SLRs.</p> <p>Concern is expressed that there is no specific timeframe associated with the delivery of development on these SLR sites and that the final plan should outline a specific period of time for which development on the SLRs will be considered, if delivery of residential units on zoned residential lands does not materialise.</p> <p>It is noted also that SLR 11 may not be one of the preferred options for the proposed SLRs and a case is made to outline the suitability of Carrigtwohill West as a preferred option by way of:</p> <ul style="list-style-type: none"> <li>- location of lands in close proximity to Midleton and Water-rock;</li> <li>- site owner is in a financial position to implement development in the short term;</li> <li>- Site benefits from strong infrastructural links by way of the N25 and proximity to the Midleton Railway line; is consistent with the National Spatial Strategy, National Planning Framework, Regional Planning Guidelines, CASP and the County Development Plan 2014, particularly with regard to achieving long term population targets and housing growth figures; Lands are not prone to flood risk; Water supply and waste water capacity are available; and the site is not in close proximity to Natura sites.</li> </ul> <p>Reference is made to EC.03.03.09 as regards the delivery of required infrastructure to serve Water-Rock X-01 and SLR11 is located alongside same and it is therefore logical to deliver housing on the subject site to provide for greater return on investment and to promote sustainability.</p> <p>The case is made for SLR11 to be prioritised for consideration for development.</p>	<p>Noted. <b>No change proposed</b></p>



## Appendix B List of Amendments Recommended by the Chief Executive

### Section 2 Proposed Amendments to the Draft Plan

#### 2.1 Overview

2.1.1 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 B1, B2 etc. All map amendments are set out in Appendix D.

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment																				
CB 01.01.01	<p>Volume 1, Section 1. Introduction</p> <p>Delete Table 1.1 Municipal Districts in County Cork and replace with new Table 1.1 which includes list of Town Council Development Plans.</p> <table border="1"> <thead> <tr> <th colspan="5">Table 1.1: Municipal Districts in County Cork</th> </tr> <tr> <th></th> <th>Municipal District</th> <th>Population 2011</th> <th>Main Towns</th> <th>No of villages</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Ballincollig-Carrigaline</td> <td>71,946</td> <td>Ballincollig, Carrigaline, Passage West/ Monkstown/ Glenbrook, Cork City South Environs, Ringaskiddy</td> <td>5</td> </tr> <tr> <td>2</td> <td>Bandon-Kinsale</td> <td>42,454</td> <td>Bandon, Kinsale <b>(Kinsale Town Development Plan,</b></td> <td>34</td> </tr> </tbody> </table>	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 <b>(Kinsale Town Development Plan,</b>	34	6	No submission received.	Noted. <b>No change proposed.</b>
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	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 <b>(Kinsale Town Development Plan,</b>	34																				

Amendment Reference No.	Proposed Amendment					Draft Plan Page No.	Submission Received	Comment
				2009)				
	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,	46			



Amendment Reference No.	Proposed Amendment					Draft Plan Page No.	Submission Received	Comment
				2009) Millstreet, Newmarket				
	8	West Cork	56,530	Bantry, Castletownbere, Clonakilty ( <b>Clonakilty Town Development Plan, 2009</b> ), Dunmanway, Schull, Skibbereen ( <b>Skibbereen Town Development Plan, 2009</b> )	67 & 7 Inhabited Islands			
	<b>Text change only</b>							
CB 01.01.02	<p>Volume 1, Section 1. Introduction</p> <p>Delete the following text in paragraph 1.1.3</p> <p>This Draft Local Area Plan for Cobh Municipal District has been prepared, so that once finalised, it can replace the previous Electoral Area Local Area Plans adopted in 2011– and the Cobh Town Development Plan 2013, adopted by the former Cobh Town Council.</p> <p><b>Text change only</b></p>					7	No submission received.	Noted. <b>No change proposed.</b>
CB 01.01.03	<p>Volume 1, Section 1. Introduction</p> <p>Delete paragraph 1.6.6 and replace with new text as follows;</p> <p><del>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,</del></p>					13	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>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>Text change only</p>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
CB 01.01.04	<p>Volume 1, Section 1. Introduction</p> <p>Insert new Heading "Housing Density" and text after paragraph 1.7.13 "Green Infrastructure" as follows;</p> <p><b>The approach to housing density used in this Plan is set out 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.</b></p> <p><b>Text change only</b></p>	30	AMD21006549	<p>Noted.</p> <p><b>No change proposed.</b></p>
CB 01.01.05	<p>Volume 1, Section 1. Introduction</p> <p>Insert additional paragraphs after paragraph 1.7.12 as follows;</p> <p><b>The Council, in consultation with the Transport Infrastructure Ireland, will protect proposed national road route corridors where the route selection process has been completed/approved and where preferred route corridors have been identified. The line of these Route Protection Corridors are shown in Volume 3 LAP Map Browser which is accessible through <a href="http://www.corkcoco.ie">www.corkcoco.ie</a>.</b></p> <p><b>A 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</b></p>	30	AMD21005431	<p>Noted.</p> <p><b>It is proposed to insert the following non-material text into Section One of each plan under the heading of 'Traffic and Transport', highlighting the fact that Route Protection Corridors will be shown on the Local Area Plan Map Browser, in the same way as they are currently included on the CDP Map Browser:</b></p> <p><b>"The Council, in consultation with the Transport Infrastructure Ireland, will protect proposed national road route corridors where the route selection process has been completed/approved and where preferred route corridors</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>and prioritization and will provide analytical basis for integration of land use and transport planning – social, economic and environmental indicators. The Strategy will be able to inform sustainable land use policy formulation.</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. The relevant routes are mapped for each of the settlements of Cobh, Glanmire, Glounthaune, Little Island, Carrigtwohill and the north environs and can be found in the Cork Cycle Network Plan.</p> <p><b>Text change only</b></p>			<p>have been identified. The line of these Route Protection Corridors are shown in Volume 3 LAP Map Browser which is accessible through <a href="http://www.corkcoco.ie">www.corkcoco.ie</a>.”</p>
CB 01.01.06	<p>Volume 1, Section 1. Introduction</p> <p>Insert an additional paragraph after paragraph 1.6.30 in the City Gateways section as follows ;</p> <p><b>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.</b></p> <p><b>Text change only</b></p>	18	AMD21006549	<p>Noted. <b>No change proposed.</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
CB 01.01.07	<p>Volume 1, Section 1. Introduction</p> <p>Delete Sections 1.6.33 to 1.6.44 Strategic Land Reserve and replace with the Active Land Management / Strategic Land Reserve Text as outlined in Appendix B2.</p> <p><b>Text change only</b></p>	19	<p>AMD21002964</p> <p>AMD21005431</p> <p>AMD21006549</p> <p>AMD20985045</p> <p>AMD20985189</p> <p>AMD21000274</p>	<p>Noted.</p> <p><b>No change proposed.</b></p>
CB 01.01.08	<p>Volume 1, Section 1. Introduction</p> <p>Insert a new paragraph after paragraph 1.6.25 Regeneration areas as follows</p> <p><b>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. 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.</b></p> <p><b>Text change only</b></p>	17	AMD21005431	<p>Noted.</p> <p><b>No change proposed.</b></p>
CB 01.01.09	<p>Volume 1, Section 1. Introduction</p> <p>Insert the following after paragraph 1.7.13 as follows</p> <p><b>During the lifetime of this plan, the Council will undertake to review and update the recreational and amenity analysis previously undertaken by the Forward Planning</b></p>	30	No submission received.	<p>Noted.</p> <p><b>No change proposed.</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><b>section of the Council.</b></p> <p><b>Text change only</b></p>			
CB 01.01.10	<p>Volume 1, Section 1. Introduction</p> <p>Insert the following paragraph in Section 1.7 of LAP as follows (insert after objective table IN-01)</p> <p><b>Managing downstream flood impacts.</b></p> <p><b>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 adverse effects on the standard of defence provided.</b></p> <p><b>Text change only</b></p>	30	AMD21005431	Noted. <b>No change proposed.</b>
	<b>Section 2: Local Area Strategy</b>			
CB 02.01.01	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Delete Table 2.2 “Housing requirements and Land Supply” and replace with the following revised Table 2.2.</p> <p style="border: 1px solid black; padding: 2px; display: inline-block;"><b>Table 2.2 Cobh Municipal District Housing Requirements and Supply</b></p>	38	AMD21002964	Noted. <b>No change proposed.</b>

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<p>Text in para 3.2.11 and Section 2.4 will be updated on finalisation of amendments.</p> <p>Insert additional text in Section 2.4 Growth Strategy as follows;</p>																																																																																																																			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>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.</p> <p>The core strategy requires the village network to accommodate 1,045 units, the current appropriate scale of development would allow 770 units. Therefore the balance of 275 additional units will have to be accommodated in the main settlements.</p> <p>In order to accommodate 275 units approximately 11ha 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 441ha leaving a headroom of 154ha or 35%.</p> <p>Note: During the lifetime of this plan, the council will initiate an Active Land Management process to help address the fact that not all residential zoned lands delivers housing. The above table should be considered within the context of this Active Land Management process / Strategic Land Reserve narrative as set out in Appendix B2 of this document.</p> <p><b>Text change only</b></p>			
CB 02.01.02	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Delete LAS-01 (a) and replace with new Objective LAS-01 as follows;</p>	43	No submission received.	Noted. <b>No change proposed.</b>



Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><del>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.</del></p> <p><b>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.</b></p> <p>Insert additional Objectives in LAS-01 as follows;</p> <p><b>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.</b></p> <p><b>h) No developer provided infrastructure will be allowed into the future except where agreed with Irish Water and where an appropriate</b></p>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>transitional and longer term maintenance and repair programme has been provided for.</p> <ul style="list-style-type: none"> <li>i) All developments where appropriate will need to comply with Objective TM 3-1 National Road Network as detailed in Chapter 10, Volume 1 of the Cork County Development Plan, 2014.</li> <li>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.</li> <li>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.</li> <li>l) The Council is committed to the preparation and</li> </ul>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><b>implementation of a Wastewater Management Strategy for the Cork Harbour Area as per the 2014 County Development Plan.</b></p> <p><b>Text change only</b></p>			
CB 02.01.03	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Large Scale Retail Warehousing</p> <p>Delete Paragraph 2.5.2 and replace with revised text as follows;</p> <p>2.5.2 <del>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</del></p>	41	AMD21005935	Noted. <b>No change proposed.</b>

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	<p><del>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."</del></p> <p><b>"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;</b></p> <ul style="list-style-type: none"> <li><b>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></li> <li><b>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;</b></li> <li><b>c) Will be served by existing or planned public</b></li> </ul>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>transport services;</p> <p>d) Will make adequate provision for those opting for home delivery of goods other than by private car;</p> <p>e) Will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria; and</p> <p>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> <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><b>Text change only</b></p>			
CB 02.01.04	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Include additional paragraph following paragraph 2.6.10 as follows:</p> <p><b>2.6.11: The Municipal District has an interesting and varied range of built heritage and features, both architectural and archaeological, that give the area a unique sense of place and identify an important link with the past. Each settlement chapter of this plan refers the</b></p>	42	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>unique aspects of a settlement built, archaeological and natural heritage where relevant. Many of the settlements are historical in origin and some contain archaeological sites, but much of the archaeology / subsurface archaeology is incorporated into later buildings. For reference to all known archaeological monuments in the district see <a href="http://www.archaeology.ie">www.archaeology.ie</a>.</p> <p><b>Text change only</b></p>			
CB 02.01.05	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Insert additional heading and paragraphs in Section 2.5.4 – after Large Scale Retail Warehousing section.</p> <p><b>Outlet Centres</b></p> <p><b>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:</b></p> <p><b>‘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 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</b></p>	41	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>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><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>			

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	<ul style="list-style-type: none"> <li>• will accommodate predominantly the retailing of end-of-season or discontinued items;</li> <li>• demonstrate that the products sold will not be in competition with those currently on sale in typical city/town centre locations;</li> <li>• demonstrate ability to reinforce existing tourism sector;</li> <li>• the provisions of the Cork County Development Plan and Metropolitan Cork Joint Retail Strategy;</li> <li>• the sequential test set out in chapter 4 of the Retail Planning Guidelines for Planning Authorities;</li> <li>• 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;</li> <li>• will be served by existing or planned public transport services;</li> <li>• will make adequate provision for private car use;</li> </ul>			



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	<ul style="list-style-type: none"> <li>will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria; and,</li> <li>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.</li> </ul> <p><b>Text change only</b></p>																																							
CB 02.01.06	<p>Volume 1, Section 2 Local Area Plan Strategy - Amend table 2.4 as follows:</p> <table border="1" data-bbox="443 895 1099 1262"> <thead> <tr> <th colspan="4">Table 2.4 Employment Land Supply (hectares) (Current LAP / TDP Zonings)</th> </tr> <tr> <th>Settlement</th> <th>Business</th> <th>Industrial</th> <th>Enterprise</th> </tr> </thead> <tbody> <tr> <td>Cobh</td> <td>17</td> <td>16.5ha*</td> <td>0</td> </tr> <tr> <td>Glanmire</td> <td>0</td> <td>17</td> <td>0</td> </tr> <tr> <td>City North Environs</td> <td>42 ♦</td> <td></td> <td>29 ♦</td> </tr> <tr> <td>Carrigtwohill</td> <td>30</td> <td>201</td> <td>20</td> </tr> <tr> <td>Little Island</td> <td>43**</td> <td>91</td> <td>0</td> </tr> <tr> <td>Monard</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Marino Point (Port related development)</td> <td>0</td> <td>46</td> <td>0</td> </tr> </tbody> </table> <p>* <del>Rushbrook Dockyard.</del>  ** Business use as part of X-01 site (estimated)  ♦ includes an estimate of what may be accommodated on the Kilbarry lands X-02.</p>	Table 2.4 Employment Land Supply (hectares) (Current LAP / TDP Zonings)				Settlement	Business	Industrial	Enterprise	Cobh	17	16.5ha*	0	Glanmire	0	17	0	City North Environs	42 ♦		29 ♦	Carrigtwohill	30	201	20	Little Island	43**	91	0	Monard	0	0	0	Marino Point (Port related development)	0	46	0	40	No submission received.	Noted. <b>No change proposed.</b>
Table 2.4 Employment Land Supply (hectares) (Current LAP / TDP Zonings)																																								
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	<b>Text change only</b>			
CB 02.01.07	<p>Volume 1, Section 2 Local Area Plan Strategy</p> <p>Insert additional text heading and paragraph after paragraph 2.2.3 in Section 2 of DLAP as follows</p> <p>Para 2.2.4:</p> <p><b>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.</b></p> <p>Text change only</p>	35	No submission received.	Noted. <b>No change proposed.</b>
	<b>Section Three: Main Towns</b>			
	<b>Cobh</b>			
CB 03.02.01	<p>Volume 1, Section 3, Main Towns</p> <p>Delete text relating to lands that are covered by the provisions of the Cobh Town Development Plan 2013.</p>	47-70	AMD20992784	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	Deleted text is illustrated by strikethrough <u>and underlined</u> in Section 3.2 of this document. <b>Text change only</b>			
CB 03.02.02	Volume 1, Section 3, Main Towns  Delete the following sentence 3.1.11 <del>Where a town had a former Town Development Plan for the Town Council these have been included in this plan to form a coherent planning policy framework for the town as a whole.</del> <b>Text change only</b>	46	No submission received.	Noted. <b>No change proposed.</b>
CB 03.02.03	Volume 1, Section 3, Main Towns  Delete land use zoning map for the Cobh Town development Plan 2013 and replace with new land use zoning map. <b>Map change only</b>	71	No submission received.	Noted. <b>No change proposed.</b>
CB 03.02.04	Volume 1, Section 3, Main Towns  Amend a section of the land use zoning map CH-R-12 Medium residential development and rezone as an Existing built up area. <b>Map change only</b>	71	No submission received.	Noted. <b>No change proposed.</b>
CB 03.02.05	Volume 1, Section 3, Main Towns  Include an additional objective to the table titled <i>Specific List of objectives for Cobh</i> as follows  <b>CH-U-12: Upgrading of Ticknock to Cobh Road including pedestrian walkways and cycleways.</b>	70	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<b>Text and map changes</b>			
CB 03.02.06	<p>Volume 1, Section 3, Main Towns</p> <p>Delete Objective CH-O-09 in the table Specific List of objectives for Cobh; and increase area of CH-R-16 to incorporate CH-O-09.</p> <p><del>CH-O-09: Active Open Space</del></p> <p><b>Text and map changes</b></p>	69 & 71	No submission received.	Noted. <b>No change proposed.</b>
CB 03.02.07	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text to CH-GO-13, as follows:</p> <p>Retain a substantial portion of existing landscape features, including field banks, hedgerows, treelines and <b>masonry walls</b> within zoned lands.</p> <p><b>Text change only.</b></p>	70	No submission received.	Noted. <b>No change proposed.</b>
CB 03.02.08	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional objective to the General List of objectives for Cobh as follows:</p> <p><b>CH-GO-15 To preserve and protect the archaeological and architectural heritage both formal and vernacular and heritage features which contributes to the character of Cobh including historic boundaries, walls, gate piers, street furniture.</b></p> <p><b>Text change only</b></p>	66	No submission received.	Noted. <b>No change proposed.</b>
CB 03.02.09	<p>Volume 1, Section 3, Main Towns</p>	64	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Regeneration Sites text in Section 3.2.110 and Table 3.2.4: Regeneration Areas in Cobh – to be relocated to Marino Point (Other Locations)</p> <p><b>Text change only</b></p>			
CB 03.02.10	<p>Volume 1, Section 3, Main Towns</p> <p>Amend paragraph 3.2.104 of Phasing and Implementation, this will now read as follows, as outlined in section 3.2 of this document.</p> <p>3.2.104: A total of 2 <b>indicative</b> development phases are identified <del>within the site</del>. This Local Area Plan specifies for each phase; the number of residential units, open space requirements, educational facilities, social facilities, amenities, physical infrastructure and access strategy required, thereby setting out the enabling works that are required to allow development to commence.</p> <p><b>Text change only</b></p>	62	No submission received.	Noted. <b>No change proposed.</b>
CB 03.02.11	<p>Volume 1, Section 3, Main Towns</p> <p>Insert three additional paragraphs in Phasing and Implementation following paragraph 3.2.104 as follows:</p> <p><b>As the ownership of this site is fragmented amongst several land owners, one of the challenges faced in implementing these proposals is the need to develop a model for the funding and provision of critical ‘on’ and ‘off’ site infrastructure so that the cost is equitably shared by those subsequently carrying out development. The County Council has established a Housing Infrastructure</b></p>	62	AMD21002964	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Implementation Team which is currently developing proposals that will secure the delivery of the relevant infrastructure on this site.</p> <p>Because of the importance of the site to the overall delivery of new housing in Metropolitan Cork and because of its strategic location close to the Cobh railway line, the County Council is giving consideration to the potential for it to step in and deliver the core infrastructure (including access roads, water services and particular areas of open space) that will enable individual parcels of zoned land to be developed independently of each other but in accordance with appropriate planning principles as set out in this Local Area Plan. Once firm proposals are developed, the County Council will consult with landowners/developers and other stakeholders.</p> <p>In the interim, development proposals that can provide the necessary infrastructure can be considered for permission.</p> <p>Through the system of development contributions and agreements (provided for by sections 47, 48 and 49 of the Planning &amp; Development Act 2000), developers will be required to reimburse the full costs incurred by the County Council as the development progresses.</p> <p><b>Text change only</b></p>			
CB 03.02.12	<p>Volume 1, Section 3, Main Towns</p> <p>Delete all phasing text in paragraphs; 3.2.105 – 3.2.109, refer to Section 3.2 of this document.</p>	62	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<b>Text change only</b>			
CB 03.02.13	Volume 1, Section 3, Main Towns  Replace Table 3.2.3 “Phased Development Programme: Ballynoe Urban Expansion Area” with revised Table 3.2.3 as detailed in Section 3.2 of this document emphasising <b>indicative</b> nature of Development Programme for Ballynoe Urban expansion area.  <b>Text change only</b>	63	No submission received.	Noted. <b>No change proposed.</b>
CB 03.02.14	Volume 1, Section 3, Main Towns  Coastal Flood Zone Mapping Amendment: Cobh and Haulbowline  It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 5.  <b>Map change only</b>	71 & 228	No submission received.	Noted. <b>No change proposed.</b>
	<b>Glanmire</b>			
CB 03.03.01	Volume 1, Section 3, Main Towns  Extend settlement boundary to east, to include the existing light industrial property as Existing Built up area.  <b>Map change only</b>	88	No submission received.	Noted. <b>No change proposed.</b>
CB 03.03.02	Volume 1, Section 3, Main Towns  Insertion of GM-U-08 on settlement map.  <b>Map change only</b>	88	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
CB 03.03.03	<p>Volume 1, Section 3, Main Towns</p> <p>Insert a flood risk objective denoted by an asterisks in the GM-T-01 specific development objective for Glanmire.</p> <p><b>Text change only</b></p>	85	No submission received.	Noted. <b>No change proposed.</b>
CB 03.03.04	<p>Volume 1, Section 3, Main Towns</p> <p>Amend 3.3.29 to indicate the current status of the flood relief scheme in Glanmire.</p> <p>Parts of Glanmire have been identified as being at risk of flooding. The areas at risk follow the path of the Glashaboy River, that runs to the south of the town and are illustrated on the settlement map. Those areas most directly affected include the Meadowbrook estate, lands to the north west of the town and open space and town centre zonings. In 2012 and again in 2015, the town was seriously affected by flooding and as a result of these flood event, the OPW have prepared a Glashaboy flood relief scheme that needs to be implemented. The scheme is intended to be implemented within the lifetime of this Plan <b>and will be used to inform the implementation of protective works in the area.</b></p> <p><b>Text change only</b></p>	75	No submission received.	Noted. <b>No change proposed.</b>
CB 03.03.05	<p>Volume 1, Section 3, Main Towns</p> <p>Replace objective GM-U-08: with the following text;</p> <p><del>Upgrade of Dunkettle Road (L2999) as far as the existing slip road to Dunkettle Interchange</del></p> <p><b>Upgrade of Dunkettle Road (L2999) from the junction</b></p>	86	No submission received.	Noted. <b>No change proposed.</b>



Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>with East Cliff Road as far as the slip-road to the Dunkettle Interchange.</p> <p><b>Text change only</b></p>			
CB 03.03.06	<p>Volume 1, Section 3, Main Towns</p> <p>Amend paragraph 3.3.17 of Infrastructure: Public Transport Connectivity section, this will now read as follows:</p> <p>The CASP Update 2008 has acknowledged that there was a lack of appropriate public transport connectivity relative to the population of Glanmire. Significant improvements have been made and Glanmire now has two Bus services the No.221 bus route Glyntown to Cork City Bus Station and the No.245 Mitchelstown to Cork inter town service. The 221 service in general provides a 30 minute bus between Glanmire and Cork city during the morning and evening peak hours. <b>If future movement patterns are to be less reliant on the private car, then significant further improvements to public transport will be necessary. The development of the Ballinganna/Dunkettle site will trigger the delivery of significant new road links and other road improvements that will facilitate further improvements to bus services. Consideration is being given to the better integration of the Glanmire services with the Cork City bus network which will help deliver a greater choice of routes and destinations.</b></p> <p><b>Text change only</b></p>	74	AMD21002964	Noted. <b>No change proposed.</b>
CB 03.03.07	<p>Volume 1, Section 3, Main Towns</p> <p>Insert additional paragraph in Infrastructure: Public</p>	74	AMD21002964 AMD20993186	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Transport Connectivity section following 3.3.17 as follows:</p> <p><b>The Cork Master Plan Transport Assessment carried out by NTA/CCC has identified that in future, the Cork bus services should link the proposed development areas of Ballinglanna and Dunkettle to the existing Glanmire service. In addition, consideration should be given to connections from Glanmire to the Northern Orbital bus route through Blackpool and Ballyvolane/Mayfield as well as to the east to Little Island.</b></p> <p><b>Text change only</b></p>			
CB 03.03.08	<p>Volume 1, Section 3, Main Towns</p> <p>Amend paragraph 3.3.21 of Infrastructure: Water Supply section, this will now read as follows:</p> <p>3.3.21 There are two water supply schemes serving Glanmire; the Glanmire Regional Water Supply Scheme and the Glashaboy Water Supply Scheme. There is sufficient capacity at the Glashaboy scheme to accommodate the targeted population growth. <b>Intending developers will need to enter agreements with Irish Water regarding the connection of new development to Irish Water infrastructure.</b></p> <p><b>Text change only</b></p>	74	No submission received.	Noted. <b>No change proposed.</b>
CB 03.03.09	<p>Volume 1, Section 3, Main Towns</p> <p>Amend 3.3.48 , 3.3.49 and 3.3.50 and insert new paragraph following 3.3.49 in the Dunkettle/Ballinglanna Urban Expansion section, as per new Section 3.3 of this</p>	78	AMD20993186	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>document, to describe the phasing approach in relation to infrastructure delivery and in particular the upgrade of the Dunkettle Interchange.</p> <p><b>Text change only</b></p>			
CB 03.03.10	<p>Volume 1, Section 3, Main Towns</p> <p>Amend 3.3.52 and 3.3.53 in relation to Phase 1 and 2, this will now read as follows:</p> <p><b>Phase 1</b></p> <p>3.3.52 This phase of the development covers a developable area of approximately 36.05 hectares and <del>will provide up to 400 residential units which</del> will consist of a mix of Medium A and Medium B density development. The lands are located to the north of the Dunkettle Road with access primarily through the Fernwood Estate further north <b>and Dunkettle Road in the south. A new configuration of the junction between the Dunkettle Road and the proposed development has been designed to provide an improved link with the town of Glanmire through a signalized tee junction with the Dunkettle Road. The early delivery of the road link to the Fernwood development to the north is considered critical to the integration of this site into the built fabric of the town of Glanmire. The Transport Assessment identified that approximately 400 houses can be constructed prior to the upgrading of the Dunkettle Interchange.</b> Phase 1 will also require the provision of a local centre and <b>land set aside for the provision of</b> a primary school.</p>	78&79	AMD20995174 AMD20993186	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><b>Phase 2</b></p> <p>3.3.52 This phase of the development covers an area of approximately 37.7 ha, the majority of which is considered to be suitable for residential development. This will provide up to 800 residential units which will consist of a mix of Medium A and Medium B density residential development. <b>The Transport Assessment stated that no residential development can be occupied in this phase until the completion of the Dunkettle Interchange but that development may proceed in planning, design and construction in tandem with the construction of the Interchange.</b></p> <p><b>Text change only</b></p>			
CB 03.03.11	<p>Volume 1, Section 3, Main Towns</p> <p>Amend 3.3.55 and 3.3.56 of Implementation and Infrastructure Provision section, this will now read as follows:</p> <p>3.3.55 An implementation programme will be applied to each phase of the development which will ensure that <b>construction</b> 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.</p> <p>3.3.56 Irish Water will be responsible for the funding and provision of water supply and waste water</p>	79	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment								
	<p><del>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.</del> <b>Intending developers will need to enter a new connection agreement with Irish Water.</b></p> <p><b>Text change only</b></p>											
CB 03.03.12	<p>Volume 1, Section 3, Main Towns</p> <p>Replace Table 3.3.2 “Dunkettle/Ballinglanna Road Improvements” with revised Table 3.3.2 in Section 3.3 of the this document including deletion of Riverstown bridge from Phase 1 and incorporation of additional bridge on Riverstown Road L3010 in Phase 2.</p> <p><b>Text change only</b></p>	80	AMD20995174	<p>Noted.</p> <p><b>It is proposed to insert the following minor modification to text of Tables 3.3.2 and 3.3.3 as follows:</b></p> <table border="1" data-bbox="1469 799 1921 1380"> <thead> <tr> <th data-bbox="1469 799 1603 922"></th> <th data-bbox="1603 799 1921 922"><b>Table 3.3.2: Dunkettle Ballinglanna Road Improvements</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="1469 922 1603 1010"></td> <td data-bbox="1603 922 1921 1010"><b>Road junction Improvements</b></td> </tr> <tr> <td data-bbox="1469 1010 1603 1066"></td> <td data-bbox="1603 1010 1921 1066"><b>Phase 1</b></td> </tr> <tr> <td data-bbox="1469 1066 1603 1380">Phase 1 0-400 dwellings</td> <td data-bbox="1603 1066 1921 1380">Provide upgraded signalised junction including right hand turn lane on Glanmire Rd/<b>Church Road or other acceptable traffic design solutions.</b> <del>otherwise consider barring of right turn movement</del></td> </tr> </tbody> </table>		<b>Table 3.3.2: Dunkettle Ballinglanna Road Improvements</b>		<b>Road junction Improvements</b>		<b>Phase 1</b>	Phase 1 0-400 dwellings	Provide upgraded signalised junction including right hand turn lane on Glanmire Rd/ <b>Church Road or other acceptable traffic design solutions.</b> <del>otherwise consider barring of right turn movement</del>
	<b>Table 3.3.2: Dunkettle Ballinglanna Road Improvements</b>											
	<b>Road junction Improvements</b>											
	<b>Phase 1</b>											
Phase 1 0-400 dwellings	Provide upgraded signalised junction including right hand turn lane on Glanmire Rd/ <b>Church Road or other acceptable traffic design solutions.</b> <del>otherwise consider barring of right turn movement</del>											

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
				<p>Barring of right turn vehicle on Dunkettle Road at slip road junction to N8.</p> <p>Improvement to the Riverstown X-roads junction including extending the right hand turn lanes.</p> <p>Signalised junction at Hazelwood Link / Glanmire Road R639.</p> <p>New signalised junction Glanmire Road / Glanmire Bridge</p> <p>New signalised junction East Cliff Road/L3010</p> <p><del>Additional Bridge on Riverstown Road L3010.</del></p> <p>New Link Road Riverstown L3010 to Hazelwood Road</p> <p>Partial upgrade to Dunkettle Road</p> <p>New Link Road from Fernwood to Dunkettle Road including fully</p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment	
					signalised junction.
					<b>Phase 2</b>
				Phase 2 400- 1,200 dwellings	Upgrade to remainder of Dunkettle Road.
					<b>Additional Bridge on Riverstown Road L3010.</b>
					Extended flaring to Tivoli Roundabout northern approach.
					New Dunkettle Free flow Interchange required.
					Road improvement to the County Road between Glashaboy Road and Dunkettle Road (Dark Road)
					<b>Table 3.3.3: Dunkettle Ballinglanna - Cycle Pedestrian Improvements</b>
					<b>Phase 1</b>
				Phase 1	Improvements to all

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment	
				0-400 dwellings	<p>inadequate footpaths in Glyntown Area.</p> <p>Improvements to all inadequate footpaths along East Cliff Road extending from Dunkettle Road junction to L3010 junction in Riverstown Village.</p> <p>Improvements to all inadequate footpaths along L3010 extending from Old Youghal Road/Glanmire Road junction to Brooklodge Grove / L3010 junction Riverstown Village.</p> <p>Improvements to all inadequate footpaths along the Glanmire Road Extending from Dunkettle Roundabout to Sallybrook R639.</p> <p>Controlled Pedestrian Crossing at East Cliff Road/Glyntown</p>



Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment	
					<p>junction improved pedestrian facilities</p> <p>Controlled Pedestrian Crossing at Hazelwood Link / Glanmire Road R639 junction improved pedestrian facilities</p> <p>Controlled Pedestrian Crossing at Glanmire Road / Glanmire Bridge junction improved pedestrian facilities</p> <p>Proposed Cycle lane Route CR02 from Hazelwood junction to Brooklodge Roundabout</p>
				<b>Phase 2</b>	
				Phase 2 400-1,200 dwellings	New signalised junction East Cliff Road / L3010 with full pedestrian crossing facilities

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment	
					<p>Dunkettle Road Upgrade including 2.0m footpaths to improve pedestrian facilities</p> <p>Proposed Cycle lane Route CR01 from Tivoli Roundabout to Sallybrook</p> <p>Proposed Pedestrian / Cycle Greenway from Sallybrook to Glanmire Bridge along the Glashaboy River.</p> <p>Proposed ped/cycle Bridge at Glanmire Village</p>
CB 03.03.13	<p>Volume 1, Section 3, Main Towns</p> <p>Amend text of Objective GM-R-04 in the Specific Development Objectives for Glanmire, this will now read as follows:</p> <p>GM-R-04: Development in this area will be a mix of Medium A and Medium B density residential development. Development on this site is to <del>limited to 400 units</del> be linked to <b>the provision of the</b> infrastructure requirements as set out in Tables 3.3.2 and 3.3.3. <b>Land should be set aside for</b></p>	84	AMD20995174	<p>Noted.</p> <p><b>No change proposed.</b></p>	

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><del>also be made within the site for a new 16 classroom primary school and a local shopping centre</del> <b>should be provided</b> with a range of appropriate convenience retail services in tandem with the development of these lands.</p> <p><b>Text change only</b></p>			
CB 03.03.14	<p>Volume 1, Section 3, Main Towns</p> <p>Insert an additional residential zoned land within Glanmire GM – R-08 as follows;</p> <p><b>GM-R-08: Medium B density residential development, subject to:</b></p> <ul style="list-style-type: none"> <li>- no development (roads, dwellings or structures) within 50m of the existing northern site boundary;</li> <li>- a natural planted corridor to be provided at 50m from the existing northern site boundary;</li> <li>- a comprehensive landscaping scheme including the retention of existing natural growth on the existing site boundaries;</li> <li>- provision of a 25m deep landscaped corridor along the eastern site boundary, and;</li> <li>- access provided via the adjoining residential development under construction to the northwest, the access road shall initially follow the lower site contours and shall minimise its encroachment into the 50m buffer to be provided.</li> </ul>	157	AMD20980455	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<b>Text and map change</b>			
CB 03.03.15	Volume 1, Section 3, Main Towns  Extend development boundary to include additional lands as existing built up area.  <b>Map change only</b>	88	AMD20995599	Noted. <b>No change proposed.</b>
CB 03.03.17	Volume 1, Section 3. Main Towns  Amend Local Area Plan GM-GO-10, as follows:  Retain a substantial proportion of existing landscape features, including field banks, hedgerows and treelines within zoned lands as well as species of biodiversity interest. <b>The area of woodland along the Glashaboy and Butlerstown Rivers function as ecological corridors. Any development within these areas will need to be informed by ecological assessment that ensures the protection of the area and its associated habitats.</b>  <b>Text change only</b>	83	AMD20963966 AMD20978336 AMD20979002 AMD20979704 AMD20980006 AMD20980187 AMD20980329 AMD20980812 AMD20980886 AMD20981335 AMD20986773 AMD20996640 AMD20997840	Noted. <b>No change proposed.</b>
	<b>Cork City – North Environs</b>			
CB 03.04.01	Volume 1, Section 3, Main Towns  Insert new zoning objective as follows:  <b>NE-B-02: Business Development (approx. 5ha in area)</b>  <b>Text change only</b>	117	AMD20993590	Noted. <b>No change proposed.</b>
CB 03.04.02	Volume 1, Section 3, Main Towns  Amend land use zoning map by rezoning circa 5 ha of the	121	AMD20993590	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>O-01 Open space zoning and rezoning it for Business development.</p> <p><b>Map change only</b></p>			
CB 03.04.03	<p>Volume 1, Section 3, Main Towns</p> <p>Insert additional text in paragraph 3.4.23 as follows</p> <p><del>The number of business zonings has reduced in this plan.</del> The operations at the Apple in Holyhill have expanded since the 2011 Local Area Plan including the car parking facilities and realignment of the road that surrounds the site. Permission has been granted within the City Council for further development of the complex at Apple. <del>The remaining undeveloped lands are quite small.</del> <b>Additional lands to the north of their existing operations have been zoned for business development to provide Apple flexibility into the future.</b></p> <p>There is a new business zoning on the edge of the Ballyvolane Urban Expansion Area which will be located adjacent to the proposed housing and very close to the industrial lands of Kilbarry. The development of the business lands are linked to Phase two in the overall development of lands at Ballyvolane.</p> <p><b>Text change only</b></p>	92	AMD20993590	Noted. <b>No change proposed.</b>
CB 03.04.04	<p>Volume 1, Section 3, Main Towns</p> <p>Insert additional text in paragraph 3.4.32 as follows</p> <p>At present, public transport in the North environs is restricted to bus services only. The development of a</p>	93	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>proposed rail station at Kilbarry, which lies within the City Council Administrative Boundary, will enhance public transport permeability within the western portion of the area and will form an important component of enhanced transport options in the North Environs. The Ballyvolane area is not served by the Cork Suburban Rail network. There is an existing bus route serving Gurrabrathar and parts of Ballyvolane however enhanced bus priority infrastructure, would represent the most appropriate solution to the transport needs of the area. <b>Cork County Council will support proposals to enhance public transport connections to the Holyhill and Apple Campus particularly public bus infrastructure and through improvements to the local road connection.</b></p> <p><b>Text change only</b></p>			
CB 03.04.05	<p>Volume 1, Section 3, Main Towns</p> <p>Insert new paragraph after paragraph 3.4.40 - Flooding and Surface Water Management section as follows;</p> <p><b>In the development of the River Bride (Blackpool) Certified Drainage Scheme a number of potential flood storage areas were identified. It was considered that these were not suitable for use as part of the preferred option for the scheme which is currently to be implemented by the OPW. However, it is considered that these areas may well be of use in terms of enabling the adaption of the scheme to the Climate Change scenario in the future. These areas represent potential future flood storage areas and future development in these areas can</b></p>	94	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><b>only proceed if it is determined that such development will not negatively impact on the future required flood storage capacity as may be required. A flood storage area lies within the development boundary of the North Environs and this has been indicated on the zoning map for the settlement.</b></p> <p><b>Text change and map change</b></p>			
CB 03.04.06	<p>Volume 1, Section 3, Main Towns</p> <p>Remove Youghal label over Glanmire end of map</p> <p><b>Text change only (this refers to a map text label change only)</b></p>	121	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.07	<p>Volume 1, Section 3, Main Towns</p> <p>Amend the title of the Local area plan objective table as follows;</p> <p><b>General Development Objectives for <del>Ballyvolane Urban Expansion area</del> Cork City North Environs.</b></p> <p><b>Text change only</b></p>	114-119	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.08	<p>Volume 1, Section 3, Main Towns</p> <p>Insert NE-O-01 label on Cork City North Environs 1 Map.</p> <p><b>Text change only (this refers to a map text label change only)</b></p>	120	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.09	<p>Volume 1, Section 3, Main Towns</p> <p>Amend paragraphs 3.4.12 of the Special Policy Areas – Ballvolane Urban Expansion Area section, this will now</p>	91	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>read as follows:</p> <p>3.4.12 <del>As such, an integrated transport strategy will need to be prepared in conjunction with Cork City Council. This plan will need to identify proposals for</del> <b>to facilitate</b> enhanced public transport between the site and the city centre and improved road connectivity in the area. It will also need to include provision for improved pedestrian and cycling connectivity within the site and with the city centre. Other localised issues that are dealt with at the end of this section include; the sloping topography and visual prominence, the need for additional water and waste water infrastructure and the number of transmission lines which form part of the ESB network. Concentration of development in one strategic area will facilitate a coordinated, phased approach to development and infrastructure provision.</p> <p><b>Text change only</b></p>			
CB 03.04.10	<p>Volume 1, Section 3, Main Towns</p> <p>Amend paragraph 3.4.14 of Funding and Contributions Scheme section, which will now read as follows:</p> <p>3.4.14 To overcome these difficulties the County Council is proposing to co-ordinate development and infrastructure provision between the various agencies and landowners through the <b>powers available</b> <del>use of agreements</del> under Sections 47, 48 and 49 of the Planning and Development Acts. <del>as described in Section 1</del></p> <p><b>Text change only</b></p>	91	No submission received.	Noted. <b>No change proposed.</b>



Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
CB 03.04.11	<p>Volume 1, Section 3, Main Towns</p> <p>Amend paragraph 3.4.64 of Ballyvolane Urban Expansion Area – Policy Background section, which will now read as follows:</p> <p>3.4.64 The CASP update (2008) proposed the expansion of Cork’s Northern suburbs. Cork County Development Plan 2014 provides for the population of the area to grow to 10,719 persons, representing growth of 4,027 persons on the 2011 population. Most of this growth will occur in the Ballyvolane Urban Expansion area. The 2011 Local Area Plan required the preparation of a masterplan to guide development using a brief prepared by Cork County Council. <del>The masterplan was not completed, It is now intended that the Draft Local Area Plan will put forward a framework for the development of this urban expansion area. A scoping report was also produced following the masterplan which dealt with issues in more detail.</del></p> <p><b>Text change only</b></p>	98	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.12	<p>Volume 1, Section 3, Main Towns</p> <p>In paragraph 3.4.67 delete adjective “satellite” and replace with “<b>Metropolitan</b>” town of Glanmire.</p> <p><b>Text change only</b></p>	99	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.13	<p>Volume 1, Section 3, Main Towns</p> <p>In paragraph 3.4.72 of section 3.4 of this document (set out as paragraph 3.4.72 of Draft Local Area Plan) delete “<del>ne</del>”</p>	100	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	and replace with “ <b>limited</b> ” space for junction realignment. <b>Text change only</b>			
CB 03.04.14	Volume 1, Section 3, Main Towns  Insert additional descriptive text in paragraph 3.4.80 regarding the key principles in considering sustainable development on the site.  <b>Text change only</b>	102	AMD20993186	Noted. <b>No change proposed.</b>
CB 03.04.15	Volume 1, Section 3, Main Towns  Amend paragraph 3.4.82 of Residential Development section, this will now read as follows:  3.4.82 The quantum of houses envisaged for Ballyvolane was between 2337 and 3,600 units. The number proposed in this plan is <b>approximately</b> 3000. A total of 3 phases are recommended for the phased delivery of housing in tandem with <b>the key infrastructure</b> , facilities and amenities to serve a development. <del>The average density across the entire site is 23 units per hectare. The highest density is 35 the lowest is 18, however there is scope to reduce densities on sloping sites. The overall number of units proposed in this report is 3,000.</del>  <b>Text change only</b>	102	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.16	Volume 1, Section 3, Main Towns  Deletion of text in paragraph 3.4.84, this will now read as follows  3.4.84 The Council’s Housing Strategy states that on zoned	103	AMD20993186	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>lands, it will be a requirement that 10% of all land zoned for residential uses (or for a mix of residential and other uses) be reserved for the purpose of social housing. This housing should be scattered through the development. <del>The following table outlines the phases, type and likely housing yield from the proposed development zones within the area:</del></p> <p><b>Text change only</b></p>			
CB 03.04.17	<p>Volume 1, Section 3, Main Towns</p> <p>Delete Table 3.4.2: Phasing, Type and Housing Yield</p> <p><b>Text change only</b></p>	103	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.18	<p>Volume 1, Section 3, Main Towns</p> <p>Delete text “due at the end of October” in paragraph 3.4.92 regarding the City’s Study of the Northside.</p> <p><b>Text change only</b></p>	105	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.19	<p>Volume 1, Section 3, Main Towns</p> <p>Delete paragraphs 3.4.108 and 3.4.109 and replace with section named “<b>Phasing and Implementation of Ballyvolane Urban Expansion Area</b>” as set out in Section 3.4 of this document.</p> <p><b>Text change only</b></p>	108	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.20	<p>Volume 1, Section 3, Main Towns</p> <p>Delete Table 3.4.3 and replace with new Table 3.4.3 as set out in Section 3.4 of this document, with amended heading</p>	109	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>“<b>Indicative</b> Development Programme Ballyvolane” and additional text changes.</p> <p><b>Text change only</b></p>			
CB 03.04.21	<p>Volume 1, Section 3, Main Towns</p> <p>Delete paragraphs 3.4.110 - 3.4.125 regarding sequential phasing, as set out in Section 3.4 of this document.</p> <p><b>Text change only</b></p>	109-113	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.22	<p>Volume 1, Section 3, Main Towns</p> <p>Delete Table 3.4.4 and replace with new Table 3.4.4, as set out in Section 3.4 of this document, with amended heading “Phase 1: <b>Indicative</b> Development Programme: Ballyvolane” and additional text changes.</p> <p><b>Text change only</b></p>	111	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.23	<p>Volume 1, Section 3, Main Towns</p> <p>Delete Table 3.4.5 and replace with new Table 3.4.5, as set out in Section 3.4 of this document, with amended heading “Phase 2: <b>Indicative</b> Development Programme: Ballyvolane” and additional text changes.</p> <p><b>Text change only</b></p>	113	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.24	<p>Volume 1, Section 3, Main Towns</p> <p>Delete Table 3.4.6 and replace with new Table 3.4.6, as set out in Section 3.4 of this document with amended heading “Phase 3: <b>Indicative</b> Development Programme: Ballyvolane” and additional text changes.</p>	114	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<b>Text change only</b>			
CB 03.04.25	<p>Volume 1, Section 3, Main Towns</p> <p>Amend Headings for General List of Objectives for Ballyvolane, which will now read as follows:</p> <p><b>General Development Objectives for <del>Ballyvolane Urban Expansion Area</del> Cork City North Environs.</b></p> <p><b>Text change only</b></p>	114-119	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.26	<p>Volume 1, Section 3, Main Towns</p> <p>Amend headings in Specific List of Objectives for Ballyvolane – Ballyvolane Urban Expansion Area to those as set out in Section 3.4 of this document, which deletes references to phases 1,2 and 3.</p> <p><b>Text change only</b></p>	116	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.27	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional objective to the list of specific residential development objectives for the Ballyvolane Urban Expansion Area as follows:</p> <p><b>NE-R-15 Medium B residential development</b> and insert new site area</p> <p><b>Text and map change</b></p>	116	AMD20994723 AMD20995162	Noted. <b>No change proposed.</b>
CB 03.04.28	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional objective to the list of specific residential development objectives for the Ballyvolane Urban</p>	116	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Expansion Area as follows: <b>NE-R-17 Medium B residential development</b> and insert new site area <b>Text and map change</b></p>			
CB 03.04.29	<p>Volume 1, Section 3, Main Towns Include additional objective to the list of specific residential objectives for the Ballyvolane Urban Expansion Area as follows: <b>NE-R-16 Medium A residential development</b> and insert new site area <b>Text and map change</b></p>	116	AMD20941061	Noted. <b>No change proposed.</b>
CB 03.04.30	<p>Volume 1, Section 3, Main Towns Delete objective NE-O-04 in the list of specific development objectives for the Ballyvolane Urban Expansion Area and incorporate into NE-R-13. <b>Text and map change</b></p>	118	AMD20995162	Noted. <b>No change proposed.</b>
CB 03.04.31	<p>Volume 1, Section 3, Main Towns Renumber NE-O-05 as NE-O-04 in the list of specific development objectives for the Ballyvolane Urban Expansion Area as set out in Section 3.4 of this document, as follows: NE-O-04 Open Space for public recreation as an Urban Park. The amenity parkland should provide passive amenity for residents of the North Eastern suburbs and the site. It</p>	118	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>should also contain the necessary walkways and cycle-ways for accessibility between residential, business, retail and community uses.</p> <p>Delete 40 ha and replace it with new site area.</p> <p><b>Text change only (this refers to a map text label change only)</b></p>			
CB 03.04.32	<p>Volume 1, Section 3, Main Towns</p> <p>Renumber NE-O-06 to NE-O-05 in the list of specific development objectives for the Ballyvolane Urban Expansion Area</p> <p><b>Text change only (this refers to a map text label change only)</b></p>	118	No submission received.	Noted. <b>No change proposed.</b>
<del>CB 03.04.33</del>	<p><del>Volume 1, Section 3, Main Towns</del></p> <p><del>Insert Ballyvolane Masterplan Phasing Map (amend title of map to “Ballyvolane Urban Expansion Area – Phasing Map”)</del></p> <p><del><b>Text change only (this refers to a map text label change only)</b></del></p> <p><i>Note: Amendment not required as Phasing Map is not included in Draft Plan.</i></p>		No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.34	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text in objective NE-O-03 in the table Specific Development Objectives for Cork City North Environs. This objective will now read as follows:</p>	118	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>NE-O-03 Open Space for public recreation. This site includes a number of playing pitches which are an important amenity for the area. It is important to retain this site for open space uses. <b>The remainder of the site serves to protect the visual amenity.</b></p> <p>Delete <del>22.9 ha</del> and replace with <b>30.0 ha.</b></p> <p><b>Text change only</b></p>			
CB 03.04.35	<p>Volume 1, Section 3, Main Towns</p> <p>Amend objective NE-O-07 (to be re-numbered NE-O-06) in the table Specific Development Objectives for Cork City North Environs This objective will now read as follows</p> <p>NE-O-07 Open Space for public recreation. This site includes a playing pitch that is an important amenity for the area. <del>The remainder of the site serves to protect the visual amenity of the area.</del> <b>It is important to retain this site for open space uses.</b></p> <p>Insert area <b>22.9 ha.</b></p> <p><b>Text change only</b></p>	118	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.36	<p>Volume 1, Section 3, Main Towns</p> <p>Renumber NE-O-08 to NE-O-07 in the table Specific Development Objectives for Cork City North Environs</p> <p><b>This refers to text and map text label change only</b></p>	118	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.37	<p>Volume 1, Section 3, Main Towns</p> <p>Delete Transport Infrastructure Objectives in the Specific</p>	119	AMD20994723 AMD20995162 AMD21005105	Noted. <b>No change proposed.</b>



Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Development Objectives table for Ballyvolane Urban expansion area and replace with the following Objectives. This objective will now read as follows;</p> <p><b>Transport Infrastructure</b></p> <p><del>NE-U-01 – Pedestrian walk with access through proposed North Western Regional Park and connection to Glenamought River Valley.</del></p> <p><del>NE-U-02 Proposed Link Road through Kilbarry employment area, linking the Kilcully Road with the road to Monard.</del></p> <p><del>NE-U-03 Proposed Link Road between Ballyhooley Road and Northern Ring Road in Mayfield</del></p> <p><b>U-01 Service road within the Ballyvolane Urban Expansion Area</b></p> <p><b>U-02 Service road within the Ballyvolane Urban Expansion Area</b></p> <p><b>U-03 Service road within the Ballyvolane Urban Expansion Area</b></p> <p><b>U-04 Service road within the Ballyvolane Urban Expansion Area</b></p> <p><b>U-05 Upgrade of the Ballyhooley road in tandem with the development of the Ballyvolane Urban Expansion Area</b></p> <p><b>U-06 Proposed Link Road between Ballyhooley Road and Northern Relief Road in Mayfield</b></p> <p><b>U-07 Upgrade of the Rathcooney Road in tandem with the development of the Ballyvolane Urban Expansion Area.</b></p>		<p>AMD21002964 AMD20993186</p>	

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><b>U-08</b> Link Road through Kilbarry employment area, linking the Ballyhooley Road to the Kilcully road.</p> <p><b>U-09</b> Completion of pedestrian walk with access through proposed North Western Regional Park and connection to Glenamought River Valley</p> <p><b>U-10</b> Service road within the Ballyvolane Urban Expansion Area to provide for potential bus loop.</p> <p><b>U-11</b> Proposed link road between Northern Ring Road and Ballyvolane</p> <p><b>U-12</b> Proposed upgrade of Old Youghal Road (R615)</p> <p><b>Text and map change</b> (note: 4 no. map amendments)</p>			
CB 03.04.38	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text to paragraph 3.4.77 as follows:</p> <p><b>These archaeological sites are awarded protection under national monuments legislation and policies in the County Development Plan 2014 and site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone. In addition the concentration of sites indicates significant human activity in prehistoric and Early Christian period in the wider area and it is recommended that the Archaeological Assessment in advance of development includes a geophysical survey and testing.</b></p> <p><b>Text change only</b></p>	101	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
CB 03.04.39	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text to NE-GO-05 as follows:</p> <p>Retain a substantial proportion of existing landscape features including field banks, hedgerows, treelines and <b>masonry walls</b>. Provide a landscape framework plan for each of the six phases of development as part of a landscape strategy. Provide for advanced mixed planting of coniferous and broadleaf trees to ensure year round tree coverage to protect the visual amenities of the area.</p> <p><b>Text change only.</b></p>	115	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.45	<p>Volume 1, Section 3, Main Towns</p> <p>Amend a section of the land use zoning map denoted NE-O-05 open space and rezone as an Existing built up area.</p> <p><b>Map change only</b></p>	121	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.46	<p>Volume 1, Section 3, Main Towns</p> <p>Extend NE-R-04, partially rezoning open space, to the line of the proposed realigned U-07.</p> <p><b>Text and map change</b></p>	121	AMD20994723 AMD21005105	Noted. <b>No change proposed.</b>
CB 03.04.47	<p>Volume 1, Section 3, Main Towns</p> <p>Amend Paragraph 3.4.43 in the North Environs Section as follows;</p> <p>There are no Natural Heritage Areas or sites which are designated under the Wildlife (Amendment) Act 2000 or any Natura 2000 sites designated under the European</p>	95	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Habitats Directive 2000 <del>1992</del> within the Northern Environs. However <del>the Eastern half of the site is located within the Natura 2000 screening zone for the purpose of assessing planning applications having regard to the proximity of</del> Cork Harbour's natural heritage designations. <b>The eastern half of the site lies within the catchment of Cork Harbour within which there lie two Natura 2000 sites – The Great Island Channel SAC and Cork Harbour SPA.</b> The designations include two Natura 2000 sites namely Cork Harbour Special Protection Area (SPA) site code 004030 and the Great Island Channel Special Area of Conservation (SAC) site code 001058. It is also designated a Ramsar site for wetland protection. There are also a number of pNHA sites within Cork harbour which overlap with some of the boundaries of the Natura 2000 designated sites. The Cobh Local Area Plan will be subject to the Habitats Directive Assessment process similar to that conducted for the 2011 Local Area Plan process.</p> <p><b>Text change only</b></p>			
CB 03.04.49	<p>Volume 1, Section 3, Main Towns</p> <p>Extend boundary of NE-R-11 to include additional lands to the east. Amend site area in zoning objective.</p> <p><b>Text and Map changes</b></p>	116 & 121	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.50	<p>Volume 1, Section 3, Main Towns</p> <p>Insert additional residential zoning objective as <del>NE-R-18</del> NE-R-19 at the southern extent of NE-B-01. (Note: Mapped extent and site area of NE-B-01 will be adjusted accordingly)</p>	116 & 121	AMD20996238	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>as a consequential change)</p> <p>Insert new zoning objective as follows:</p> <p><b>NE-R-19: Medium B Density Residential Development</b></p> <p><b>Text and Map changes</b></p>			
CB 03.04.51	<p>Volume 1, Section 3, Main Towns</p> <p>Insert additional wording in Objective for NE-O-08, as follows:</p> <p>Open space that fulfils an important function in providing a strategic gap between the City boundary and Glanmire and an open landscaped setting to the buildings within it and to the entrance to the city. Subject to normal proper planning considerations, it is not the intention of this objective to unreasonably restrict the continued operation, intensification or expansion of established institutional or commercial uses.</p> <p><b>Consideration will be given to the development of an additional dwelling on the western portion of these lands to facilitate existing family needs.</b></p> <p><b>Text change only</b></p>	118	No submission received.	Noted. <b>No change proposed.</b>
CB 03.04.52	<p>Volume 1, Section 3, Main Towns</p> <p>Insertion of additional wording as follows and detailed in Section 3.4 of this document.</p> <p><b>Where capacity in existing infrastructure exists, lands benefitting from this should be developed first. In the interim,</b> development proposals that can provide the</p>	108	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>necessary infrastructure can be considered for permission.</p> <p><b>Text change only</b></p>			
CB 03.04.53	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text to NE-TC-01 as follows:</p> <p>Provide a district centre with provision for an appropriate range <b>and scale</b> of retail and commercial facilities to support the new population and taking into consideration the existing retail developments at Fox and Hounds, Dunnes Store and Lidl. The site should also allow for the development of a health centre and community hall/facility for the new residents.</p> <p>The existing neighbourhood centre at the Fox and Hounds will form part of the district retail Centre subject to the resolution of a number of issues:</p> <p>a) Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management'.</p> <p>b) Provision should be made on site, for improved recreational facilities, including informal public recreation with the provision of a pedestrian walk along the Glen River. Any proposals should protect the Glen River Valley, an area considered to be of high landscape value.</p> <p><b>Λ*</b></p>	117	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><b>Text change only</b></p> <p><i>Refer to amendment number CB 03.04.44 which relates to this development objective also.</i></p>			
	<b>Carrigtwohill</b>			
CB 03.05.01	<p>Volume 1, Section 3, Main Towns</p> <p>Amend settlement boundary to include the existing property previously zoned CT-B-02 to be replaced as an Existing Built up area.</p> <p><b>Map change only</b></p>	153	No submission received.	Noted. <b>No change proposed.</b>
CB 03.05.02	<p>Volume 1, Section 3, Main Towns</p> <p>Reposition U-08 label to location of Ballymcadam bridge.</p> <p><b>Map change only</b></p>	153	No submission received.	Noted. <b>No change proposed.</b>
CB 03.05.03	<p>Volume 1, Section 3, Main Towns</p> <p>Remove eastern section of CT-R-18 from Residential zoning and convert to "Existing Built Up Area".</p> <p><b>Map change only</b></p>	153	No submission received.	Noted. <b>No change proposed.</b>
CB 03.05.04	<p>Volume 1, Section 3, Main Towns</p> <p>Rezone section of O-02 Active Open space/Sports recreation Amenity to Existing built up area.</p> <p><b>Map change only</b></p>	153	No submission received.	Noted. <b>No change proposed.</b>
CB 03.05.05	<p>Volume 1, Section 3, Main Towns</p> <p>Insert flood risk map for the north eastern section of the</p>	153	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	Urban Expansion Area  <b>Map change only</b>			
CB 03.05.06	Volume 1, Section 3, Main Towns  Include additional text as set out as paragraph 3.6.32 of Section 3.6 of this document (note: this text relates to paragraph 3.6.29 of Draft Plan) - Infrastructure: Roads section, this will now read as follows:  3.6.32 Carrigtwohill is well served by national road infrastructure being located on the N25 Cork –Waterford road. There is a problem with traffic congestion and on street parking in the town centre which detracts from the public realm. The Midleton and Carrigtwohill Transportation Study, published in August 2010 made recommendations to address these issues and, where appropriate, these recommendations have been reflected in the planning proposals of this plan. The distributor road through Carrigtwohill North is also likely to resolve some of the traffic issues in the town. As part of the restoration of the rail line to Midleton, a pedestrian underpass has also been installed the railway linking lands south of the rail line and the masterplan site. <b>During the lifetime of the plan, growth in background traffic levels, new development in the area and the need to provide additional capacity for future growth are likely to necessitate the following road network improvements:</b> (a) Cobh/Carrigtwohill Junction and Roundabouts;	136	AMD21002964 AMD20993186	Noted. <b>No change proposed.</b>



Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>(b) Upgrades to the road network within Carrigtwohill itself; and</p> <p>(c) <u>Upgrade to the N25 between Carrigtwohill and Midleton</u></p> <p><b>Text change only</b></p>			
CB 03.05.07	<p>Volume 1, Section 3, Main Towns</p> <p>Amend paragraph 3.6.87 of Section 3.6 of the Proposed Amendments to this document (note: this text relates to paragraph 3.6.82 of Draft Plan) - Carrigtwohill North, this will now read as follows:</p> <p>Carrigtwohill North <b>Urban Expansion Area</b></p> <p><del>It remains the aim of Cork County Council to provide for a new residential neighbourhood located to the north of the rail line in Carrigtwohill that will enable the town to expand to meet the growth targets of the Cork County Development Plan 2014. A framework masterplan for the area was prepared in 2015 by Cork County Council and identified the most sustainable development strategy for this substantial land bank. Intending developers in Carrigtwohill North will have regard to the provisions set out in the Framework Masterplan adopted in 2015, particularly in relation to the phasing of development, the provision of</del></p> <p><b>Future growth in Carrigtwohill is to be in the form of</b></p>	143	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<del>infrastructure, greenways and open space.</del> <b>Text change only</b>			
CB 03.05.08	Volume 1, Section 3, Main Towns  Delete paragraph 3.6.88 to 3.6.92, and, 3.6.94, and, 3.6.96 to 3.6.100 of Section 3.6 of this document (note: this text relates to paragraph 3.6.83 to 3.6.87, and, 3.6.89, and, 3.6.91 to 3.6.95 of Draft Plan).  <b>Text change only</b>	143-144	No submission received.	Noted. <b>No change proposed.</b>
CB 03.05.09	Volume 1, Section 3, Main Towns  Delete Table 3.6.2: Carrigtwohill North Infrastructure Requirements, as set out in Section 3.6 of this document.  <b>Text change only</b>	144	No submission received.	Noted. <b>No change proposed.</b>
CB 03.05.10	Volume 1, Section 3, Main Towns  Insert new section “Phasing and Implementation of Carrigtwohill North” following paragraph 3.6.90 as set out in Section 3.6 of this document (11 paragraphs), and insert in new Table 3.6.2 “ <b>Carrigtwohill North Major Urban Extension: Proposed On-Site Infrastructure Programme</b> ” and Table 3.6.3 “ <b>Carrigtwohill North Major Urban Extension : Proposed Off-Site Infrastructure Programme</b> ”, as set out in Section 3.6 of this document.  <b>Text change only</b>	143	AMD21002964	Noted. <b>No change proposed.</b>
CB 03.05.11	Volume 1, Section 3, Main Towns  Amend List of General Objectives and amend list of Specific	146-152	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	Objectives for Carrigtwohill as set out in Section 3.6 of this document. <b>Text change only</b>			
CB 03.05.12	Volume 1, Section 3, Main Towns  Insert a specific residential development objective CT-R-20 for Carrigtwohill which will state the following;  Medium Density B residential development. <b>Proposals shall provide for the retention, of the existing playing pitches and club house. *</b>  <b>Text change only.</b>	149	No submission received.	Noted. <b>No change proposed.</b>
CB 03.05.13	Volume 1, Section 3, Main Towns  Insert a new paragraph after 3.6.44 as set out in Section 3.6 of this document (note: this text relates to paragraph 3.6.41 of Draft Plan), to state the following;  <b>It is important to note that the flood risks shown in this document refer to fluvial (river) and tidal flooding only. Some areas may also be at risk of groundwater flooding or pluvial flooding (intense periods of rainfall) but these are not shown on the flood zone maps included in this Plan. However, such risks still need to be assessed when planning a development.</b>  <b>Text change only</b>	137	No submission received.	Noted. <b>No change proposed.</b>
CB 03.05.14	Volume 1, Section 3, Main Towns  Include additional text to paragraph 3.6.27 as set out in	135	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Section 3.6 of this document (note: this text relates to paragraph 3.6.24 of Draft Plan), this will now read as follows:</p> <p>As a key growth area within Metropolitan Cork it is essential that Carrigtwohill develops an attractive vibrant urban centre of its own with shops, services, attractive streets, buildings and public spaces to meet the needs of the local population, attract investment to the area and send a positive signal to investors about the importance of Carrigtwohill as a key growth centre for the future, <b>reflecting Carrigtwohill’s strengths in terms of multi-modal accessibility and emerging role as a retail destination within Metropolitan Cork.</b> A key priority for the future therefore, is to develop a strategy to guide the coherent development of the town centre in terms of land use and urban design, addressing issues such as the range of uses to be accommodated, priority areas for development, improved pedestrian facilities, traffic and connectivity issues and improvements to the public realm.</p> <p><b>Text change only</b></p>			
CB 03.05.15	<p>Volume 1, Section 3, Main Towns</p> <p>Insert additional paragraph on <b>Archaeology</b> after 3.6.49 as set out in Section 3.6 of this document (note: this text relates to paragraph 3.6.46 of Draft Plan) as follows:</p> <p><b>There are five archaeological sites within the Town development boundary. These are awarded protection under national monuments legislation and policies in the County Development Plan 2014. Any development close</b></p>	138	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><b>to these sites will require an Archaeological Assessment.</b></p> <p><b>Text change only</b></p>			
CB 03.05.16	<p>Volume 1, Section 3, Main Towns</p> <p>Amend text of CT-B-02 as follows:</p> <p>Business development. Proposals shall optimize connectivity with the proposed rail passenger station at Fota Business and Retail Park, particularly for pedestrians and cyclists. A significant landscaped buffer shall be provided along the western <b>and southern boundaries to safeguard the Great Island Channel Special Area of Conservation.</b></p> <p><b>Text change only</b></p>	150	No submission received.	Noted. <b>No change proposed.</b>
CB 03.05.17	<p>Volume 1, Section 3, Main Towns</p> <p>Amend text of CT-B-01 as follows</p> <p>Business development, excluding retail warehousing, non-retail general offices and car showrooms. Proposals for this site will include a comprehensive layout and structural landscaping scheme. <del>that will ensure that any buildings or other structures erected have minimal visual impact in longer distance views.</del> Vehicular access to the site will be from the adjoining industrial area to the south only.</p> <p><b>^</b></p> <p><b>Text change only</b></p>	150	AMD20997294	Noted. <b>No change proposed.</b>
CB 03.05.18	Volume 1, Section 3, Main Towns	153	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Amend zoning map and specific development objective to omit CT-O-04 and replace as an Existing Built up area.</p> <p>Note: This amendment will require re-numbering of the remaining Open Space areas within Carrigwohill.</p> <p><b>Text and map changes</b></p>			
CB 03.05.19	<p>Volume 1, Section 3, Main Towns</p> <p>Delete the following sentence, paragraph 3.6.36 as set out in Section 3.6 of this document (note: this text relates to paragraph 3.6.33 of Draft Plan) as follows:</p> <p>One of the principle improvements will be to Station Road, connecting the train station with the town centre and future development in Carrigwohill North. <del>Currently footpaths are only provided on one side of Station Road and they vary in quality.</del> There is no dedicated cycle path connecting the station with the town centre. Going north, there are currently no pedestrian facilities connecting houses to the north of the rail line with the station.</p> <p><b>Text change only</b></p>	136	No submission received.	Noted. <b>No change proposed.</b>
CB 03.05.20	<p>Volume 1, Section 3, Main Towns</p> <p>Delete Paragraph 3.6.101 of the Draft plan as follows:</p> <p><del>The Transport Assessment also acknowledges, based on an assumption of high rates of modal shift that the full upgrade of the N25 Interchange between Midleton to Carrigwohill N25 route or additional road improvements may not be required to achieve the target number of dwellings if a range of transport measures are delivered to</del></p>	145	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><del>help secure higher levels of modal shift including;</del></p> <p><b>Text change only</b></p>			
CB 03.05.21	<p>Volume 1, Section 3, Main Towns</p> <p>Delete the following sentence in paragraph 3.6.28 as set out in Section 3.6 of this document (note: this text relates to paragraph 3.6.25 of Draft Plan) as follows:</p> <p><del>Carrigtwohill has a range of public services and community facilities including two primary schools, a girl’s only secondary school, a garda station and a church. The community centre, located in the heart of the settlement on the main street is a substantial building available for a wide variety of activities including sports, drama and meetings. Immediately south of the community centre is a relatively new community playground and further south trees have been planted in parts, however there is no public lighting and the grasslands have been poorly maintained. This site has the potential to be a key asset to the town and its completion to an appropriate standard is desirable.</del></p> <p><b>Text change only</b></p>	135	No submission received.	Noted. <b>No change proposed.</b>
CB 03.05.22	<p>Volume 1, Section 3, Main Towns</p> <p>Extend the boundary of Industrial Zoning CT-I-01 to include additional lands within the boundary of same.</p> <p><i>Note: Site Area of CT-I-01 in zoning objective will be amended as a consequence of this change</i></p> <p><b>Text and Map Change</b></p>	153	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<b>Little Island</b>			
CB 03.06.01	<p>Volume 1, Section 3, Main Towns</p> <p>Amend paragraph 3.7.19 as follows</p> <p>Provision was made in the 2011 LAP to upgrade the existing junction with the N25. These improvements have not been implemented and traffic congestion at peak hours remains a concern. In 2013, An Bord Pleanala approved a major upgrade to the Dunkettle Interchange. As part of the upgrade, a new link will be provided with the R623 regional road in Wallingstown. This link will serve the western end of Little Island and should help address the issue of congestion at the existing junction. These upgrades are expected to proceed in the short term.</p> <p>It is intended that a detailed <del>Land Use and</del> <b>Traffic and Transportation Study</b> for Little Island is carried out within the lifetime of this Plan, to address:</p> <ul style="list-style-type: none"> <li><del>– Future land use requirements on the Island, specifically in terms of open space provision,</del></li> <li><del>– The development of brownfield lands,</del></li> <li><del>– Accessibility to the National Road Network</del></li> <li><del>– The upgrade of the Dunkettle interchange, having regard to any National Road Authority studies or proposed improvement works,</del></li> <li><del>– The delivery of the Dunkettle Park and Ride,</del></li> </ul>	156	AMD21002964 AMD20993186	Noted. <b>No change proposed.</b>



Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<ul style="list-style-type: none"> <li data-bbox="495 395 1084 448">– Public transport permeability within Little island, and</li> <li data-bbox="495 480 1084 571">– Pedestrian and cycling improvement within Little Island, in line with the measures outlined within the Draft Cork Cycle Network Plan 2015.</li> <li data-bbox="495 635 1106 890">– <b>Transport requirements of the existing community and of development lands, specifically in terms of; protection of the strategic employment function of the island; appropriate scale of residential development; and accessibility for community facilities and the protection and enhancement of existing residential areas and amenity,</b></li> <li data-bbox="495 922 1093 1013">– <b>Accessibility to the National Road Network including feasibility of a third entrance/exit point at the eastern end of the Island</b></li> <li data-bbox="495 1045 1084 1136">– <b>Compatibility with the upgrade of the Dunkettle Interchange by Transport Infrastructure Ireland (TII)</b></li> <li data-bbox="495 1168 1061 1259">– <b>The feasibility of Park and Ride as part of the solution to the provision of sustainable access to/from Little Island,</b></li> <li data-bbox="495 1291 1093 1337">– <b>Public transport proposals as part of the solution to the provision of sustainable access to/from</b></li> </ul>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p style="text-align: center;"><b>Little Island</b></p> <ul style="list-style-type: none"> <li>– <b>Pedestrian and cycling improvement within Little Island, and connectivity to the local cycle network, in line with the measures outlined within the Cork Cycle Network Plan 2016.</b></li> </ul> <p><b>Text change only</b></p>			
CB 03.06.02	<p>Volume 1, Section 3, Main Towns</p> <p>Amend text of LI-I-01 as follows:</p> <p>Industry with provision for planting and landscaping along the northern and eastern boundaries to recognise the sensitive location of the site in <del>terms of the NHA at the northern edge of the site</del> relation to the Cork Harbour SPA and to protect views of Little Island from the N25 and <del>Fota Island.</del></p> <p><b>The south western boundary contains the site of CO 077-025 Castle site. This is a Recorded Archaeological Monument. The Zone of Archaeological Potential associated with the medieval castle can be quite extensive. Any development at the south west quadrant of the site will require a detailed Archaeological Assessment to clarify there is not subsurface archaeology within the development site before development can be considered in this area including geophysical survey and licensed archaeological testing. Development will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the Birds Directive and the protection of the Great Island Channel.</b></p>	161	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><del>Special Area of Conservation and the Cork Harbour Special Protection Area.</del></p> <p><b>This area is known to be an important feeding location for a number of species of bird for which the Cork Harbour SPA is designated (including Oystercatcher, Curlew and Black-tailed Godwit). Consideration of implications for these species will be integral to the assessment of new development proposals for this area. It may be necessary to retain a proportion of this zone as undeveloped land to ensure that sufficient undisturbed field feeding habitat remains available to maintain the favourable conservation status of populations of these species.</b></p> <p><b>Text change only</b></p>			
CB 03.06.03	<p>Volume 1, Section 3, Main Towns</p> <p>Amend text of LI-I-02 as follows;</p> <p>Industrial estate and/or warehousing and distribution with provision for local access road. Minimum 20 metre wide tree planted buffer along northern and western boundary of site. 20 metre wide.</p> <p><del>Development will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the Birds Directive and the protection of the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area.</del></p> <p><b>This area is known to be an important feeding location for a number of species of bird for which the Cork Harbour SPA is designated (including Oystercatcher, Curlew and</b></p>	161	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><b>Black-tailed Godwit). Consideration of implications for these species will be integral to the assessment of new development proposals for this area. It may be necessary to retain a proportion of this zone as undeveloped land to ensure that sufficient undisturbed field feeding habitat remains available to maintain the favourable conservation status of populations of these species.</b></p> <p><b>Text change only</b></p>			
CB 03.06.04	<p>Volume 1, Section 3, Main Towns</p> <p>Amend text of LI-O-01 as follows:</p> <p>Open space. This area makes a significant contribution to the setting of Little Island. <del>and offers scenic views of the island when viewed from Fota and on eastern approaches to Cork City.</del> It also functions as an important buffer for the adjoining strategic industrial area <b>and is known to be an important feeding habitat for a number of species of bird for which the adjacent SPA is designated.</b> There is a general presumption against development on these lands. <del>although there is some potential for recreation/amenity uses (eg waterside park).</del></p> <p><del>This site is an important site for populations of species of birds for which the Cork Harbour SPA is designated. Development will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and Birds Directive and the protection of the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area.</del></p>	162	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>The south western boundary contains the site of CO 077-025 Castle site. This is a Recorded Archaeological Monument. The Zone of Archaeological Potential associated with the medieval castle can be quite extensive. Any development at the south west quadrant of the site will require a detailed Archaeological Assessment to clarify there is not subsurface archaeology within the development site before development can be considered in this area including geophysical survey and licensed archaeological testing.</p> <p>*</p> <p><b>Text change only</b></p>			
CB 03.06.05	<p>Volume 1, Section 3, Main Towns</p> <p>Amend text of LI-GO-03 as follows;</p> <p>In order to secure the sustainable population growth and supporting development proposed in LI-GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan as well as the Cork Harbour Special Protection Area and the Great Island Channel <del>Special Protection Area</del>, <b>Special Area of Conservation</b> 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.</p> <p><b>Text change only</b></p>	160	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
CB 03.06.06	<p>Volume 1, Section 3, Main Towns</p> <p>Amend General Objective LI-GO-05 inserting the following text:</p> <p>To complete a detailed <del>Land Use and</del> <b>Traffic and</b> Transportation Study for Little Island. This study will need to specifically address the following issues:</p> <ul style="list-style-type: none"> <li><del>– Future land use requirements on the Island, specifically in terms of open space provision,</del></li> <li><del>– The development of brownfield lands,</del></li> <li><del>– Accessibility to the National Road Network</del></li> <li><del>– The upgrade of the Dunkettle interchange, having regard to any National Road Authority studies or proposed improvement works,</del></li> <li><del>– The delivery of the Dunkettle Park and Ride,</del></li> <li><del>– Public transport permeability within Little island, and</del></li> <li><del>– Pedestrian and cycling improvement within Little Island, in line with the measures outlined within the Draft Cork Cycle Network Plan 2015.</del></li> <li><b>– Transport requirements of the existing community and of development lands, specifically</b></li> </ul>	160	AMD20993186	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>in terms of; protection of the strategic employment function of the island; appropriate scale of residential development; and accessibility for community facilities and the protection and enhancement of existing residential areas and amenity,</p> <ul style="list-style-type: none"> <li>– Accessibility to the National Road Network including feasibility of a third entrance/exit point at the eastern end of the Island</li> <li>– Compatibility with the upgrade of the Dunkettle Interchange by Transport Infrastructure Ireland (TII)</li> <li>– The feasibility of Park and Ride as part of the solution to the provision of sustainable access to/from Little Island,</li> <li>– Public transport proposals as part of the solution to the provision of sustainable access to/from Little Island</li> <li>– Pedestrian and cycling improvement within Little Island, and connectivity to the local cycle network, in line with the measures outlined within the Cork Cycle Network Plan 2016.</li> </ul> <p><b>Text change only</b></p>			
CB 03.06.07	<p>Volume 1, Section 3, Main Towns</p> <p>Amend Existing Built Up Area to Open Space zoning at</p>	163	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Carrigrennan where there is an overlap with Natura sites. Insert additional objective LI-O-05 in the Specific development Objectives for Little Island table. This objective will read as follows.</p> <p><b>LI-O-05 Open space. There is a general presumption against development on these lands due to the area's status as a Natura site.</b></p> <p><b>Text and map change</b></p>			
CB 03.06.08	<p>Volume 1, Section 3, Main Towns</p> <p>Insert text after 3.7.41 as follows;</p> <p><b>This plan recognises the importance of open space areas on Little Island for Wintering Birds.</b></p> <p><b>Text change only</b></p>	159	No submission received.	Noted. <b>No change proposed.</b>
	<p><b>Section 4: Key Villages</b></p>			
CB 04.02.01	<p>Volume 1, Section 4, Key Villages</p> <p>Insert following text as a footnote in Table 4.2.1 Appropriate Scale of Development in Key Villages, as follows:</p> <p><b>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</b></p>	167	AMD20924816 AMD20996808	Noted. <b>No change proposed.</b>



Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	suited to a larger settlement. Text change only			
	<b>Carrignavar</b>			
CB 04.03.01	Volume 1, Section 4, Key Villages  As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for Key Villages and Table 4.2.1, it is proposed to delete the following text from DB-01 (b):  <del>‘No single proposal for residential development shall be larger than 30 housing units.’</del>  <b>Text change only</b>	172	No submission received.	Noted. <b>No change proposed.</b>
<del>CB 04.01.01</del> CB 04.03.02	Volume 1, Section 4, Key Villages  Include additional text to objective O-03, this will now read as follows;  Open space – maintain existing GAA grounds for active open space use. <b>This area contains archaeology sites CO052-056. Any development within this areas shall preserve the site and its Zone of Archaeology potential. An archaeological assessment will be required.</b>  <b>Text change only</b>	173	No submission received.	Noted. <b>No change proposed.</b>
	<b>Glenville</b>			
CB 04.04.01	Volume 1, Section 4, Key Villages  As the Normal Recommended Scale of any individual	177	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>scheme is referred to in GO-01 (b) General Objectives for Key Villages and Table 4.2.1, it is proposed to delete the following text from DB-01 (b):</p> <p><del>The number of units in any particular group, having regard to the existing grain of development in the area, should not exceed 25 units.</del></p> <p><b>Text change only</b></p>			
	<b>Glounthaune</b>			
CB 04.05.01	<p>Volume 1, Section 4, Key Villages</p> <p>As the Normal Recommended Scale of any individual scheme is referred to in GO-01 (b) General Objectives for Key Villages and Table 4.2.1, it is proposed to delete the following text from DB-01 (b):</p> <p><del>No one proposal for residential development shall be larger than 40 housing unit.</del></p> <p><b>Text change only</b></p>	183	<p>AMD20659392 AMD20683861 AMD20924816 AMD20942232 AMD20985736 AMD21006417</p>	<p>Noted. <b>No change proposed.</b></p>
CB 04.05.02	<p>Volume 1, Section 4, Key Villages</p> <p>Extend development boundary to include additional lands.</p> <p><b>Map change only</b></p>	185	AMD20921846	<p>Noted. <b>No change proposed.</b></p>
	<b>Section 5 Villages, Village Nuclei and Other Locations</b>			
CB 05.02.01	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Insert following text as a footnote in Tables 5.2.1</p>	189	No submission received.	<p>Noted. <b>No change proposed.</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Appropriate Scale of Development in Cobh Municipal District Villages.</p> <p><b>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.</b></p> <p><b>Text change only</b></p>			
	<b>Kerry Pike</b>			
<p><del>CB 05.03.01.01</del> CB 05.02.01.01</p>	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Include additional text which includes the word 'normally' in paragraph 5.2.24</p> <p>To allow new development to respect the pattern and grain of existing development it is considered that any new individual housing schemes should <b>normally</b> not exceed 20 units. Development must be of an appropriate density to facilitate integration with the landscape.</p> <p><b>Text change only</b></p>	192	No submission received.	Noted. <b>No change proposed.</b>
<p><del>CB 05.03.01.02</del> CB 05.02.01.02</p>	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Extend development boundary to include additional lands.</p>	193	AMD20982186	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<b>Map change only</b>			
	<b>Killeens</b>			
<del>CB-05.03.02.01</del> CB 05.02.02.01	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Include additional text which includes the word ‘normally’ in paragraph 5.2.32</p> <p>With recognition of the need to allow consolidation of the village and development of a sense of place, it is considered that any new individual housing scheme should <b>normally</b> not exceed 10 units. Development must be of an appropriate density to facilitate integration with the landscape.</p> <p><b>Text change only</b></p>	194	No submission received.	Noted. <b>No change proposed.</b>
	<b>Knockraha</b>			
<del>CB-05.01.01</del> CB 05.02.03.01	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Amend label on Knockraha map from C-03 to C-02 to correspond with the text box on p.198.</p> <p><b>This refers to a map text label change only</b></p>	199	No submission received.	Noted. <b>No change proposed.</b>
<del>CB-05.03.03.01</del> CB 05.02.03.02	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Include additional text which includes the word ‘normally’ in paragraph 5.2.42</p>	197	AMD20996257	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Both the scale and form of development will be very much dependent on retaining the character of the village and improvements to the infrastructure of the village. While there may be opportunities for terraced and in-fill development in the village core, most development will be in the form of individual dwellings/serviced sites and in this context no one proposal for residential development should <b>normally</b> be larger than 5 units.</p> <p><b>Text change only</b></p>			
<p><del>CB 05.03.03.02</del> CB 05.02.03.03</p>	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Extend development boundary to include additional lands.</p> <p><b>Map change only</b></p>	199	AMD20996257	Noted. <b>No change proposed.</b>
CB 05.02.03.04	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Extend development boundary of the village to include additional lands.</p> <p><b>Map change only</b></p>	199	No submission received.	Noted. <b>No change proposed.</b>
	<b>Upper Glanmire</b>			
<p><del>CB 05.03.04.01</del> CB 05.02.04.01</p>	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Include additional text which includes the word 'normally' in paragraph 5.2.58</p> <p>In accordance with DoEHLG guidance on the scale of future</p>	200	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	development in villages it is considered that any new individual housing schemes should <b>normally</b> not exceed 3-4 units. <b>Text change only</b>			
	<b>Whitechurch</b>			
<del>CB 05.03.05.01</del> CB 05.02.05.01	Volume 1, Section 5, Villages, Village Nuclei and Other Locations  Include additional text which includes the word 'normally' in paragraph 5.2.68  In accordance with DoEHLG guidance on the scale of future development in villages it is considered <b>that any new individual housing schemes should normally not exceed 20 units.</b> <b>Text change only</b>	200	No submission received.	Noted. <b>No change proposed.</b>
	<b>Village Nuclei</b>			
CB 05.03.01	Volume 1, Section 5, Villages, Village Nuclei and Other Locations  Insert following text as a footnote in Table 5.3.1 Scale of Development in Cobh Municipal District Village Nuclei.  <b>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</b>	207	No submission received.	Noted. <b>No change proposed.</b>




Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>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><b>Text change only</b></p>			
	<b>Caherlag</b>			
CB 05.03.02.01	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Amend the settlement boundary to include additional lands within the development boundary of Caherlag</p> <p><b>Map change only</b></p>	213	No submission received.	Noted. <b>No change proposed.</b>
CB 05.03.02.02	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Include additional text which includes the word 'normally' in paragraph 5.3.29</p> <p>Taking into consideration the DoEHLG guidelines on Sustainable Residential Development in Urban Areas and the existing grain of development and the pattern of existing development, any new individual housing schemes should <b>normally</b> not exceed 1-2 units. The development boundary has been drawn to reflect existing development and to provide sufficient land to accommodate the level of growth anticipated.</p> <p><b>Text change only</b></p>	212	No submission received.	Noted. <b>No change proposed.</b>
	<b>Rathduff</b>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
CB 05.03.03.01	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Include additional text which includes the word 'normally' in paragraph 5.3.40</p> <p>Over the lifetime of this Local Area Plan, It is considered that the village nucleus of Rathduff can accommodate a maximum growth of approximately 5 units. Development of this scale would be in line with the existing pattern of development and the level of services available locally. Any new individual housing schemes should <b>normally</b> not exceed 1-2 units. As a result, the development boundary will remain relatively unchanged.</p> <p><b>Text change only</b></p>	214	No submission received.	Noted. <b>No change proposed.</b>
	<b>Other Locations</b>			
	<b>Haulbowline Island</b>			
<p><del>CB 05.01.04</del> CB 05.04.06.01</p>	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Coastal Flood Zone Mapping Amendment: Haulbowline</p> <p>It is proposed to delete the Coastal Flood Zone Mapping and replace with the mapping as shown in Section 5.</p> <p><b>Map change only</b></p>	228	No submission received.	Noted. <b>No change proposed.</b>
	<b>Marino Point</b>			



Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
<p>CB 05.01.05</p> <p>CB 05.04.08.01</p>	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Edit text in Objective X-01 for Marino Point:</p> <p>To facilitate the development of this site for port related industrial development. The following considerations will apply to any proposals for development:</p> <ul style="list-style-type: none"> <li>• Development will be confined to the existing reclaimed area and to activities which are port-related or which use the existing industrial installations. Any new berthing /unloading facilities would be limited.</li> <li>• <b>A detailed Traffic Impact Assessment is required prior to any development to assess the impact on the existing road network.</b></li> <li>• <del>Upgrading of the adjoining R624 regional road in the direction of both Carrigtwohill and Cobh is required to facilitate developments likely to generate significant increase in traffic volumes.</del></li> <li>• <b><u>Improved road access between N25 and Cobh subject to full ecological assessment.</u></b></li> <li>• <del>Development involving significant traffic volumes will not be permitted, pending the upgrading of the adjoining R624 regional road in the direction of both Carrigtwohill and Cobh. A detailed Traffic Impact Assessment would be required prior to any development to assess the impact on the existing road network.</del></li> <li>• Existing recorded monuments on site shall be</li> </ul>	<p>231</p>	<p>AMD21008147</p>	<p><b>SEE EXPLANATORY TEXT AS PER SECTION 2.12, PAGE 10 OF THIS DOCUMENT AND ALSO CB.05.04.08.01 IN APPENDIX C PAGES 275-277.</b></p> <p>Noted.</p> <p><b>It is proposed to insert the following minor modification to text to reflect the text used in the 2014 County Development Plan, as follows:</b></p> <ul style="list-style-type: none"> <li>• <del>Upgrading of the adjoining R624 regional road in the direction of both Carrigtwohill and Cobh is required to facilitate developments likely to generate significant increase in traffic volumes.</del></li> <li>• <b><u>Improved road access between N25 and Cobh subject to full ecological assessment.</u></b></li> </ul> <p><b>See Explanatory Text as per Section 2.12, pages 10 to 11 of this document.</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>protected.</p> <ul style="list-style-type: none"> <li>• <del><b>In permitting development, regard shall be had to mitigating potential adverse impacts, particularly for the adjacent residential settlement of Passage West.</b></del></li> <li>• This zone is adjacent to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. New developments will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC and SPA.</li> <li>• <b>Marino Point is located immediately adjacent to the Great Island Channel SAC and Cork Harbour SPA. Development in this location will only be permitted where it is shown that it is compatible with the requirements of the Habitats and Birds Directive and with the protection of these sites.</b></li> </ul> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives of this plan.</p> <p><b>Text change only</b></p>			
CB-05.01.03	Volume 1, Section 5, Villages, Village Nuclei and Other		No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment						
CB 05.04.08.02	<p>Locations</p> <p>Insertion of specific Regeneration Area Objective in the Marino Point section as follows:</p> <table border="1" data-bbox="443 496 1099 1378"> <thead> <tr> <th colspan="2" data-bbox="443 496 1099 555">Regeneration Area – Marino Point</th> </tr> <tr> <th data-bbox="443 555 831 651">Map of Regeneration Areas</th> <th data-bbox="831 555 1099 651">Number and Description</th> </tr> </thead> <tbody> <tr> <td data-bbox="443 651 831 1378">  </td> <td data-bbox="831 651 1099 1378"> <p><i>Marino Point</i></p> <p><i>This plan recognises areas of Cobh which are currently identified as Industry but merit additional guidance in the event of the opportunity to redevelop them arises during the term of this plan.</i></p> <p><i>This site comprises the redundant infrastructure of IFI but excludes the currently operating Dynea Ltd. industrial development (Seveso II Directive site). The site is largely degraded and vacant. It is visually prominent from Passage West on the opposite side of the harbour.</i></p> <p><i>Development on this site should be port-related or utilise the existing industrial installations and should be of a scale and form appropriate to this prominent site.</i></p> <p><i>Marino house is a Recorded Monument (RMP No. CO075-13) along with the Orangery (RMP No CO075-076) and</i></p> </td> </tr> </tbody> </table>	Regeneration Area – Marino Point		Map of Regeneration Areas	Number and Description		<p><i>Marino Point</i></p> <p><i>This plan recognises areas of Cobh which are currently identified as Industry but merit additional guidance in the event of the opportunity to redevelop them arises during the term of this plan.</i></p> <p><i>This site comprises the redundant infrastructure of IFI but excludes the currently operating Dynea Ltd. industrial development (Seveso II Directive site). The site is largely degraded and vacant. It is visually prominent from Passage West on the opposite side of the harbour.</i></p> <p><i>Development on this site should be port-related or utilise the existing industrial installations and should be of a scale and form appropriate to this prominent site.</i></p> <p><i>Marino house is a Recorded Monument (RMP No. CO075-13) along with the Orangery (RMP No CO075-076) and</i></p>			
Regeneration Area – Marino Point										
Map of Regeneration Areas	Number and Description									
	<p><i>Marino Point</i></p> <p><i>This plan recognises areas of Cobh which are currently identified as Industry but merit additional guidance in the event of the opportunity to redevelop them arises during the term of this plan.</i></p> <p><i>This site comprises the redundant infrastructure of IFI but excludes the currently operating Dynea Ltd. industrial development (Seveso II Directive site). The site is largely degraded and vacant. It is visually prominent from Passage West on the opposite side of the harbour.</i></p> <p><i>Development on this site should be port-related or utilise the existing industrial installations and should be of a scale and form appropriate to this prominent site.</i></p> <p><i>Marino house is a Recorded Monument (RMP No. CO075-13) along with the Orangery (RMP No CO075-076) and</i></p>									

Amendment Reference No.	Proposed Amendment		Draft Plan Page No.	Submission Received	Comment
	<p><i>landscape feature (RMP No. CO075-027). Any development in this area will be required to protect the buildings and their setting and will require an Archaeological &amp; Architectural Assessment.</i></p> <p><i>Any such development shall ensure that all existing infrastructure on the site which serves the adjoining Dynea Ltd. site shall be protected.</i></p>				
	Text change only				
	<b>Spike Island</b>				
<p>CB 05.01.02 CB 05.04.10.01</p>	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Amend text of X-01, Spike Island to state:</p> <p>The promotion of the continued development of the island as a major tourism attraction and unique cultural heritage and activity destination in accordance with the recommendations of the masterplan. This will require considerable investment in facilities and services both on the island itself and at origin and access points, including car parking ticketing facilities etc. It is vital that the future development complements the character and grain of the existing structures and protects the unique environment of the island.</p> <p><del>Development proposals on the island shall ensure that the adjoining Great Island Channel Special Area of Conservation is managed appropriately.</del></p>		234	No submission received.	Noted. <b>No change proposed.</b>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>Spike Island is located in close proximity to the Cork Harbour SPA. Tourism initiatives in this location could have the potential to increase marine traffic in the harbour area, and could have the potential to cause disturbance to birds. New developments proposed for the area should be designed to minimise risk of disturbance to birds. Development in this location will only be permitted where it is shown that it is compatible with the requirements of the Habitats and Birds Directives and with the protection of the Cork Harbour SPA.</p> <p>Text change only</p>			



## **Appendix B1 – Consolidated Text for Amendments to Cobh, Glanmire, Cork City North Environs and Carrigtwohill**

### Main Towns

#### **3.1 Purpose of this Section**

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

## Appendix B1.1: Cobh

### Vision

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

### Context

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



- 3.2.8 The retail and commercial base of the town has contracted significantly. Cobh Town Plan 2013 includes important proposals in terms of strengthening the town centre and capitalizing on the attractiveness of the waterfront area and these will be reflected in this Local Area Plan. Cobh also has a strategic dry dock facility at Rushbrooke which is an important economic asset for the town.
- 3.2.9 Investment in roads infrastructure is a significant issue for Cobh in order to facilitate the sustainable growth of the town. The town is solely dependent for road access on the R624 and Belvelly Bridge to connect Great Island to the national road network and the lack of an alternative road access route raises concerns over emergency services access should this route become blocked. This section of the route from Carrigtwohill to Belvelly (to which there is no alternative) requires significant upgrading and there are difficulties in other parts of the route network also.

## **Planning Considerations**

### **Population and Housing**

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

<b>Table 3.2.1: Population and Housing in Cobh</b>							
	<b>Housing Requirement</b>					<b>Housing Supply</b>	
	<b>Census 2011</b>	<b>Population Target</b>	<b>Total New Households</b>	<b>New Units Required</b>	<b>Net Estimated Requirement (ha)</b>	<b>Est. Net Residential area zoned in LAP / TCP (ha)</b>	<b>Estimated Housing Yield (LAPs and TCPs) (Units)</b>
<b>Cobh</b>	12,347	14,543	1,625	1,778	71	72.53	1,907
<b>Total for Municipal District</b>	53,544	72,580	10,993	12,367	430	572	16,025
Current Estimated Strategic Land Reserve (LAPs and TCPs) for this Municipal District is 7.1 Ha Source: Cork County Development Plan 2014- Appendix B, Table B 10							

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

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

### **Urban Expansion Area – Ballynoe Valley**

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

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

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

planning permission was granted for 11 units which has an extension of duration of planning permission granted in 2010.

## Funding and Contributions Scheme

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

## Employment and Economic Activity

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

- 3.2.29 In order to reduce the reliance on commuting for employment and to supplement employment in the more traditional engineering and marine sectors, it would be advantageous to increase the range and quantity of employment opportunities in the town. In this context improving road access is an issue. Tourism has a key role to play in terms of employment opportunities. In addition to the potential of the town as a significant attraction in itself, there is also additional benefit to be optimized from the cruise liner industry and the town's position as a gateway to other harbor attractions including Spike Island.
- 3.2.30 There is scope to accommodate small business, offices, restaurants and residential development within the town centre to reduce vacancy and improve vibrancy. This will assist in increasing footfall in the town centre, strengthening its retail function and particularly allowing increased tourism related comparison retail. Given Cobh's established tourist centre status there is additional potential for high quality specialist and niche shops and restaurants.
- 3.2.31 The availability of business land is a crucial issue for Cobh if it is to make any progress towards the 2022 jobs target. In the 2011 Plan, there was just a single site zoned and available for business development in the Environs of 5.4ha, and even this site presents a number of challenges, such as the difficult topography and high voltage powerlines that cross the site.

## Town Centre/Retailing

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

## Community Facilities

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

## **Infrastructure**

### **Roads**

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

### **Walking/ Cycling**

- 3.2.44 Walking: Notably, modern development at Rushbrooke, does not have pedestrian links to the town centre. There is need to ensure that any new development provides quality

pedestrian and cycle links to the town centre, to schools and to recreational facilities and that opportunities to enhance or provide pedestrian links to existing developments are sought. In some areas retrospective provision of pedestrian links is currently required. The potential for improvement of pedestrian links such as the stairs from the Cathedral to the town, widening of narrow footpaths, and provision of facilities for mobility impaired also needs to be considered.

- 3.2.45 Cycling: The Local Area Plan should address the complete lack of cycle facilities in the town. It could also highlight the opportunity to provide a cycle path to the passenger ferry to link to the Passage West to Rochestown cycle network across the harbour as well as improvements to Tay Road and Ballynoe in line with the recommendations of the Draft Cork Cycle Network Plan, 2015.

### **Public Transport**

- 3.2.46 Rail Service: Cobh has a regular commuter rail service to Kent Station in Cork City providing a half hourly service in the peak. The journey time is just 24 minutes and the train serves five intermediate stations on route to the city; Rushbrooke, Carrigaloe, Fota, Little Island, and Glounthaune. It is also possible to travel to Carrigtwohill and Midleton by changing at Glounthaune. This is an important asset to the town and measures to increase its use, such as facilitating easier access to the station are proposed in this plan. Provision for a new station near the ferry at Ballynoe was proposed in the previous Local Area Plan and has been carried forward as a proposal in this plan.

- 3.2.47 Bus service: The absence of a bus service for the town effectively means that only those areas of the town close to the rail route have a public transport service. The need for a town bus linking with the rail service, and a bus service linking Cobh with other areas such as Mahon, Douglas, Wilton, Carrigtwohill/Midleton could be explored as the train only serves Cork City Centre and Little Island employment locations. There is also a need to consider improved connections at Kent Station and improved access at Little Island.

- 3.2.48 Ferry: A cross river car and passenger ferry service operates between Carrigaloe (north of Rushbrooke) and Glenbrook (Passage West). The ferry runs daily and the crossing takes four minutes. The ferry offers the ability to cross from one side of the harbour to the other while avoiding traffic congestion at the Dunkettle and Bloomfield Interchanges and the city centre and giving easy access to the Strategic Employment Centre of Ringaskiddy as well as Carrigaline and Monkstown.

### **Water Supply**

- 3.2.49 Generally, water supply is considered sufficient to meet the needs of the town. Water is supplied to the Cobh Regional Water Supply Scheme from the Tibbotstown reservoir via an abstraction from the Owenacurra River at Ballydesmond. Significant increases in demand led to an augmentation of that supply from the waterworks at Glasaboy via the 750/900mm Little Island trunk main and the Ballard Hill pumphouse. The bulk of the town's water supply now comes from Glashaboy.

- 3.2.50 Pipes have been replaced in areas of the town previously affected by lead. Pressure problems in the town have been resolved through the construction of a 2,000 cubic metre reservoir on Ballard Hill that was commissioned in 2000 and which boosts water into the Tibbotstown/Cobh trunk main. This supply is considered adequate to cater for any future development in the town.

### **Wastewater**

- 3.2.51 Untreated effluent from Cobh Town currently discharges into Cork Harbour contributing to the problem of poor water quality in the harbour. The Cork Lower Harbour Sewerage Scheme is

intended to upgrade the existing wastewater infrastructure in the Lower Harbour and Environs including separation of foul and storm water, new pipelines, new pumping stations, a marine crossing and the construction of a new Wastewater Treatment Plant at Ringaskiddy, resulting in a significant improvement in water quality in the harbour. This scheme is currently under construction and is expected to be commissioned during the lifetime of this Plan.

- 3.2.52 The North Cobh Sewerage Scheme serves the northern part of the town and provides foul and surface water drainage with a temporary foul outfall to Cork Harbour as part of an advance contract to the Cork Lower Harbour Sewerage Scheme. The temporary wastewater treatment plant has a design capacity of 4,000 PE but has the capacity on site to expand to 8,000 PE if required in the future. When the Cork Lower Harbour Sewerage Scheme is complete the foul wastewater from the North Cobh area will be diverted to this scheme.

### **Surface Water**

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

### **Flooding**

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

## **Environment and Heritage**

### **Water Quality**

- 3.2.55 The water quality of the coastal waters of Cobh are designated as moderate quality and it is an objective of the South West River Basin District Management Plan to restore this water body to good status by 2021. The water of the outer harbour adjoining the south of Great Island have been assessed as failing good chemical status against established EU wide standards. Untreated wastewater currently discharges from Cobh Town (except for the northern parts of the town served by the temporary treatment plant) and the absence of an urban wastewater treatment plant is contributing to the only moderate water quality recorded in the Harbour.

- 3.2.56 The delivery of the Lower Harbour Sewerage Scheme is crucial to achieving improvements in water quality in the harbour. Completion of the scheme will provide high quality waste water treatment capacity for the population/industrial centres of Cobh, Carrigaline, Passage West, Monkstown, Glenbrook, Ringaskiddy, Shanbally and Coolmore.

### **Landscape**

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

### **Natural Heritage Sites**

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

### **Scenic Routes**

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

#### **Record of Protected Structures**

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

#### **Architectural Conservation Areas**

3.2.61 ~~There are five ACAs included in Cobh as follows;~~

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

#### **Archaeology**

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

#### **Planning Proposals**

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

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

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

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

#### **Development Boundary**



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

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

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

## Residential Development

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

## Employment

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

3.2.71 ~~As part of the wider strategy of promoting Cork Harbour as an international energy hub the site may have potential in relation to off shore / marine energy developments e.g. in the manufacture / repair of plant associated with such development. Cork Harbour is also being promoted for marine leisure activities and additional marinas which may in future generate more demand for the facilities on site from the pleasure boat sector.~~

3.2.72 Cobh is positioned to offer a unique integrated tourism product, by way of expansion of the established cruise liner industry and further enhancement of the town such that it can act as a tourism destination in itself as well as performing as a strategic tourism gateway to Cork and the wider South West Region.

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

## Infrastructure

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

## Town Centre

- ~~3.2.79 A core principle of this Plan is to enhance and strengthen the existing town centre, centred on the seafront at Westbourne Place, Casement Square, Pearse Square and extending along West Beach and East Beach, as the focus for the town and the centre of the community. In order to achieve this, the economic and retail functions of the town need to be strengthened and vacancy reduced in order to enhance the vitality of the town centre. In addition, the potential of the Waterfront needs to be maximised and further investment is needed in improving the public realm and the quality of urban environment and in strengthening linkages between the town centre / Waterfront and the rest of the town. Residential uses also need to~~

~~be encouraged, particularly within the Town Centre, to address population decline and to ensure vibrancy in the evening time.~~

- 3.2.80 ~~In terms of the development of the Waterfront, the Cobh Urban Design Feasibility Study 2009 highlights the potential to develop the waterfront around a series of nodes, each having a specific maritime function. The study is an important development framework providing guidance in relation to the future development of the Waterfront. Any development along or overlooking the waterfront will have to be sensitively designed in order to respect the setting of the town, maintain important views to the harbour and negate any undue environmental impacts within the wider harbour. However, the study has not been subject to screening for impacts on sites designated for nature conservation within the wider harbour area and projects will need to be screened for impact prior to implementation.~~

## Retail Development

- 3.2.81 ~~Cobh Town Centre is focused around the seafront at Westbourne Place, Casement Square, Pearse Square and extending along West Beach and East Beach. Some retail activity also remains at the western end of Harbour Row. This area comprises the core shopping area and accommodates a number of small convenience shops serving local needs and a range of comparison outlets. The Core Shopping Area is identified on the Land Use Zoning Map. There is a further concentration of retail activity at Midleton Street.~~

- 3.2.82 The main area for convenience shopping is now within the environs of the town at Ticknock where there have been new developments in recent years to accommodate Supervalu, Aldi and Lidl Supermarkets. This development is considered to have addressed existing constraints within Cobh town centre for larger retail units. The area shall be retained as part of the Existing Built Up Area.

- 3.2.83 An additional area immediately adjoining the existing Ticknock development has been zoned as Special Policy Area to cater in the medium to long term for the population growth that is expected to occur on foot of the development of Ballynoe. This area may include scope for additional convenience retailing to provide for the planned residential expansion at Ballynoe, subject to a detailed Retail Impact Assessment and Sequential Approach as per the relevant Retail Planning Guidelines.

- 3.2.84 ~~A centra supermarket remains on West Beach and there are other smaller local shopping facilities within the residential areas of the town, most notably at Newtown where there is a Londis supermarket on a site with a petrol station and some ancillary retail services. Other local facilities are available at Rushbrooke, Carrignafoy, near Kirkwood Villas and at the corner of Lake Road / High Road but this shop premises is currently vacant. The retention of these smaller convenience shopping facilities is essential going forward to ensure that some local shops are available convenient to the town's population which can be accessed on foot and the Plan seeks to encourage the retention of these small local shops / services.~~

- 3.2.85 ~~The Town Centre CH-TC-01 will form the primary focus and preferred location for new retail development within the town and will provide for a range of complementary uses including shops, food supermarkets, civic buildings and general offices, car parks, banks & other retail and financial services, professional practices, office based industry, residential, guest houses, hotels, hostels, restaurants, entertainment, leisure, recreation and community uses. Residential uses within the town centre are particularly important in contributing to vibrant and safe evening environment and high quality residential development, particularly that aimed at owner occupiers will be encourage at appropriate locations. In order to protect the overall amenity, vitality and character of the town centre, the Planning Authority will impose controls as necessary on the mix of uses to be accommodated within the town centre, hours of~~

~~operation of premises and on the management of litter and odour. In order to protect the vitality of the town centre the proliferation of certain uses which threaten the vibrancy and mixed-use character of the town centre will be discouraged.~~

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

## Community Facilities

### Open Space

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

## Ballynoe Urban Expansion Area

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

## Constraints

### Transportation

- 3.2.91 The capacity of the local road network is a key issue in relation to the delivery of future residential development both for the Ballynoe area and the town of Cobh in general. The critical access issue is its island nature with a single, narrow, historic bridge functioning as the only road link to the Mainland. Belvelly Bridge is a stone arch bridge with a carriageway width of only 5.5m leading to capacity issues and has been subject to periodic flooding. The R624 is poorly aligned in parts and experiences serious capacity issues at peak commuting times.

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

### **Water Services Infrastructure**

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

### **Transmission Lines**

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

### **Topography**

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

## **Land Use Proposals**

### **Residential Development**

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

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

### **Transportation**

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

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

### **Retail**

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

### **Phasing and Implementation**

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

3.2.104 A total of 2 **indicative** development phases are identified ~~within the site~~. This Local Area Plan specifies for each phase; the number of residential units, open space requirements, educational facilities, social facilities, amenities, physical infrastructure and access strategy required, thereby setting out the enabling works that are required to allow development to commence.

**As the ownership of this site is fragmented amongst several land owners, one of the challenges faced in implementing these proposals is the need to develop a model for the funding and provision of critical 'on' and 'off' site infrastructure so that the cost is equitably shared by those subsequently carrying out development. The County Council has established a Housing Infrastructure Implementation Team which is currently developing proposals that will secure the delivery of the relevant infrastructure on this site.**

Because of the importance of the site to the overall delivery of new housing in Metropolitan Cork and because of its strategic location close to the Cobh railway line, the County Council is giving consideration to the potential for it to step in and deliver the core infrastructure (including access roads, water services and particular areas of open space) that will enable individual parcels of zoned land to be developed independently of each other but in accordance with appropriate planning principles as set out in this Local Area Plan. Once firm proposals are developed, the County Council will consult with landowners/developers and other stakeholders.

In the interim, development proposals that can provide the necessary infrastructure can be considered for permission.

Through the system of development contributions and agreements (provided for by sections 47, 48 and 49 of the Planning & Development Act 2000), developers will be required to reimburse the full costs incurred by the County Council as the development progresses.

### **~~Phase 1~~**

~~3.2.105 This phase of the development covers an area of approximately 41.2 hectares. It is located on the western side of the Ballynoe masterplan area, in closer proximity to the proposed new rail station. The developable area consists of 25.8 ha of residential land with 9.6 ha for the provision of open space, a 4.5 hectare site for business use and a primary school site of 1.3 ha. This phase will provide up to 450 residential units which will generally be of medium B density of development.~~

~~3.2.106 There are a number of significant infrastructure interventions that are required as part of the delivery of this phase of development. Improved pedestrian and cycle connectivity is required along the Ballynoe Road connecting phase 1 developments to the proposed rail station at Ballynoe. Improvements, provision of adequate pedestrian facilities are required along the Tay Road from the junction with the R624 road where a new rail station is planned, up to the junction with the Ash Grove Road. New link roads are required both from the Tay Road and the Ballynoe Road to serve proposed developments.~~

~~3.2.107 In term of Water Supply and wastewater treatment, the provision of the Cork Lower Harbour Main Drainage Scheme will ensure capacity for development of the lands. The treatment plant should be operational and capable of receiving and treating effluent prior to the commencement of development in Phase 1. Water supply is again the responsibility of Irish water.~~

### **Phase 2**

3.2.108 This phase of the development covers an area of approximately 24.2 ha of which approximately 18.1ha is considered to be suitable for residential development. This will provide up to 250 residential units which will consist of a mix of Medium B development. The lands are located to the west of Ticknock.

3.2.109 As with phase 1, there are a number of infrastructure interventions required upgrades will be required along the eastern stretch of the Tay Road from the Ash Grove Road to the Hilltop Park Road. New link roads are required throughout the area to improve connectivity within the site but also improve connections between new developments and existing residential development to the south and new town centre development to the east on the T-03 site.

**Table 3.2.3: Phased Development Programme for Ballynoe Urban Expansion Area:**

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




	<p><b>Education</b></p> <ul style="list-style-type: none"> <li>• Provision of a primary school. (Dept of Education). The lands should be reserved for a 16 classroom primary school. The site should be procured by the Dept of Education.</li> </ul>
<p>➤ <b>Phase 2</b> <b>450- 700 Dwelling</b> <b>Units</b></p>	<p><b>Water Services</b></p> <ul style="list-style-type: none"> <li>• Provision of Water Supply Reservoir (<i>Irish Water</i>)</li> <li>• Provision of capacity for Waste Water Treatment and collection (as required). (<i>Irish Water</i>)</li> <li>• Implementation of SUDS Study Recommendations</li> </ul> <p><b>Transport</b></p> <ul style="list-style-type: none"> <li>• Upgrade pedestrian and cycle connections along eastern part of Tay Road to junction with Hilltop Park road (CH-U-08)</li> <li>• Provision of new link Road (CH-U-09) connecting to existing development in CH-R-04 and linking with CH-U-11</li> <li>• Provision of new link road (CH-U-10)</li> <li>• Provision of CH-U-11 to provide access to Hilltop Park road through the CH-T-03</li> </ul> <p><b>Education</b></p> <ul style="list-style-type: none"> <li>• Provision of a primary school. (Dept of Education). The site should be procured by the Dept of Education.</li> </ul>

### Regeneration Sites

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

Table 3.2.4: Regeneration Areas in Cobh	
Map of Regeneration Areas	Number and Description

**Table 3.2.4: Regeneration Areas in Cobh**

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

## General Objectives

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

Objective No.	<u>General Objectives for Cobh</u>
CH-GO-01	<p>Taking account of development already completed or under construction, secure the development of 2,088 new dwellings in Cobh Environs over the lifetime of the plan in order to facilitate the sustainable growth of the town's population to 14,543 people over the same period.</p> <p>These will be provided through the development of land for which planning permission has already been granted and by the development of land designated for development in this plan.</p>
CH-GO-02	<p>(a) In order to secure the population growth and supporting development proposed in CH-GO-01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for developments</p>

	<p>within this area.</p> <p>(b) All new development shall be connected to the public water supply, the public waste water treatment system and shall make adequate provision for storm water disposal. New development will be contingent, in the interim on the upgrade of the North Cobh Sewerage Scheme, and in the longer term, on the provision of the Lower Harbour Sewerage Scheme.</p>
CH-GO-03	<p>Cobh Town adjoins Cork Harbour and is adjacent to the Cork Harbour Special Protection Area. Development within Cobh will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of Natura 2000 sites. Protection and enhancement of biodiversity recourses within the receiving environment of the town will be encouraged.</p>
CH-GO-04	<p>Secure the completion of a feasibility study on the proposed new passenger station at Ballynoe.</p>
CH-GO-05	<p>Seek to improve access from the N25 to Cobh, subject to ecological assessment. In the absence of significant progress on these road improvements, new development will be limited.</p>
CH-GO-06	<p>Secure the delivery of the key supporting infrastructure required under Table 3.2.3 to ensure the delivery of CH-R-01 to <del>CH-R-20</del>, excluding CH-R-05, CH-R-06, CH-R-07 <del>and CH-R-08</del>.</p>
CH-GO-07	<p>Secure the completion of an integrated local transport plan for Cobh.</p>
CH-GO-08	<p>Ensure that provision is made in proposals for new development, particularly for housing, office, retail, industrial and educational uses to provide safe, convenient and pleasant routes linking the development to the proposed railway station at Ballynoe as well as back to the principal areas of the town for walkers and cyclists.</p> <p>In achieving this objective, special attention will be paid to the layout of the development to ensure that appropriate measures are taken to establish a walking and cycling friendly environment.</p>
<del>CH-GO-09</del>	<p><del>To improve public realm spaces within the Town Centre and to allow greater connectivity between existing and proposed development areas.</del></p>
CH-GO-10	<p>Provide a landscape framework plan for each phase of development as part of a landscape strategy for the Ballynoe Urban Expansion Area. Provide for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage protect the visual amenity of the area.</p>
CH-GO-11	<p>All development shall contribute to improved pedestrian and cyclist connectivity and shall include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities for cyclists, as appropriate.</p> <p>It is an objective of this plan that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools, the town centres in accordance with the Metropolitan Cycling Strategy.</p>
CH-GO-12	<p>All proposals for employment related development shall be required to</p>

	prepare and submit a mobility management plan that maximise the use of public transport options/ passenger rail services
CH-GO-13	Retain a substantial proportion of existing landscape features, including field banks, hedgerows, <del>and</del> treelines <b>and masonry walls</b> within zoned lands.
CH-GO-14	Design an integrated approach to surface water management which considers land use, water quality, amenity and habitat enhancements. Thereby, replicating the current Greenfield rate of surface water runoff post development to prevent flooding of lands and settlements downstream. A Sustainable Urban Drainage Strategy should be completed for the site prior to development.
CH-GO-15	<b>To preserve and protect the archaeological and architectural heritage both formal and vernacular and heritage features which contributes to the character of Cobh including historic boundaries, walls, gate piers, street furniture.</b>

## Specific Objectives

Local Area Plan Objective		
Specific Development Objectives for Cobh		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
<b>Residential</b>		
CH-R-01	Medium B density residential development to include a mix of house types and sizes.	8.4
CH-R-02	Medium B density residential development to include a mix of house types and sizes.	5.9
CH-R-03	Medium A density residential development to include a mix of house types and sizes. Any layout shall be designed to allow for connectivity with, and in particular pedestrian and cyclist movements between, the masterplan lands to the west.	7.1
CH-R-04	Medium A density residential development to include a mix of house types and sizes and to include the provision of a sports pitch. Any layout shall be designed to allow for connectivity with, and in particular pedestrian and cyclist movements between, the masterplan lands to the north.	10.4
CH-R-05	Medium A density residential development.	1.6
CH-R-06	Medium A density residential development to include a mix of house types and sizes with provision for a nursing home.	5.8

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Cobh</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		<b>Approx. Area (Ha)</b>
CH-R-07	Medium B density residential development to include a mix of house types and sizes, with 20 metre tree planted buffer along the northern site boundary.	4.4
<del>CH-R-08</del>	<del>Medium B Density residential development</del>	<del>2.0</del>
<del>CH-R-09</del>	<del>Medium B Density residential development</del>	<del>1.2</del>
<b>Ballynoe Urban Expansion Area - Phase 1 (Refer to Table 3.2.3 and Text in Phase 1)</b>		
CH-R-10	Medium B Density residential development	14.1
CH-R-11	Medium B Density residential development	4.0
CH-R-12	Medium B Density residential development	5.2
CH-R-13	Medium B Density residential development	5.7
CH-R-14	Medium B Density residential development	2.0
CH-R-15	Medium B Density residential development	4.0
CH-R-20	Medium B Density residential development	0.7
<b>CH-R-22</b>	<b>Medium A Density Residential development. Development of these lands shall include landscaping proposals and shall be accompanied and informed by a comprehensive Visual Impact Assessment Statement.</b>	
<b>Ballynoe Urban Expansion Area - Phase 2 (Refer to Table 3.2.3 and Text in Phase 2)</b>		
<b>CH-R-16</b>	<b>Medium B Density residential development INCREASE SIZE TO INCORPORATE CH-O-09</b>	<b><del>7.2</del></b>
CH-R-17	Medium B Density residential development	4.8
CH-R-18	Medium B Density residential development	2.6
CH-R-19	Medium B Density residential development	3.5
<b>Business</b>		
CH-B-01	Business development, to exclude all forms of retail development including retail warehousing. Access to these lands shall be by means of a single access point onto the county road to the west of the site and subject to a detailed Traffic and Transport Assessment and Road Safety Audit.	7.8

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Cobh</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		<b>Approx. Area (Ha)</b>
CH-B-02	Business development, to exclude all forms of retail development including retail warehousing.	4.5
CH-B-03	Business development, to exclude all forms of retail development including retail warehousing.	3.9
<b>Industry</b>		
CH-I-01	<p><del>To retain and develop this site as a dockyard in view of the strategic and specialized nature of its infrastructure and to facilitate the development of complementary marine related industrial uses.</del></p> <p><del>Part of this site is also considered suitable for the provisions of a park and ride facility to serve Rushbrooke Train Station.</del></p> <p><b><u>*Δ</u></b></p>	<u>16.3</u>
<b>Town Centre</b>		
<u>CH-TC-01</u>	<u>Town Centre/Neighbourhood Centre*</u>	<u>4.5</u>
<u>CH-TC-02</u>	<u>Town Centre/Neighbourhood Centre</u>	<u>0.35</u>
<b>Community</b>		
CH-C-01	<p>New railway station including provision of park and ride facilities on the seaward side of the road.</p> <p><b>*</b></p>	0.8
CH-C-02	Extension to cemetery.	1.2
CH-C-03	Community/Utility Uses – Provision needs to be made for a primary school site of approximately 2.5ha.	1.9
CH-C-04	Community/Utility Uses	1.3
<b>Open Space, Sports, Recreation and Amenity</b>		
CH-O-01	Passive open space. The area makes a significant contribution to the attractiveness of longer distance views from the Passage West	5.7

Local Area Plan Objective		
Specific Development Objectives for Cobh		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		Approx. Area (Ha)
	area and would benefit from the provision of structural landscaping and a seating area, and the provision of a children's playground on the eastern part of the site	
CH-O-02	Passive open space.	7.4
CH-O-03	Active Open Space - Maintain existing playing pitches and sports facilities.	3.7
CH-O-04	Active Open Space - Maintain existing playing pitches and sports facilities.	3.3
CH-O-05	Active Open Space - Maintain existing playing pitch.	1.9
CH-O-06	Active Open Space - Maintain existing playing pitch and sports facilities.	2.4
CH-O-07	Active Open Space for provision of allotments.	4.3
CH-O-08	Active Open Space - Provision of playing pitches and sports facilities.	5.3
<del>CH-O-09</del>	<del>Active Open Space</del>	<del>2.7</del>
CH-O-10	Active Open Space	1.4
CH-O-11	Active Open Space - Maintain existing playing pitches and sports facilities.	1.5
<del>CH-O-12</del>	<del>Passive Open Space – Maintain existing Memorial Gardens</del>	<del>0.6</del>
<del>CH-O-13</del>	<del>Active Open Space – Maintain existing Pitch &amp; Putt Club</del>	<del>0.4</del>
<del>CH-O-14</del>	<del>Active Open Space – Maintain existing running track and pitch</del>	<del>2.4</del>
<del>CH-O-15</del>	<del>Active Open Space – Maintain existing sports facilities</del>	<del>0.3</del>
<del>CH-O-16</del>	<del>Passive Open Space – Maintain existing gardens and adjoining passive open space</del>	<del>0.9</del>
<del>CH-O-17</del>	<del>Passive Open Space – Maintain quayside park</del>	<del>0.4</del>
<del>CH-O-18</del>	<del>Passive Open Space</del>	<del>0.1</del>

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Cobh</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		<b>Approx. Area (Ha)</b>
<u>CH-O-19</u>	<u>Passive Open Space – maintain public park</u>	<u>0.2</u>
<u>CH-O-20</u>	<u>Passive Open Space</u>	<u>0.5</u>
<u>CH-O-21</u>	<u>Active Open Space – maintain existing football grounds and facilities</u>	<u>1.1</u>
<u>CH-O-22</u>	<u>Passive Open Space</u>	<u>0.3</u>
<u>CH-O-23</u>	<u>Active Open Space – maintain existing sports grounds and facilities</u>	<u>1.6</u>
<u>CH-O-24</u>	<u>Passive Open Space</u>	<u>1.8</u>
<b>Utilities</b>		
CH-U-01	Upgrade to Ballynoe Road and Tay Road – pedestrian and cycle connectivity to proposed train station	-
CH-U-02	Upgrade local road – pedestrian and cycle connectivity to proposed train station	-
CH-U-03	Upgrade local road – pedestrian and cycle connectivity to proposed train station	-
CH-U-04	Provision of New Link Road – Roadline on map is indicative only	-
CH-U-05	Provision of New Link Road – Roadline on map is indicative only	-
CH-U-06	Provision of New Link Road – Roadline on map is indicative only	-
CH-U-07	Provision of New Link Road – Roadline on map is indicative only	-
CH-U-08	Provision of New Link Road – Roadline on map is indicative only	-
<u>CH-U-09</u>	<u>Waterfront amenity walkway/cycleway from the western shore of Whitepoint to the eastern end of the Mall at Bishop Roche Park *</u>	-
<u>CH-U-10</u>	<u>Multi Storey car park subject to high specification design approach appropriate to Architectural Conservation Area.</u>	<u>0.3</u>
<u>CH-U-11</u>	<u>Provision of integrated tourism product including new cruise liner berth, ferry terminal, car park and associated accommodation and commercial services at Lynch's Quay.</u>	<u>0.15</u>



<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Cobh</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
<b>Objective No.</b>		<b>Approx. Area (Ha)</b>
	<u><b>Δ*</b></u>	
<b>CH-U-12</b>	<b>Upgrading of Ticknock to Cobh Road including pedestrian walkways and cycleways</b>	
<b>Special Policy Area</b>		
CH-X-01	To provide for a mixed use development, including provision of a primary healthcare centre. Comparison retail or other town centre uses are not appropriate. Consideration may be given to additional convenience retailing, subject to detailed Retail Impact Assessment and Sequential Approach.  <b>Λ</b>	5.7
CH-X-02	<b>CH-X-02: Medium B Density Residential development on 4.5ha at the eastern extent of the lands, in a woodland setting with pedestrian and vehicular access provision to the adjoining lands to the east. The remainder of the lands, west of the ridgeline, shall provide for open space and woodland with provision for pedestrian and cycling links and car parking to serve the future railway station. Development of these lands shall include landscaping and protection of the more vulnerable slopes and associated habitats, and, shall be accompanied and informed by a comprehensive Visual Impact Assessment Statement.</b>	

## Appendix B1.2: Glanmire

### Vision

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

### Context

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

### Planning Considerations

#### Population and Housing

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

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

### Special Policy Areas – Ballinglanna – Dunkettle Urban Expansion Area

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

### Employment and Economic Activity

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

### Town Centre

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

areas are central to existing and future residential development in Glanmire. The Hazelwood centre itself would benefit from some redevelopment to include enhanced provision for pedestrians.

## Community Facilities

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

## Infrastructure

### Public Transport Connectivity

- 3.3.17 The CASP Update 2008 has acknowledged that there was a lack of appropriate public transport connectivity relative to the population of Glanmire. Significant improvements have been made and Glanmire now has two Bus services the No.221 bus route Glyntown to Cork City Bus Station and the No.245 Mitchelstown to Cork inter town service. The 221 service in general provides a 30 minute bus between Glanmire and Cork city during the morning and evening peak hours. **If future movement patterns are to be less reliant on the private car, then significant further improvements to public transport will be necessary. The development of the Ballinglanna/Dunkettle site will trigger the delivery of significant new road links and other road improvements that will facilitate further improvements to bus services. Consideration is being given to the better integration of the Glanmire services with the Cork City bus network which will help deliver a greater choice of routes and destinations.**

**The Cork Master Plan Transport Assessment carried out by NTA/CCC has identified that in future, the Cork bus services should link the proposed development areas of Ballinglanna and Dunkettle to the existing Glanmire service. In addition, consideration should be given to connections from Glanmire to the Northern Orbital bus route through Blackpool and Ballyvolane/Mayfield as well as to the east to Little Island.**

- 3.3.18 Pedestrian and cycling connectivity with Cork City is also limited, with no dedicated cycling connections available at present. Cork County Council, in association with Cork City Council, has prepared Cycle Network Plan 2015 that provides a clear strategy for the future development of the cycling network within the Metropolitan Area, including Glanmire. The aim is to encourage a greater use of cycling for trips to work, school, recreation and leisure. The interventions set out in the plan that relate to Glanmire will be incorporated into this Local Area plan.

### Road Infrastructure

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

### **Waste Water Infrastructure**

- 3.3.20 The wastewater scheme serving Glanmire starts at Sarsfield Court and gravitates along the valley to a pumping station at Glanmire Bridge. The sewage is pumped to the top of the hill at Dunkettle and from there it gravitates to a pumping station at Little Island where it is connected to the treatment plant at Carrigrenan, Little Island. **Development proposals in this plan will require local upgrades to existing Irish Water infrastructure (e.g. pumping stations etc) and intending developers will need to enter agreements with Irish Water regarding the connection of new development to Irish Water infrastructure.**

### **Water Supply**

- 3.3.21 There are two water supply schemes serving Glanmire; the Glanmire Regional Water Supply Scheme and the Glashaboy Water Supply Scheme. There is sufficient capacity at the Glashaboy scheme to accommodate the targeted population growth. **Intending developers will need to enter agreements with Irish Water regarding the connection of new development to Irish Water infrastructure.**

## **Environment and Heritage**

### **Landscape and Visual Amenity**

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

### **Scenic Landscapes and Scenic Routes**

- 3.3.23 Parts of the town are designated scenic landscape. Much of this landscape is associated with Glashaboy River and also included, to the north of the town, is a steeply sloping area of land which makes a significant contribution to the setting of Riverstown. Scenic route S41 traverses the town to the south.
- 3.3.24 In relation to developments in Dunkettle, the steep slopes, overlooking Glanmire and forming the western part of the site will not be developed. Elsewhere, the existing hedgerows and mature trees will be retained to form the basis of the new development.
- 3.3.25** Specific regard will be given to the need to ensure that development proposals will not adversely affect the character and integrity of Dunkettle House and its setting.

### **Protected Structures**

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

### **Proposed Natural Heritage Areas**

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

### Archaeological Heritage

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

### Surface Water / Flooding

- 3.3.29 Parts of Glanmire have been identified as being at risk of flooding. The areas at risk follow the path of the Glashaboy River, that runs to the south of the town and are illustrated on the settlement map. Those areas most directly affected include the Meadowbrook estate, lands to the north west of the town and open space and town centre zonings. In 2012 and again in 2015, the town was seriously affected by flooding and as a result of these flood event, the OPW have prepared a Glashaboy flood relief scheme that needs to be implemented. The scheme is intended to be implemented within the lifetime of this Plan **and will be used to inform the implementation of protective works in the area.**

## Planning Proposals

### Overall Scale of Development

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

### Development Boundary

- 3.3.32 The development boundary of Glanmire remains unchanged. To the east of Glanmire, the boundary follows the N8, to the west and south the boundary provides a clear separation from the City's North Environs and Little Island respectively.
- 3.3.33 The development boundary includes the existing built up area and those areas that are the subject of specific zoning objectives. Development proposals on lands not covered by a specific zoning objective, will be considered in relation to the following:
- The objectives of the County Development Plan 2014;

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

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

## **Residential**

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

## **Employment**

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

## **Town Centre Development**

3.3.37 The Hazelwood centre has been identified as the focal point for retail provision in the town. While the centre performs an important function, its layout and design do little to create a pedestrian orientated urban environment. One of the principle aims of this plan is to enhance the quality of retail services offered in Glanmire by extending the town centre to include parts of Riverstown. Part of the town centre in Riverstown has been developed with two convenience supermarkets having been constructed in recent years. Part of the GM-T-02 site is still available for further development and there is scope for further small scale comparison retail offerings within this area.

3.3.38 A new town centre zoning (GM-T-03) has been included in Glanmire village on a former industrial site, now named "Glanmire Village Business Park", south of Glanmire Bridge, which currently accommodates a range of retail services type uses including a cafe, hairdressers, Monkey Maze play centre and a mix of other business uses, served by an off street car park. Visually the appearance of this former industrial park detracts from the amenities of the village centre. It is hoped that the zoning of these lands for town centre use will facilitate the regeneration of this important site at the entrance to Glanmire.

3.3.39 A key element of this retail strategy is the need to ensure appropriate pedestrian and cycling connectivity between those areas identified for town centre use, particularly the GM-T-01 and the GM-T-02 sites. This can be achieved by paying particular attention to public realm enhancements in Hazelwood and by improving the quality of the streetscape in Riverstown. In addition, the route for a possible pedestrian connection between the

GM-T-01 and the GM-T-02 sites has been identified. This important access route would serve to enhance connectivity between the existing retail services in Hazelwood and the new facilities to be provided on the GM-T-02. The provision of this route and the completion of the GM-U-04 will improve circulation within this particularly congested part of Glanmire

3.3.40 In addition, any proposals for town centre development will need to be accompanied by a detailed transportation assessment which will need to address the following issues:

- Public transport accessibility,
- Pedestrian and cycling connectivity
- Car parking provision.

### **Community Facilities**

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

### **Open Space/Agriculture**

3.3.42 Glanmire derives considerable amenity value from its well-wooded setting and meandering riverbank, town park, estate demesne garden, sporting facilities and open spaces.

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

### **Special Policy Area (X-01 Dunkettle House)**

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

### **Funding and Contributions Scheme**

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



- 3.3.46 To overcome these difficulties the County Council is proposing to co-ordinate development and infrastructure provision between the various agencies and landowners through the use of agreements under Section 47 of the Planning and Development Acts as described in Section 1
- 3.3.47 Intending developers are advised to enter discussions with the County Council at an early stage so that proposals for the funding and delivery of infrastructure to support the proposed development can be agreed at the outset.

### Dunkettle/Ballinglanna Urban Expansion

3.3.48 ~~It is the objective of the Cobh Municipal District Local Area~~ **This plan provides to allow for an orderly development of the Dunkettle/Ballinglanna area of Glanmire and maximising the development quantum relative to investment in off-site infrastructure. The previously zoned X-01 masterplan area has now been divided into a number of smaller residential zones (GM-R-04 to GM-R-07) in order to facilitate development in line with infrastructure provision. The GM-R-06 zoning was not originally included in the X-01 masterplan area but the development of the site will share the same infrastructure and therefore its development needs to be coordinated with that of the other sites in this vicinity.**

3.3.49 Development within the area will be phased **according to the planned programme for infrastructure delivery. The first phase of infrastructure delivery will focus on** ~~Phase 1 will be confined to the Ballinglanna area (GM-R-04).~~ **The critical consideration is to ensure that traffic generated by new housing makes no significant impact on the existing Dunkettle interchange in the years prior to its planned upgrade.**

**To avoid unsatisfactory impacts on the Dunkettle interchange, Phase 2 will deliver new housing following the upgrade of the interchange, focusing largely on the Dunkettle lands (GM-R-05 to GM-R-07).** ~~The timing of each~~ **Each phase of development is directly linked to infrastructure requirements as set out in the Transport Assessment and Traffic Modeling Report, with key infrastructure improvements required to service each phase, as set out within Tables 3.3.2 and 3.3.63 below.**

**The off-site infrastructure required to sustain development in phases 1 and 2 will also benefit the existing community in Glanmire and therefore it is proposed that the cost of this investment be shared between intending developers and the County Council. The County Council has sought funding to deliver the infrastructure for both phases of development and the design process is now underway. It is hoped that a start on site can be made during 2018. The aim will be to deliver the first phase infrastructure in tandem with the development of the first phase of new housing. The developer's contribution to this will be recouped through the provisions of section 47 or 48 of the Planning and Development Act 2000.**

3.3.50 Development within each phase should vary in terms of type, **tenure** and density in order to avoid uniformity in design **and to ensure that a broad spectrum of housing needs are addressed through the development.** In addition, having regard to the central importance of movement within the site, all development phases will be required to demonstrate the availability of permeability through the site to access critical pedestrian, cyclist, public transport and vehicle transport infrastructure.

3.3.51 Specific development guidance on required infrastructure provision for each development phase is outlined in the following sections.

#### Phase 1

3.3.52 This phase of the development covers a developable area of approximately 36.05 hectares and ~~will provide up to 400 residential units which~~ will consist of a mix of Medium A and Medium B density development. The lands are located to the north of the Dunkettle Road with access primarily through the Fernwood Estate further north **and Dunkettle Road in the south. A new configuration of the junction between the Dunkettle Road and the proposed development has been designed to provide an improved link with the town of Glanmire through a signalized tee junction with the Dunkettle Road. The early delivery of the road link to the Fernwood development to the north is considered critical to the integration of this site into the built fabric of the town of Glanmire. The Transport Assessment identified that approximately 400 houses can be constructed prior to the upgrading of the Dunkettle Interchange.** Phase 1 will also require the provision of a local centre and **land set aside for the provision of** a primary school.

## Phase 2

3.3.53 This phase of the development covers an area of approximately 37.7 ha, the majority of which is considered to be suitable for residential development. This will provide up to 800 residential units which will consist of a mix of Medium A and Medium B density residential development. **The Transport Assessment stated that no residential development can be occupied in this phase until the completion of the Dunkettle Interchange but that development may proceed in planning, design and construction in tandem with the construction of the Interchange.**

3.3.54 Phase 2 will also include the development of Dunkettle House which will retain a special use (GM-X-01) zoning.

## Implementation and Infrastructure Provision

3.3.55 An implementation programme will be applied to each phase of the development which will ensure that **construction** will proceed in an orderly and timely manner with the appropriate infrastructure in place at the right time to allow each phase to be developed.

3.3.56 Irish Water will be responsible for the funding and provision of water supply and waste water treatment capacity ~~and it is the intention of Irish Water to include funding of these projects as part of their next investment cycle. The design and layout of water services will require consultation with Irish Water.~~ **Intending developers will need to enter a new connection agreement with Irish Water.**

3.3.57 Future bus service provision and the potential for bus to meet the future public transport requirements for Glanmire and the masterplan lands will be considered as part of a package of transport interventions. This will include the provision of high levels of permeability within and between new and existing development areas which facilitates the operation of bus services through these areas, at an early stage in their development.

3.3.58 The infrastructure trigger points for each phase of the development are summarised in the following tables and are expected to cost c.€10m;

<b>Table 3.3.2: Dunkettle Ballinglanna Road Improvements</b>	
<b>Road junction Improvements</b>	
<b>Phase 1</b>	
➤ <b>Phase 1:</b>	Provide upgraded signalised junction including right hand turn lane on

<b>Table 3.3.2: Dunkettle Ballinglanna Road Improvements</b>	
<b>Road junction Improvements</b>	
<b>0-400 dwellings</b>	<b>Glanmire Rd/Church Road or other acceptable traffic design solutions.</b> <del>otherwise consider barring of right turn movement</del>
	Barring of right turn vehicle on Dunkettle Road at slip road junction to N8.
	Improvement to the Riverstown X-roads junction including extending the right hand turn lanes.
	Signalised junction at Hazelwood Link / Glanmire Road R639.
	New signalised junction Glanmire Road / Glanmire Bridge
	New signalised junction East Cliff Road/L3010
	<del>Additional Bridge on Riverstown Road L3010.</del>
	New Link Road Riverstown L3010 to Hazelwood Road
	Partial upgrade to Dunkettle Road
	New Link Road from Fernwood to Dunkettle Road including fully signalised junction.
	<b>Phase 2</b>
➤ <b>Phase 2</b> <b>400-1200 dwellings</b>	<b>Upgrade to remainder of Dunkettle Road.</b>
	<b>Additional Bridge on Riverstown Road L3010.</b>
	<b>Extended flaring to Tivoli Roundabout northern approach.</b>
	<b>New Dunkettle Free flow Interchange required.</b>
	<b>Road improvement to the County Road between Glashaboy Road and Dunkettle Road (Dark Road)</b>

3.3.59 In addition to the roads and junction infrastructure improvements outlined above, a significant investment will be required in both pedestrian and cycle infrastructure in the Glanmire, Riverstown and Sallybrook area in order to facilitate development in Dunkettle and Ballinglanna. The two main centres, which will attract additional pedestrians and cyclists, are the Hazlewood Shopping Centre and the village centre in Glanmire. Both these centres will require investment in cycle and pedestrian facilities to promote a modal shift from the private car to public transport usage.

3.3.60 Table 3.3.3 below provides a summary of the key Cycle and Pedestrian Infrastructure Improvement works required to support improved access to the villages of Glanmire, Riverstown and Sallybrook.

<b>Table 3.3.3: Dunkettle Ballinglanna - Cycle Pedestrian Improvements</b>	
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<b>Table 3.3.3: Dunkettle Ballinglanna - Cycle Pedestrian Improvements</b>	
<b>Phase 1</b>	
<p>➤ <b>Phase 1:</b> <b>0-400 dwellings</b></p>	Improvements to all inadequate footpaths in Glyntown Area.
	Improvements to all inadequate footpaths along East Cliff Road extending from Dunkettle Road junction to L3010 junction in Riverstown Village.
	Improvements to all inadequate footpaths along L3010 extending from Old Youghal Road/Glanmire Road junction to Brooklodge Grove / L3010 junction Riverstown Village.
	Improvements to all inadequate footpaths along the Glanmire Road Extending from Dunkettle Roundabout to Sallybrook R639.
	Controlled Pedestrian Crossing at East Cliff Road/Glyntown junction improved pedestrian facilities
	Controlled Pedestrian Crossing at Hazelwood Link / Glanmire Road R639 junction improved pedestrian facilities
	Controlled Pedestrian Crossing at Glanmire Road / Glanmire Bridge junction improved pedestrian facilities
	Proposed Cycle lane Route CR02 from Hazlewood junction to Brooklodge Roundabout
<b>Phase 2</b>	
<p>➤ <b>Phase 2</b> <b>400-1200 dwellings</b></p>	New signalised junction East Cliff Road / L3010 with full pedestrian crossing facilities
	Dunkettle Road Upgrade including 2.0m footpaths to improve pedestrian facilities
	Proposed Cycle lane Route CR01 from Tivoli Roundabout to Sallybrook
	Proposed Pedestrian / Cycle Greenway from Sallybrook to Glanmire Bridge along the Glashaboy River.
	Proposed ped/cycle Bridge at Glanmire Village

## Regeneration Sites

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

<b>Table 3.3.4: Regeneration Areas in Glanmire</b>	
<b>Map of Regeneration Areas</b>	<b>Number and Description</b>

**Table 3.3.4: Regeneration Areas in Glanmire**

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

## General Objectives

Local Area Plan General Objectives for Glanmire	
Objective No.	
GM-GO-01	It is an objective of this plan to secure the development of a minimum 1200 new dwellings in Glanmire up to 2023 in order to facilitate the sustainable growth of the town's population from 8,924 to 10,585 people over the same period.
GM-GO-02	The delivery of the GM-R-04, GM-R-05, GM-R-06 and GM-R-07 will be linked to the provision of key transport infrastructure as set out in Tables 3.3.2 and 3.3.3.
GM-GO-03	In order to secure the sustainable population growth and supporting development proposed in GM-GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan and the Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving harbour does not fall below legally required levels.
GM-GO-04	Support the implementation of the flood relief works within the town in accordance with the Glashaboy Flood Relief Scheme. This scheme has been subject to Appropriate Assessment processes.
GM-GO-05	The boundary of Glanmire is adjacent to the Cork Harbour Special Protection Area. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of this site. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.
GM-GO-06	Provide a landscape framework plan as part of a landscape strategy for

Local Area Plan General Objectives for Glanmire	
Objective No.	
	Ballinglanna/Dunkettle Urban Expansion Area. Provide for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage protect the visual amenity of the area.
GM-GO-07	To improve public realm spaces within the Town Centre locations and to allow greater connectivity between existing and proposed development areas.
GM-GO-08	All development shall contribute to improved pedestrian and cyclist connectivity and shall include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities for cyclists, as appropriate. It is an objective of this plan that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools, the town centres in accordance with the Metropolitan Cycling Strategy.
GM-GO-09	All proposals for employment related development shall be required to prepare and submit a mobility management plan that maximise the use of public transport options/ passenger rail services.
GM-GO-10	Retain a substantial proportion of existing landscape features, including field banks, hedgerows and treelines within zoned lands as well as species of biodiversity interest. <b>The area of woodland along the Glashaboy and Butlerstown Rivers function as ecological corridors. Any development within these areas will need to be informed by ecological assessment that ensures the protection of the area and its associated habitats.</b>
GM-GO-11	Design an integrated approach to surface water management which considers land use, water quality, amenity and habitat enhancements. Thereby, replicating the current Greenfield rate of surface water runoff post development to prevent flooding of lands and settlements downstream. A Sustainable Urban Drainage Strategy should be completed for the site prior to development.

## Specific Objectives

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

Local Area Plan Objective		
Specific Development Objectives for Glanmire		
* Flood Risk Obj. IN-01 of Section 1 applies	^ TIA and RSA Required.	
Objective No.		Approx. Area (Ha)
<b>Residential</b>		
GM-R-01	Medium B density residential development, with advanced strategic planting, to be retained in the long-term, on the northern and western edges of the site to act as a definite limit to any further development in this area. Development of these lands should include landscaping and protection of the more vulnerable slopes.	8.4

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Glanmire</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
Objective No.		Approx. Area (Ha)
	<b>^</b>	
GM-R-02	Medium B density residential development	0.9
GM-R-03	Medium B density residential development	5.8
<b>GM-R-08</b>	<p><b>Medium B density residential development, subject to:</b></p> <ul style="list-style-type: none"> <li>– no development (roads, dwellings or structures) within 50m of the existing northern site boundary;</li> <li>– a natural planted corridor to be provided at 50m from the existing northern site boundary;</li> <li>– a comprehensive landscaping scheme including the retention of existing natural growth on the existing site boundaries;</li> <li>– provision of a 25m deep landscaped corridor along the eastern site boundary, and;</li> <li>– access provided via the adjoining residential development under construction to the northwest, the access road shall initially follow the lower site contours and shall minimise its encroachment into the 50m buffer to be provided.</li> </ul>	
<b>GM-R-09</b>	<p><b>GM-R-09: Medium B Density Residential development of individual serviced sites. Development of these lands shall include landscaping proposals and protection of the more vulnerable slopes. Proposals shall be accompanied and informed by a comprehensive Visual Impact Assessment Statement, including the provision of advanced strategic planting to be retained on the northern and western edges of the site, to act as a definite limit to any further development in this area. Existing woodland on the eastern portion of the site is not suitable for development and must be protected.</b></p> <p><b>*</b></p>	
<b>Residential Development in Dunkettle and Ballinglanna</b>		
<b>Phase 1 (Refer to Table and Text Phase 1)</b>		
GM-R-04	<p>Development in this area will be a mix of Medium A and Medium B density residential development. Development on this site is to <del>limited to 400 units</del> be linked to <b>the provision of the</b> infrastructure requirements as set out in Tables 3.3.2 and 3.3.3. <b>Land should be set aside for</b> <del>also be made within the site for</del> a new 16 classroom primary school and a local</p>	36.0

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Glanmire</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
Objective No.		Approx. Area (Ha)
	shopping centre <b>should be provided</b> with a range of appropriate convenience retail services in tandem with the development of these lands.	
<b>Phase 2 (Refer to Table and Text Phase 2)</b>		
GM-R-05	Medium A density residential development.	17.4
GM-R-06	Medium B density residential development.	3.3
GM-R-07	Medium B density residential development.	17.0
<b>Industry</b>		
GM-I-01	Industrial estate development suitable for small to medium sized industrial units. <b>*</b>	4.6
<b>Town Centre</b>		
GM-T-01	It is an objective to consolidate the Hazelwood Shopping Centre and provide connectivity, both pedestrian and cycling, to the new Riverstown Town centre and town park. Particular attention to be given to public realm enhancements. <b>*</b> <b>^</b>	4.8
GM-T-02	It is an objective to facilitate the expansion of Glanmire town centre by encouraging retail and office development where services are provided to visiting members of the public. Any proposals for development within this area should: comply with the overall uses acceptable in town centre areas, make provision for a new public car park, the exact location and size of which to be agreed with the Council, provide for new town centre streets and include proposals for public realm improvements. <b>*^</b>	5.0
GM-T-03	Encourage the redevelopment of this area for town centre uses. Any proposals for development within this area should: <ul style="list-style-type: none"> <li>• comply with the overall uses acceptable in town centre areas,</li> <li>• make provision for a new public car park, and include proposals for public realm improvements.</li> </ul> <b>*^</b>	1.1
<b>Community</b>		
GM-C-01	Provision for community facilities and uses to support	1.8



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

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

## Appendix B1.3: Cork City North Environs

### 3.4 Cork City North Environs

#### Vision

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

#### Strategic Context

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

#### Local Context

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

#### Planning Considerations

## Population and Housing

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

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

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

### Special Policy Areas – Ballyvolane Urban Expansion Area

- 3.4.11 The Northern Environs was identified in the CASP update (2008) as a significant growth location, with Ballyvolane identified as the primary location to accommodate additional growth. The 2011 Blarney Local Area Plan required the preparation of a masterplan to guide development using a brief prepared by Cork County Council. A special policy area objective was identified which provided for a minimum of 2,337 and up to 3,600 dwellings through a phased programme of development. This Local Area Plan provides a framework for the development of the Ballyvolane urban expansion area addressing a number of the particular issues relevant to its future development.
- 3.4.12 ~~As such, an integrated transport strategy will need to be prepared in conjunction with Cork City Council.~~ This plan will need to identify proposals for **to facilitate** enhanced public

transport between the site and the city centre and improved road connectivity in the area. It will also need to include provision for improved pedestrian and cycling connectivity within the site and with the city centre. Other localised issues that are dealt with at the end of this section include; the sloping topography and visual prominence, the need for additional water and waste water infrastructure and the number of transmission lines which form part of the ESB network. Concentration of development in one strategic area will facilitate a coordinated, phased approach to development and infrastructure provision.

## Funding and Contributions Scheme

- 3.4.13 The provision of the necessary infrastructure on this site involves the complex co-ordination of investment programmes by a number of infrastructure agencies involving land in a number of different ownerships.
- 3.4.14 To overcome these difficulties the County Council is proposing to co-ordinate development and infrastructure provision between the various agencies and landowners through the **powers available** ~~use of agreements~~ under Sections 47, 48 and 49 of the Planning and Development Acts. ~~as described in Section 1~~
- 3.4.15 Intending developers are advised to enter discussions with the County Council at an early stage so that proposals for the funding and delivery of infrastructure to support the proposed development can be agreed at the outset.

## Employment and Economic Activity

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

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

## Business Development

- 3.4.23** ~~The number of business zonings has reduced in this plan.~~ The operations at the Apple in Holyhill have expanded since the 2011 Local Area Plan including the car parking facilities and realignment of the road that surrounds the site. Permission has been granted within the City Council for further development of the complex at Apple. ~~The remaining undeveloped lands are quite small.~~ **Additional lands to the north of their existing operations have been zoned for business development to provide Apple flexibility into the future.**

There is a new business zoning on the edge of the Ballyvolane Urban Expansion Area which will be located adjacent to the proposed housing and very close to the industrial lands of Kilbarry. The development of the business lands are linked to Phase two in the overall development of lands at Ballyvolane.

## Town Centre Development

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

## Education, Community & Cultural Facilities

- 3.4.26 The Department of Education and Skills identified a requirement for a new primary school in Cork City North Environs based on the 2020 forecast population of 4,581 set out in the

2004 Regional Planning Guidelines. The revised population target of 10,719 will give rise to an additional requirement for educational facilities. The new requirements are approximately 21 additional classrooms for primary school age and 365 post-primary school places. Therefore, it is likely that a new 16 or 24 classroom school will be required in the north environs.

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

## **Infrastructure**

### **Public Transport**

- 3.4.32 At present, public transport in the North environs is restricted to bus services only. The development of a proposed rail station at Kilbarry, which lies within the City Council Administrative Boundary, will enhance public transport permeability within the western portion of the area and will form an important component of enhanced transport options in the North Environs. The Ballyvolane area is not served by the Cork Suburban Rail network. There is an existing bus route serving Gurrabrath and parts of Ballyvolane however enhanced bus priority infrastructure, would represent the most appropriate solution to the transport needs of the area. **Cork County Council will support proposals to**

**enhance public transport connections to the Holyhill and Apple Campus particularly public bus infrastructure and through improvements to the local road connection.**

- 3.4.33 Pedestrian and cycling facilities within the Northern Environs is very inadequate, the road width and topography are limiting factors. The Cork Cycle Network Plan is a joint venture between City and County Councils being prepared at present, it identifies the strategic cycle network existing and proposed within the metropolitan area. Public consultations commenced in September on the network plan. The recommended routes for the Northside will be incorporated into this Local Area Plan.

## **Road Connectivity**

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

## **Water Supply and Waste Water Infrastructure**

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



into the provision of an adequate waste water disposal system including the necessary infrastructure is being prepared at present.

## Flooding and Surface Water Management

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

**In the development of the River Bride (Blackpool) Certified Drainage Scheme a number of potential flood storage areas were identified. It was considered that these were not suitable for use as part of the preferred option for the scheme which is currently to be implemented by the OPW. However, it is considered that these areas may well be of use in terms of enabling the adaption of the scheme to the Climate Change scenario in the future. These areas represent potential future flood storage areas and future development in these areas can only proceed if it is determined that such development will not negatively impact on the future required flood storage capacity as may be required. A flood storage area lies within the development boundary of the North Environs and this has been indicated on the zoning map for the settlement.**

## Environment and Heritage

### Landscape and Visual Amenity

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

### Protected Structures/Built Heritage

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

### Natural Heritage

- 3.4.43 There are no Natural Heritage Areas or sites which are designated under the Wildlife (Amendment) Act 2000 or any Natura 2000 sites designated under the European Habitats Directive 2000 1992 within the Northern Environs. However ~~the Eastern half of the site is located within the Natura 2000 screening zone for the purpose of assessing planning applications having regard to the proximity of Cork Harbour's natural heritage designations.~~ **The eastern half of the site lies within the catchment of Cork Harbour within which there lie two Natura 2000 sites – The Great Island CHaneni SAC and**

**Cork Harbour SPA.** The designations include two Natura 2000 sites namely Cork Harbour Special Protection Area (SPA) site code 004030 and the Great Island Channel Special Area of Conservation (SAC) site code 001058. It is also designated a Ramsar site for wetland protection. There are also a number of pNHA sites within Cork harbour which overlap with some of the boundaries of the Natura 2000 designated sites. The Cobh Local Area Plan will be subject to the Habitats Directive Assessment process similar to that conducted for the 2011 Local Area Plan process.

## Planning Proposals

### Overall Scale of Development

- 3.4.44 Over the lifetime of this plan, it is envisaged that there will be substantial population growth in the North Environs as it represents one of the most sustainable development locations in the metropolitan area, given its proximity to the city centre. The growth of this area however is dependent upon the provision of appropriate public transport and wastewater infrastructure.
- 3.4.45 The planning strategy for the Northern Environs proposed to accommodate a target population of 10,719 people, an increase of 4,027 people on 2011 population levels. It is estimated that an additional 2,281 dwelling units will need to be provided to cater for this level of growth. Given the number of units completed since 2006 and the capacity on the existing residential land supply, which provides for 398 dwelling units and the shortfall in the growth capacity of many of the smaller villages, there is a requirement to zone land to accommodate approximately 2337 units in Cork City North Environs.
- 3.4.46 While the zoning provisions in Cork City North Environs is greater than the population target requirements of the town, this additional land may have a role to play in addressing the uncertainty on the numbers that can be delivered in the villages should different circumstances prevail.
- 3.4.47 The Council's Housing Strategy states that on zoned lands, it will be a requirement that 10% of all land zoned for residential uses (or for a mix of residential and other uses) be reserved for the purpose of social and affordable housing.

### Development Boundary

- 3.4.48 The development boundary for the North Environs of the city reflects the existing built up urban area and additional lands required to accommodate future development. The Eastern boundary of the Ballyvolane Urban Expansion Area has changed but not significantly, additional lands have been included. However, the boundary is drawn to ensure a clear separation of the neighbouring settlements, particularly Blarney to the north and Glanmire to the east. To the south and east, it is formed by the boundary with the City Council. Generally, provision has been made to retain the undeveloped existing zoned areas.
- 3.4.49 The development boundary for the North Environs includes all the areas that are the subject of specific zoning objectives. Development proposals on lands not covered by a specific zoning objective, will be considered in relation to the following:
- The objectives of the County Development Plan 2014;
  - Any general or other relevant objectives of this local area plan;
  - The character of the surrounding area; and

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

### **Employment and Economic Activity**

- 3.4.51 As highlighted earlier, the CASP Update 2008 has identified Kilbarry as a principle centre of employment based development in the northern suburbs of the city. The future development of this area must be underpinned by the provision of high quality public transport and road infrastructure.
- 3.4.52 In order to maximise the employment potential of the Kilbarry Strategic Employment Centre, it is proposed to include a general industrial and enterprise zoning rather than the special policy area that splits the zoning between business and office. The dockland areas in the City Centre are proving to be a more popular environment for offices, with good access to public transport with an attractive waterfront setting.

### **Town Centre Development**

- 3.4.53 The Joint Retail Strategy prepared as part of the review of the Cork County Development Plan 2014 provided for the provision of additional district centres on the northside of Cork City in order to deliver a more equitable distribution of retail floorspace across the city suburbs. Blackpool is the only existing district centre serving the North Environs. Given the population growth targeted for the North Environs, as set out above, Ballyvolane has been identified as a new district retail centre for the area.
- 3.4.54 The lands south of the “Fox and Hounds” are at risk of flooding, there is also a refusal by An Bord Pleanála for retail development for a number of reasons. Lands to the North of Banduff Road adjacent to the Lidl discount store within the Ballyvolane Urban Expansion area will form part of the district centre in conjunction with existing retail development around the Ballyvolane cross roads. The district centre is discussed in more detail in section 3.4.104 on Ballyvolane. The lands south of the Fox and Hounds remain within the district centre zoning subject to the resolution of a number of issues as outlined in the development objective.

### **Business and Industrial Development**

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

trading uses, car showrooms and small/medium scale manufacturing, repairs, warehousing and distribution.

## **Open Space**

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

## **Green Infrastructure and Biodiversity**

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

## **Traffic and Transportation**

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

## **Ballyvolane Urban Expansion Area**

## Policy Background

- 3.4.64 The CASP update (2008) proposed the expansion of Cork's Northern suburbs. Cork County Development Plan 2014 provides for the population of the area to grow to 10,719 persons, representing growth of 4,027 persons on the 2011 population. Most of this growth will occur in the Ballyvolane Urban Expansion area. The 2011 Local Area Plan required the preparation of a masterplan to guide development using a brief prepared by Cork County Council. ~~The masterplan was not completed.~~ It is now intended that the Draft Local Area Plan will put forward a framework for the development of this urban expansion area. ~~A scoping report was also produced following the masterplan which dealt with issues in more detail.~~
- 3.4.65 The **Special Policy Area (X-01)** objective as contained in the 2011 LAP identified the land use requirements on the site as follows:
- To facilitate the development of a minimum of 2,337 and up to 3,600 dwellings through a phased programme of development.
  - Provision for new housing within a clearly defined network of 'character areas' so that each area can develop its own sense of place with a wide range of house types.
  - Provision of appropriate convenience and complementary comparison shopping facilities;
  - Provision of appropriate employment opportunities and improved linkages to the Strategic Employment Centre at Kilbarry
  - Promote permeability within the area and relationship to and linkages with the wider area
  - Proposals for the creation and treatment of public realm and open space within the area having regard to the topography of the area, in particular the visually prominent ridgeline to the north.
  - Proposals for the timing and provision of the necessary wastewater infrastructure to connect with infrastructure serving Stoneview in Blarney and Monard
  - Proposal for enhanced public transport between the site and the city centre. This will require the preparation of a detailed transportation strategy in conjunction with Cork City Council and other key stakeholders
  - Proposals for the timing and provision of road infrastructure. This is to include provision for safe pedestrian and cycle links to the neighbourhood centre; public transport nodes and wider area;
  - Proposals for the provision and construction of a two primary schools and a secondary school to meet the educational requirements.
  - Provision of an urban park of approximately 20 hectares. This is to be provided in addition to the normal open space requirements provided as part of new housing developments;
  - Demonstrate how the protection and enhancement of biodiversity will be successfully achieved
  - Proposals for a detailed landscaping strategy that will outline boundary treatments in sensitive locations within the masterplan area

- Proposals for renewable and sustainable energy options on site;
- Provision of an appropriate range of health care facilities.

## Planning Considerations & Site Context

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

## Topography and Landscape

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

## Constraints to Development

### Road Infrastructure

- 3.4.71 There are a number of existing roads which traverse the site. The local road which forms the Northern boundary is substandard and unsuitable for extra vehicular movements. Access from lands along this road would need a separate service road having regard to the number of one off houses on the narrow road. The Ballyhooley road is a critical route into the City, the creation of additional access points onto the Ballyhooley road would result in additional congestion. The results of the Regional Transport Model currently being prepared by the NTA will be critical to quantifying the exact number of units that are capable of being built prior to substantial road improvements. The condition of the

Rathcooney Road is satisfactory at present and has a footpath. However an upgrade will be required given the extra traffic volumes. The Banduff Road is reasonable. The connection and access to the City Centre is also a constraint. The routes into the City are narrow with limited with capacity issues at junctions.

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

### Water Services Infrastructure

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

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

### Flooding

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

### Archaeological Sites

**3.4.77** There are 7 archaeological sites located within the site. These include ; 1 Fulacht Fia , 2 Burnt Mounds, 1 16th /17th Century House, plus two Ringforts and one redundant monument. The constraints map identifies the location of such features. **These archaeological sites are awarded protection under national monuments legislation and policies in the County Development Plan 2014 and site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone. In addition the concentration of sites indicates significant human activity in prehistoric and Early Christian period in the wider area and it is recommended that the Archaeological Assessment in advance of development includes a geophysical survey and testing.**

### Transmission Lines

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

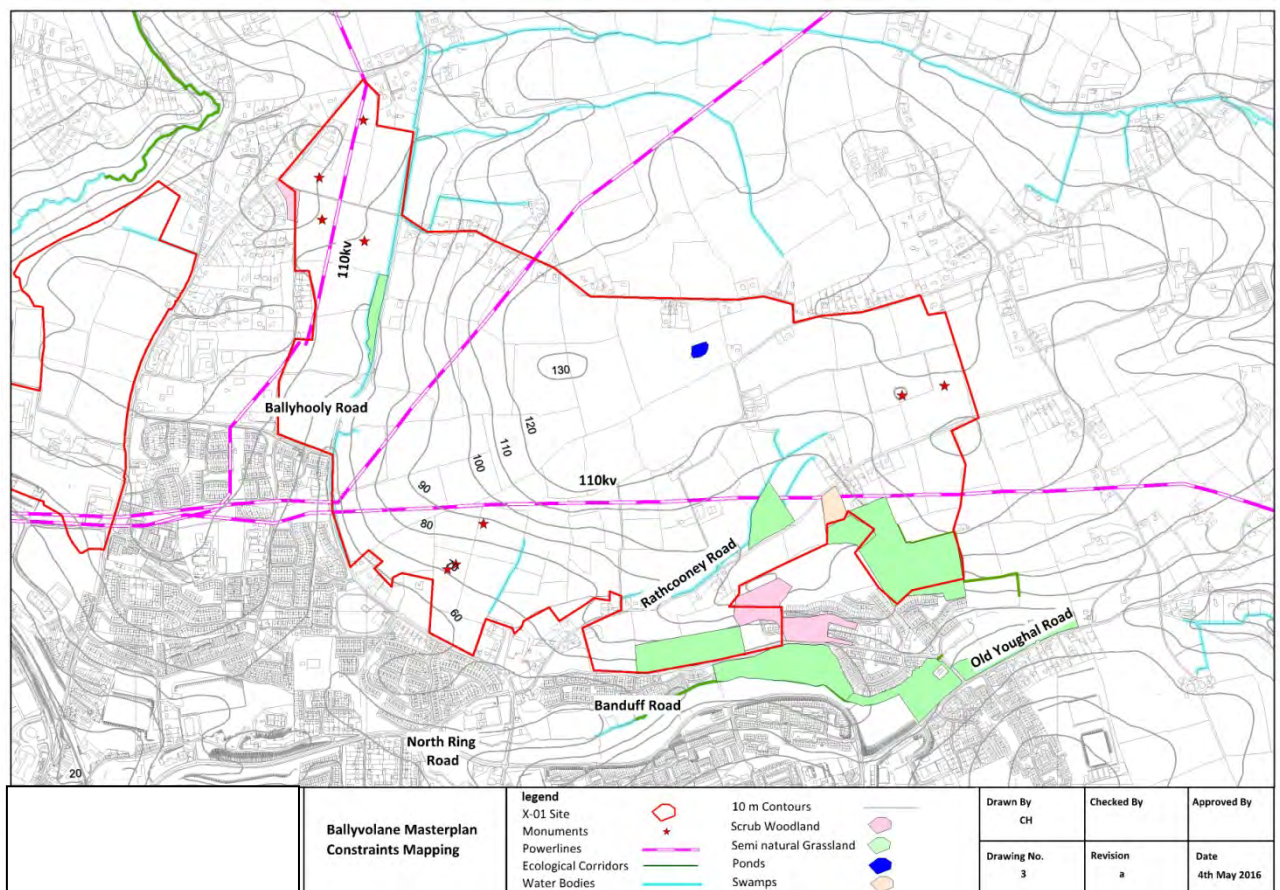


Fig 3.4.1: Environmental Constraints Map

### Overall Design Principles



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

## Land Use Proposals

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

## Residential Development

- 3.4.82 The quantum of houses envisaged for Ballyvolane was between 2337 and 3,600 units. The number proposed in this plan is **approximately 3000**. A total of 3 phases are recommended for the phased delivery of housing in tandem with **the key infrastructure**, facilities and amenities to serve a development. ~~The average density across the entire site is 23 units per hectare. The highest density is 35 the lowest is 18, however there is scope to reduce densities on sloping sites. The overall number of units proposed in this report is 3,000.~~
- 3.4.83 The pockets of existing one off houses will necessitate a buffer of low density housing to protect their residential amenity. The areas concerned are along the existing roads. The higher densities should be concentrated on the Western and Southern sections of the site

with the lower densities to the East and medium density to the North subject to adequate consideration for the landscape and sloping nature of the site. There is sufficient land within the area defined to accommodate a medium density development whilst also providing a generous quantity of useable and passive open space to ensure protection of residential amenity and a reduction in the overall visual impact of the new development.

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

**Table 3.4.2: Phasing, Type and Housing Yield**

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

## Urban Design and Layout

- 3.4.85 The layout and design of the neighbourhoods within each phase or character area should take account of the Guidelines on Sustainable Residential Development in Urban Areas and accompanying Urban Design Manual. The orientation of the slopes is generally in a southerly, south westerly and westerly direction, this should be advantageous for solar gain. However the predominant winds are south westerlies, planting will also play a role in providing shelter for new housing as well as reducing the overall visual impact over time. The lands west of the Ballyhooley road face an easterly direction. The County Council's Design Guide for Residential Estate Development should be used as a basis for the design of future schemes with a design statement for any large applications.
- 3.4.86 The general road system, as well as dedicated pedestrian and cycle routes, should promote a sense of security by utilising passive surveillance to encourage use of the green routes. Development should conform to Cork County Council's residential estate design guide

‘Making Places’ (2011), which aims at control of vehicle speeds in housing areas, and a safe environment around the home.

- 3.4.87 All future applications will have to comply with Part V of the Planning and Development Act 2000 and the subsequent amendment. A 10% social housing provision will be required. A statement of housing mix both in terms of size and design should be provided with all applications for multi – unit residential development to demonstrate consistency with Development Plan and Housing Strategy.

## Transportation and Public Transport

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

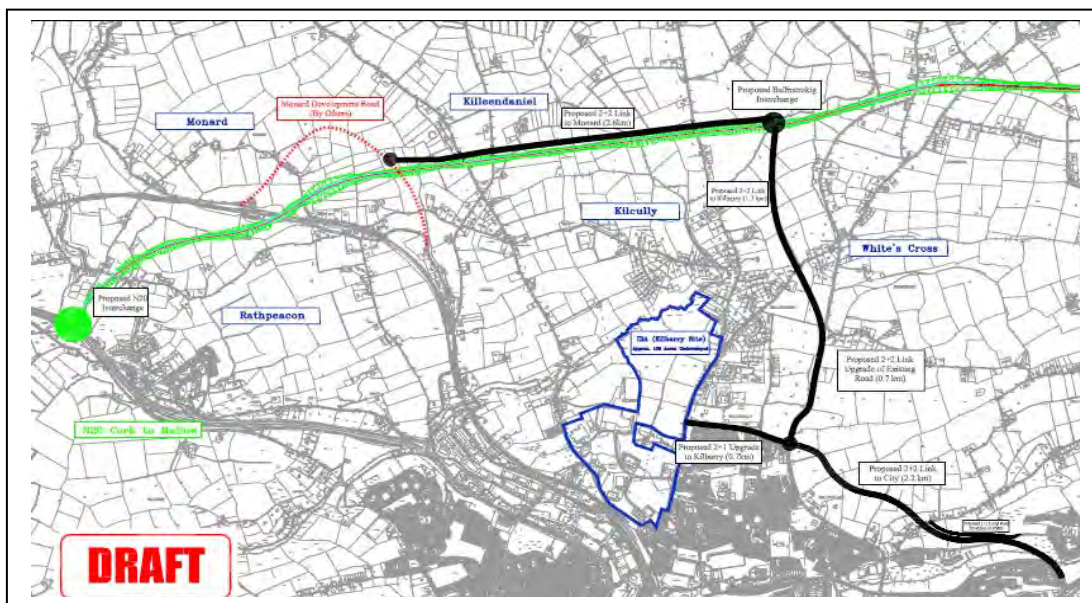


Fig.3.4.2: Strategic Road Infrastructure in the North Environs

- 3.4.89 A frequent bus service will be the primary mode of public transport to serve the expanding area. There is a need also for a high quality public transport corridor connecting Kilbarry to Ballyvolane to provide access to employment locations. There is an existing bus route along part of the Ballyhooley road, the Eastern half of Ballyvolane is presently remote from public transport. The potential for a bus loop has been identified in the zoning map. The proposed internal road network should provide for the bus and stops within the site, preferably in a loop. Provision for bus priority is particularly desirable on sections of road with a high likelihood of a frequent bus service on them e.g. Ballyhooley and Rathcooney road. The Regional Transport Assessment which is currently being prepared by the NTA will examine future traffic flows and land use plans based on the principle of modelling. The timing of the new road proposals will be informed by this assessment.
- 3.4.90 The link road proposed in the Cork Northern Environs Transport Assessment produced by Systra will be accommodated in the layout. The proposed road traverses the North Western corner and South Western section of the site, the length of which is approximately 2.2 km. The exact alignment including the bridges etc required to cross the existing roads is needed. The construction of this link road connecting Mayfield to Killbarry is a critical piece of road infrastructure to alleviate the congestion at the Fox and Hounds and the

intersection of Ballyhooley Road and the Northern Relief Road i.e. Ballyvolane Cross Roads. The upgrade of road infrastructure should be linked to phasing to avoid significant congestion and increase capacity on routes into the City centre.

- 3.4.91 The expansion of this area straddles the administrative boundary with Cork City Council. Therefore the preparation of an integrated transport strategy is critical to delivering improved transport infrastructure. There are a number of constraints within the local road infrastructure, this is largely due to the historical streetscape and narrow road network. The City Council, funded by the NTA are currently preparing the Northern Strategic Corridor Study. The study is due to be finalised soon. The aim of the study is to examine the existing network with a view to identifying problems and prioritise investment in these specific areas. The implementation of these measures identified will need to be carried out prior to the development of lands at Ballyvolane. The existing Northern Relief Road (R635) is an important corridor for movements between the N20 in the North to the N8 in the East and is located a short distance from the site.
- 3.4.92 The route is also used to access the City centre via Blackpool. The capacity of the road particularly at the junctions e.g. Ballyvolane Cross would need to be upgraded to provide a high quality Northern Orbital Route. The upgrade of the entire route to facilitate bus priority would provide a direct access to the City via an express bus. Employment locations west of the City could be accessed once in the City Centre. In the Eastern direction a bus corridor to employment locations such as Little Island could be provided once the constraints at Mayfield in terms of bus priority are overcome. The outcome of the NTA's Regional Transport Assessment and the City's Study of the Northside ~~due at the end of October~~ will inform the transport strategy going forward.
- 3.4.93 The upgrade of the road network to provide for pedestrian and cycle routes ~~are being~~ is also required in the vicinity of the site particularly on the Ballyhooley Road, Rathcooney Road, Banduff Road. The route of the principal cycle-way ~~shall~~ links up with the Cork Cycle Network Plan **and** is a joint venture between City and County Councils as part of a Cycling Strategy for Metropolitan Cork.
- 3.4.94 The internal site movements will cater for pedestrian and cycleways from the outset to ensure attractive routes are provided in tandem with the development of housing to promote the slower modes of transport particularly for shorter trips.

### **Surface water, Green Infrastructure and Biodiversity**

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

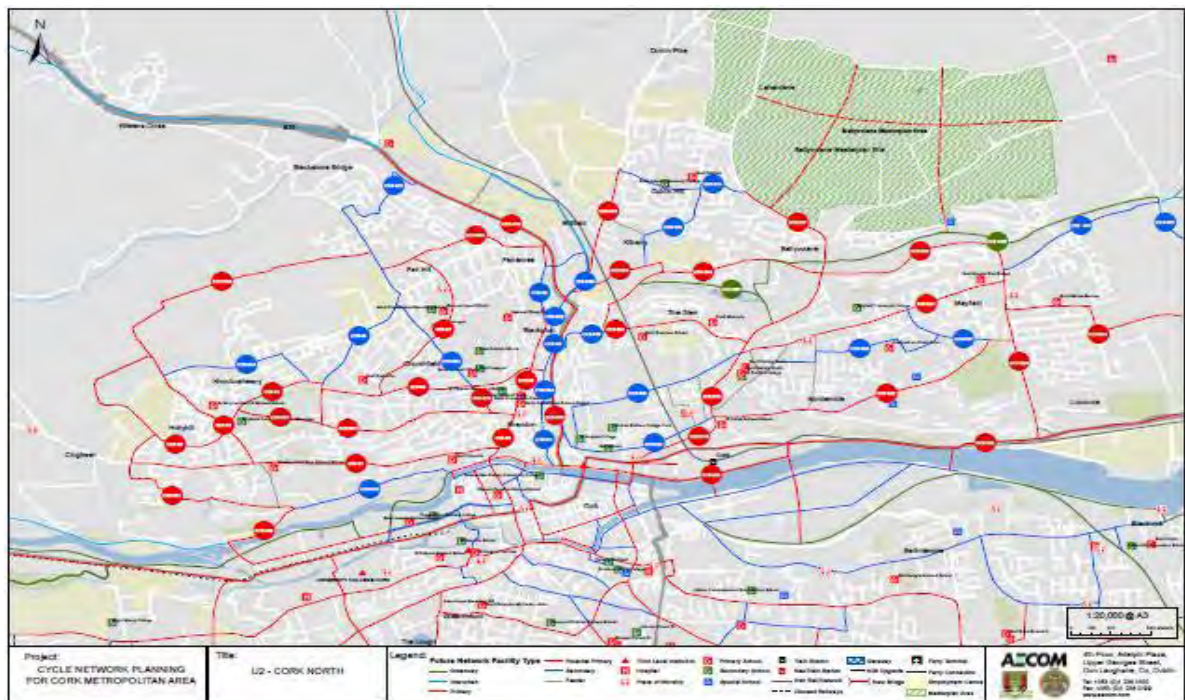


Fig 3.4.3: Cycling Strategy for Metropolitan Cork

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

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

### **Public Realm and Community Facilities**

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

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

### **Retail**

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

3.4.105 The future retail development on the site should comprise a total of 10,000m<sup>2</sup>, including Dunnes, Lidl and Fox and Hounds floor areas. In addition, 100 sq meters shall be provided for a community building. The car parking to serve the retail /commercial centre should include multi storey car parking.



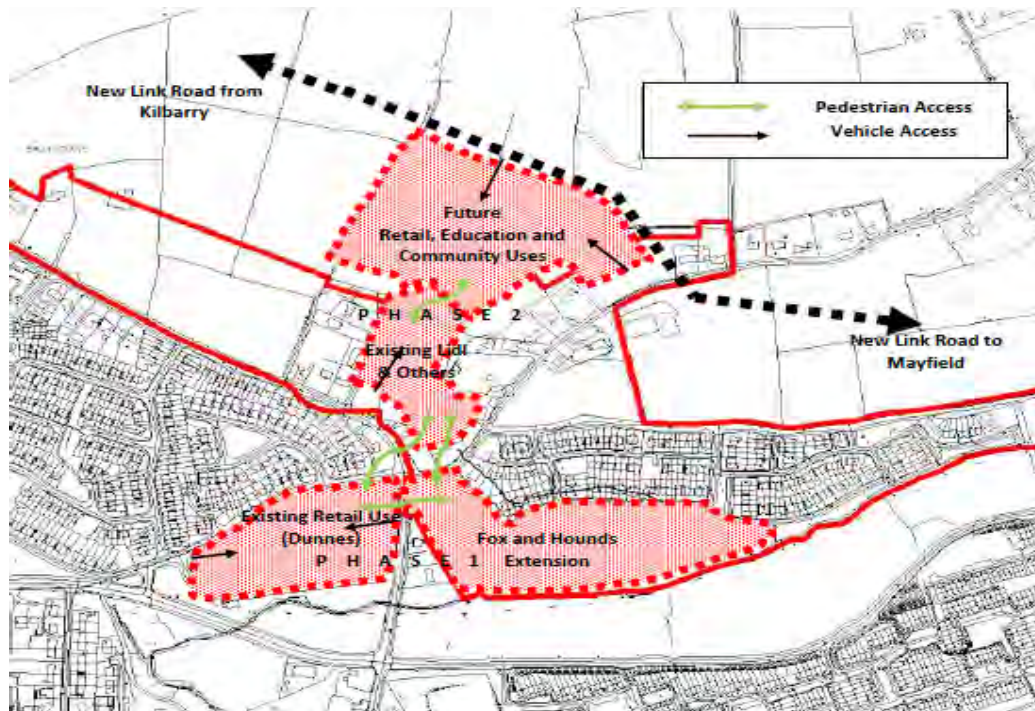


Fig. 3.4.4: Proposed District Centre at Ballyvolane

## Employment

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

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

## Phasing and Implementation of Ballyvolane Urban Expansion Area

A total of 3 indicative development phases are identified ~~within the site~~. This Local Area Plan specifies for each phase; the number of residential units, open space requirements, educational facilities, social facilities, amenities, physical infrastructure and access strategy required, thereby setting out the enabling works that are required to allow development to commence.

As the ownership of this site is fragmented amongst several land owners, one of the challenges faced in implementing these proposals is the need to develop a model for the funding and provision of critical 'on' and 'off' site infrastructure so that the cost is equitably shared by those subsequently carrying out development. The County Council has established a Housing Infrastructure Implementation Team which is currently developing proposals that will secure the delivery of the relevant infrastructure on this site.



Because of the importance of the site to the overall delivery of new housing in Metropolitan Cork and because of its strategic location adjoining Cork City itself, the County Council is giving consideration to the potential for it to step in and deliver the core infrastructure (including access roads, water services and particular areas of open space) that will enable individual parcels of zoned land to be developed independently of each other but in accordance with appropriate planning principles as set out in this Local Area Plan. Once firm proposals are developed, the County Council will consult with landowners/developers and other stakeholders.

Where capacity in existing infrastructure exists, lands benefitting from this should be developed first. In the interim, development proposals that can provide the necessary infrastructure can be considered for permission.

Through the system of development contributions and agreements (provided for by sections 47, 48 and 49 of the Planning & Development Act 2000), developers will be required to reimburse the full costs incurred by the County Council as the development progresses.

The core on-site infrastructure, necessary for housing development to commence, for the site will be delivered in three phased bundles as follows:

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

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

The purpose of the Urban Expansion Area is to ensure the orderly and phased development of lands. However, it is recognized that the development of the lands is reliant on the timely delivery of infrastructure. In this context and in order to secure the timely and orderly development of this strategic Urban Expansion Area, the Planning Authority will consider alternative delivery focused phasing programmes which would not compromise the overall strategy.

<b>Table 3.4.3: Indicative Development Programme: Ballyvolane</b>	
<b>Phasing of Development</b>	<b>Strategic Infrastructure and Service Requirements</b>
➤ <b>Prior to Commencement of development</b>	<p><b>Transport /Road Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Complete the Regional Transport Assessment</li> <li>• <b>Commence</b> Complete the detailed design process for the relevant road upgrades and new roads recommended in the above report to cater for initial phase of development.</li> </ul>

	<ul style="list-style-type: none"><li>• <b>Identify</b> package of measures to upgrade existing Northern Relief Road R635 and bus corridors into the City Centre in conjunction with City Council <b>and NTA</b>.</li></ul> <p><b>Water Services Infrastructure</b></p> <ul style="list-style-type: none"><li>• Irish Water to commence the <b>review and planning for the</b> provision of the water supply infrastructure, including reservoirs etc in line with assessment of Water Needs for future residential development currently being prepared.</li><li>• Irish Water to commence <b>the review and planning for the</b> provision of the waste water infrastructure to ensure capacity for development of the lands in line with assessment of Water Needs for future residential development currently being prepared.</li></ul> <p><b>Surface Water Management</b></p> <ul style="list-style-type: none"><li>• Undertake SUDS Study which include lands take for retention /detention pond to serve the entire lands.</li></ul> <p><b>Open Space</b></p> <ul style="list-style-type: none"><li>• Complete a Landscape Strategy</li></ul>
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**Phase 1-**

- 3.4.110 This first phase of the development covers an overall area of approximately 71 hectares of residential lands with an approximate net area of 53 hectares. This could provide up to 1175 residential units consisting of Medium A and high density residential in the South Western section adjacent to the district centre. The elevated lands adjacent to existing development to the East of the urban expansion area will be at much lower density to reflect the difficult topography and distance from facilities. (NE-R-03, NE-R-04, NE-R-05, NE-R-10, NE-R-11) In addition there are a number of other land use requirements. This phase will deliver the much needed town centre or district centre which will include retail and commercial facilities together with a primary school. Also a section of the urban park which forms part of a much larger area of strategic open space (approximately 15ha) will be provided. These lands are elevated and visually very prominent. The urban park should include walkways and seating as part of a passive amenity area. The higher densities should be provided immediately west of Lidl with Medium A on the lands to the rear. These lands are located East of the Ballyhooley Road adjacent and to the rear of the Lidl discount store. It is important that the facilities linked to this phase are provided in tandem with the housing particularly given the lead times involved.
- 3.4.111 This phase has direct access onto the Ballyhooley Road, Rathcooney Road and the Banduff Road. The upgrade of these roads will be required to cater for the additional development as discussed earlier in the plan. The provision of crèche facilities both full time and sessional will be required. At least one childcare facility should be located adjacent to the primary school to reduce the number of local trips. The proposed health centre and community building included in this phase are located within the district centre site also.
- 3.4.112 The lands south of the Rathcooney Road form part of the southern ridge. The steep nature of the lands and the buffer required to existing residences may reduce the overall density of development in this area. In the parcel NE-R-03, the ridge line is generally unsuitable for development and should be retained as open space with long term strategic planting. Similarly the lands on the very Eastern edge are very elevated and prominent. Development should be avoided on steeper slopes, a contour survey will be required for any future development. These lands will be required to provide a comprehensive landscape framework plan including provision for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage and also create a sheltered microclimate on exposed lands. House designs and layouts should be responsive to the topography, with the avoidance of conventional house design with substantial use of retaining walls on sloping contours. Building heights will also be restricted in this area. The house type in this area should be largely single storey and include a greater mix of detached and four bedroom houses to cater for larger family homes, with a much lower density to allow for the transition to the rural environment.
- 3.4.113 There is a small pocket of linear housing on the Rathcooney road, densities in the vicinity of these houses should decrease and the house design should reflect the single storey nature or otherwise of these houses. Any infill development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.
- 3.4.114 The parcel of lands to the South West are located at the base of the steep topography. Land should be reserved for a large SUDS feature in the South West corner at the lowest point of the site. There is an existing stream which travels down the slope adjacent to a mature hedgerow the feature should be located adjacent to this water body as run off from development on the elevated lands will most likely be conveyed along this route. The overall SUDS study will inform the location of future features on the macro scale and within individual developments. The requirements of the landscape framework plan will also be

required in terms of advance planting to reduce the overall visual impact of the sloping lands.

3.4.115 One of the 110kv transmission lines forms part of the Northern boundary of the site and also traverses part of the lands to the East. A group of lattice structures connected with 110Kv power lines at the North West corner within the lands are zoned open space. There is a mature hedgerow which delineates a townland boundary, this hedgerow should be incorporated into future housing layouts.

3.4.116 Development of these lands is subject to adequate capacity of water and waste water being available from the City's system, an issue to be dealt with by Irish Water. The construction of the link road connecting Mayfield to Killbarry is a critical piece of road infrastructure to alleviate the congestion at the Fox and Hounds and the intersection of Ballyhooley Road and the Northern Relief Road. The exact alignment of the Kilbarry to Mayfield link road will need to be determined prior to this phase as it traverses the lands between the Rathcooney and Banduff Road. The lands to the East of the urban expansion area will require access to public transport the proposed road through parcels NE-R-10 and NE-R-11 could provide a route for a bus loop.

3.4.117 There are three archaeological monuments in this first phase, two of which are adjacent to one another within the residential lands, the final one is located in the lands reserved for passive open space. The monuments are all burnt mounds. The habitat mapping has indicated pockets of the site contain the habitat semi natural grassland which should be incorporated into future layouts.

<b>Table 3.4.4: Phase 1: Indicative Development Programme: Ballyvolane</b>	
<b>Phasing of Development</b>	<b>Strategic Infrastructure and Service Requirements</b>
<b><del>Prior to Granting of Planning Permission for Phase 1</del></b>	<ul style="list-style-type: none"> <li><del>Put in place package of measures to upgrade existing Northern Relief Road and bus corridors into the City Centre in conjunction with City Council and NTA.</del></li> <li><del>Construction of Link Road from Mayfield to Kilbarry</del></li> </ul>
➤ <b>0-1175</b>	<p><b>Water Services</b></p> <ul style="list-style-type: none"> <li>Provision of Water Supply Reservoir ( <i>Irish Water</i>)</li> <li>Provision of capacity for Waste Water Treatment and collection (as required). ( <i>Irish Water</i>)</li> <li>Implementation of SUDS Study Recommendations <b>which may include site specific arrangements</b></li> </ul> <p><b>Transport</b></p> <ul style="list-style-type: none"> <li><b>Identify and commence planning of measures to upgrade existing Northern Relief Road R635 and bus corridors into the City Centre in conjunction with City Council and NTA.</b></li> <li><b>Identify and commence planning of the upgrading of</b> Upgrade the Ballyhooley road, to provide for pedestrian and cyclists</li> <li><b>Plan and provide for the</b> construction of 2.2km Link Road from Mayfield to Kilbarry</li> <li><b>Plan and provide for the</b> implementation of Cycling and Walking Network within the <b>site phase</b> and on the Ballyhooley road.</li> </ul> <p><b>Open Space</b></p> <ul style="list-style-type: none"> <li>Partial provision of the 20 hectare public park.</li> <li>Completion of Planning and Design for the internal open space</li> </ul>

	<ul style="list-style-type: none"> <li>Planting of the passive open space as part of overall landscaping strategy.</li> </ul> <p><b>Retail</b></p> <ul style="list-style-type: none"> <li><b>Plan and provide for</b> 10,000 sq meters of retail/commercial floor space <b>and associated car parking (which may include multi-storey)</b> as a district centre to serve the development <b>on a phased basis.</b></li> </ul> <p><b>Education</b></p> <ul style="list-style-type: none"> <li><b>Plan and make</b> provision of a primary school (<i>Dept of Education</i>) on the lands reserved for a 16 classroom primary school adjacent to the proposed town centre and on the Rathcooney road and adjacent to the large open space. The site should be procured by the Dept of Education.</li> </ul> <p><b>Community Facilities</b></p> <ul style="list-style-type: none"> <li>Childcare facilities , full time and sessional</li> <li>Provision of a health centre</li> <li>Provision of a community building</li> <li>Fullfill the requirements of the recreational and amenity strategy</li> </ul>
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## Phase 2

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

3.4.119 In addition there is approximately 30 ha zoned passive open space to the West of the Ballyhooley Road on the steep slopes which is required in this phase. There is a 110 kv transmission line on the southern boundary of this phase which will traverse open space. The extent of the open space requirement provision is outlined in the phasing map. There is a 110Kv pylon running from NE to SW along the Western slopes to the West of the Ballyhooley road the wooden poles are less obtrusive visually. The alignment and gradient of any future internal road network should reflect the elevated and sloping topography. The design of units and the layout will be important to reduce the level of cut and fill and scarring on the landscape. The advanced planting as per the landscape framework for this section of development will be important to mitigate the visual impact from long distances particularly when viewed from the West.

3.4.120 The North Western corner of the site (west of the Ballyhooley Road ) close to Whites Cross contains a number of constraints to the future development of the lands. There are four recorded monuments including two standing stones, a souterrain and a ringfort. There is also a 110 kv transmission line running through this parcel of development and part of the proposed link road from Mayfield to Kilbarry cuts through the North East corner site. There is a small pocket of linear housing to the rear of the lands, densities in the vicinity of these houses will be decreased and the house design should reflect the single storey nature or

otherwise of these houses. Any infill development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.

3.4.121 A section of this phase is located on the top of the hill on the level plateau (NE R-08 and NE R-09). There is a large area of wet ground, which doesn't appear to be seasonal. This small water body should be incorporated into the layout as a water feature. The local road along the northern boundary is very narrow and serves a long row of one-off houses. There is a small pocket of linear housing on this road, densities in the vicinity of these houses will be decreased and the house design should reflect the single storey nature or otherwise of these houses. Any infill development would be subject to the same requirements as the rest of the site in terms of appropriate infrastructure provision.

3.4.122 In addition there are number of educational and sporting requirements in this phase including a second primary school and a post primary school with playing pitches adjacent to the campus. The provision of a crèche facilities will be required also at least one of the childcare facilities for this phase should be located adjacent to the primary school with appropriate provision for drop-off and pick as per the Department of Education's guidelines. The location of the educational facilities overlooking the open space /urban park should provide the option for students to access the school campus on foot through the paths located within the urban park to promote permeability and sustainable modes of transport within the development.

Phasing of Development	Strategic Infrastructure and Service Requirements
<del>Prior to Granting of Planning Permission for Phase 2</del>	
➤ 1175-2325	<p><b>Transport</b></p> <ul style="list-style-type: none"> <li>• <b>Continue implementation of</b> <del>Put in place</del> package of measures to upgrade existing Northern Relief Road <b>R635</b> and bus corridors into the City Centre <b>in conjunction with City Council and NTA.</b></li> <li>• <b>Continue implementation of upgrading</b> of the Ballyhooley Road</li> <li>• <b>Continue</b> completion of the 2.2km Link road from Mayfield to Kilbarry.</li> </ul> <p><b>Water Services</b></p> <ul style="list-style-type: none"> <li>• Provision of Water Supply Reservoir (<i>Irish Water</i>)</li> <li>• Provision of capacity for Waste Water Treatment and collection (as required). (<i>Irish Water</i>)</li> <li>• Implementation of SUDS Study Recommendations <b>which may include site specific arrangements</b></li> </ul> <p><b>Open Space</b></p> <ul style="list-style-type: none"> <li>• Completion of Planning and Design for the internal open space</li> <li>• Planting of the passive open space on the Western slopes as part of overall landscaping strategy.</li> <li>• Provision of paths though the open space to ensure connectivity with lands developed in phase 1.</li> </ul>

	<p><b>Community Facilities</b></p> <ul style="list-style-type: none"> <li>• Childcare facilities , full time and sessional</li> <li>• Provision of a primary school</li> <li>• Provision of a secondary school</li> <li>• Provision of playing pitches adjacent to the school campus</li> <li>• Fullfill the requirements of the recreational and amenity strategy</li> </ul> <p><b>Employment</b></p> <ul style="list-style-type: none"> <li>• Commencement of development on business lands (NE-B-01)</li> </ul>
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### Phase 3

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

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

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

Phasing of Development	Strategic Infrastructure and Service Requirements
<del>Prior to Granting of Planning Permission for Phase 3</del>	
➤ 2325-2995	<p><b>Transport</b></p> <ul style="list-style-type: none"> <li>• <del>Continue</del> Put in place package of measures to upgrade existing Northern Relief Road (<b>R365</b>) and bus corridors into the City Centre <b>in conjunction with Cork City Council and NTA.</b></li> </ul> <p><b>Water Services</b></p> <ul style="list-style-type: none"> <li>• Provision of Water Supply Reservoir ( <i>Irish Water</i>)</li> <li>• Provision of capacity for Waste Water Treatment and collection (as required). ( <i>Irish Water</i>)</li> <li>• Implementation of SUDS Study Recommendations <b>which may include site specific arrangements</b></li> </ul> <p><b>Open Space</b></p> <ul style="list-style-type: none"> <li>• Completion of Planning and Design for the internal open</li> </ul>

	<p>space.</p> <ul style="list-style-type: none"> <li>• Implementation of the landscape plan</li> </ul> <p><b>Community Facilities</b></p> <ul style="list-style-type: none"> <li>• Childcare facilities , full time and sessional.</li> </ul>
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3.4.126 **Strategic Flood Risk Assessment** – The areas drains naturally South West to the Glen River at Ballyvolane Cross via a number of streams and from there via Blackpool to the River Lee. The full implementation and maintenance of the SUDS scheme will ensure no flooding of downstream settlements, this would ensure compliance with the floods directive. Integration of the sustainable urban drainage features into the landscaping structure and amenity areas to ensure SUDS features can be facilitated within useable areas of open which will also enhance the potential for biodiversity.

<b>Local Area Plan Objective</b>	
<b>General Development Objectives for <del>Ballyvolane Urban Expansion Area</del> Cork City North Environs</b>	
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>	<b>^ TIA and RSA Required.</b>
Objective No.	Residential
NE-GO-01	<p>It is the aim of the urban expansion area to achieve a high quality housing development consisting of a wide mix of house types and design to provide a choice of housing suitable to all age groups and persons at different stages of the housing cycle.</p> <p>It is envisaged that up 3000 units can be accommodated on the site, however having regard to the steep topography in parts of the site the number of units maybe less.</p> <p>Higher densities will be promoted closer to the Ballyvolane Crossroads, and the City boundary to avail of a more frequent and high quality bus service in line with the Sustainable Development Guidelines on Urban Areas.</p> <p>A total of 10% of new housing development is reserved for the purpose of ‘Part V’ social housing and/or specialised housing needs.</p>
NE-GO-02	<p>In order to secure the sustainable population growth and supporting development proposed in NE-GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water</p>



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

Local Area Plan Objective		
Specific Development Objectives for <del>Ballyvolane Urban Expansion Area</del> Cork City North Environs		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		
<b>Residential</b>		
NE-R-01	Medium A density residential development.	5.1
NE-R-02	Medium A density residential development.	3.6
NE-R-14	Medium B density residential development. Significant improvements will be required to the local road network to facilitate improved vehicular, cyclist and pedestrian access prior to any development. A detailed Transport Impact Assessment will be required to accompany any future planning applications.  ^	8.7
<b>Ballyvolane Urban Expansion Area –Phase 1 (Refer to Table 3.4.4 and Text in Phase 1)</b>		
NE-R-03	Medium B residential development	7.9
NE-R-04	<del>High and Medium A density residential development. The site contains three archaeological monument CO0074 172; CO074 131; CO074 131 Archaeological sites are awarded protection under national monuments legislation and policies in the County Development Plan 2014. These archaeological sites should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</del>	<del>13.4</del>
NE-R-05	Medium B residential development	13.0
NE-R-06	Medium B residential development	23.0
NE-R-07	Medium B residential development	23.7
NE-R- 08	Medium B residential development	21.3
NE-R-09	Medium B residential development	20.2
NE-R-10	Medium B residential development	17.8

Local Area Plan Objective		
Specific Development Objectives for <del>Ballyvolane Urban Expansion Area</del> Cork City North Environs		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		
NE-R-11	Medium B residential development	19.1
NE-R-18	<p><b>NE-R-18: Medium A Density Residential development. Development of the site shall make provision for NE-U-06 and the alignment of this route shall be agreed before any development shall commence. Woodland and scrub habitat on this site shall be protected and integrated into landscape schemes, where possible.</b></p> <p>*</p>	
<p><del>Ballyvolane Urban Expansion Area – Phase 2</del></p> <p><del>( Refer to Table 3.4.5 and Text in Phase 2)</del></p>		
NE-R-12	<p>Medium B residential development. <del>The site contains two archaeological monument CO075-113 and CO074-022 which are awarded protection under national monuments legislation and policies in the County Development Plan 2014. The archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</del></p>	27.3
NE-R-13	<p>Medium B residential development. Development of the northern part of this site will depend on the actual alignment of the proposed link road to the Northern Ring Road (NE-U-11).</p> <p><del>The site contains three archaeological monument CO063-114 &amp; CO063-115 and CO063-072. Archaeological sites are awarded protection under national monuments legislation and policies in the County Development Plan 2014. This archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</del></p>	16.5
NE-R-15	Medium B residential development	
NE-R-17	Medium B residential development	

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for <del>Ballyvolane Urban Expansion Area</del> Cork City North Environs</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
Objective No.		
NE-R-19	NE-R-19: Medium B Residential Development	
<del><b>Ballyvolane Urban Expansion Area – Phase 3</b></del> <del><b>(Refer to Table 3.4.6 and Text in Phase 3)</b></del>		
NE-R-16	Medium A residential development	
<b>Industrial</b>		
NE-I-01	Industrial development at Kilbarry to serve the Northern Suburbs. Any development should include appropriate pedestrian and cycling connectivity with the proposed train station and wider Blackpool area. Retail warehousing will not be permitted within the site.	58.5
<b>Employment</b>		
NE-B-01	Business development at Ballyvolane. -The majority of the units should gain access from the Ballyhooley Road. Smaller units maybe gain access off the local road above the ridge line however capacity on this road is very limited. Connectivity between Ballyvolane and Kilbarry and the major concentrations of employment existing and proposed should be prioritized. In particular the proposed Northern Ring Road and access to the National Road Network will improve connectivity.	13.5
<b>District Centre /Retail</b>		
NE-TC-01	Provide a district centre with provision for an appropriate range <b>and scale</b> of retail and commercial facilities to support the new population and taking into consideration the existing retail developments at Fox and Hounds, Dunnes Store and Lidl. The site should also allow for the development of a health centre and community hall/facility for the new residents. <del>The site contains three archaeological monument CO074-131; CO074-172 and CO074-132 which are awarded protection under national monuments legislation and policies in the County Development Plan 2014. This archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP)</del>	11.1

Local Area Plan Objective		
Specific Development Objectives for <del>Ballyvolane Urban Expansion Area</del> Cork City North Environs		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		
	<p><del>associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</del></p> <p>The existing neighbourhood centre at the Fox and Hounds will form part of the district retail Centre subject to the resolution of a number of issues:</p> <p>a) Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management'.</p> <p>b) Provision should be made on site, for improved recreational facilities, including informal public recreation with the provision of a pedestrian walk along the Glen River. Any proposals should protect the Glen River Valley, an area considered to be of high landscape value.</p> <p><b>^*</b></p>	
Open Space, Sports, Recreation and Amenity		
NE-O-01	Open space for public recreation including the provision of playing pitches, amenity walks, pitch and putt course, children's playground, open parkland, areas of urban forestry and built leisure facilities, subject to appropriate scaling and siting.	111
NE- O-02	Open space including the provision of playing pitches. <del>The open space contains three archaeological sites which awarded protection under national monuments legislation and policies in the County Development Plan 2014. Any development of amenities shall preserve and protect these monuments and their setting and will require an Archaeological Assessment.</del>	15.3.
NE-O-03	Open Space for public recreation. This site includes a number of playing pitches which are an important amenity for the area. It is important to retain this site for open space uses. <b>The remainder of the site serves to protect the visual amenity.</b>	22.9

Local Area Plan Objective		
Specific Development Objectives for <del>Ballyvolane Urban Expansion Area</del> Cork City North Environs		
* Flood Risk Obj. IN-01 of Section 1 applies		^ TIA and RSA Required.
Objective No.		
<del>NE-O-04</del>	<del>Open Space and recreation corridor for potential access to the link road between the Northern Ring Road and Ballyhooley Road.</del>	<del>2.3</del>
NE-O-05 NE-O-04	Open Space for public recreation as an Urban Park. The amenity parkland should provide passive amenity for residents of the North Eastern suburbs and the site. It should also contain the necessary walkways and cycle-ways for accessibility between residential, business, retail and community uses. <b>NEW AREA</b>	40.0
NE-O-06 NE-O-05	Open space Linear parkland suitable for recreation but principally to provide accessibility between the development site and the Northern Ring Road in Mayfield for a future link road.	10.0
NE-O-07 NE-O-06	Open Space for public recreation. This site includes a playing pitch that is an important amenity for the area. <del>The remainder of the site serves to protect the visual amenity of the area.</del> <b>It is important to retain this site for open space uses.</b>	
NE-O-08 NE-O-07	Open space that fulfils an important function in providing a strategic gap between the City boundary and Glanmire and an open landscaped setting to the buildings within it and to the entrance to the city. Subject to normal proper planning considerations, it is not the intention of this objective to unreasonably restrict the continued operation, intensification or expansion of established institutional or commercial uses. <b>Consideration will be given to the development of an additional dwelling on the western portion of these lands to facilitate existing family needs.</b>	22.4
Transport Infrastructure		
NE-U-01	Service road within the Ballyvolane Urban Expansion Area	
NE-U-02	Service road within the Ballyvolane Urban Expansion Area	
NE-U-03	Service road within the Ballyvolane Urban Expansion Area	
NE-U-04	Service road within the Ballyvolane Urban Expansion Area	
NE-U-05	Upgrade of the Ballyhooley road in tandem with the development of the Ballyvolane Urban Expansion Area	
NE-U-06	Proposed Link Road between Ballyhooley Road and	

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for <del>Ballyvolane Urban Expansion Area</del> Cork City North Environs</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
Objective No.		
	<b>Northern Relief Road in Mayfield</b>	
<b>NE-U-07</b>	<b>Upgrade of the Rathcooney Road in tandem with the development of the Ballyvolane Urban Expansion Area.</b>	
<b>NE-U-08</b>	<b>Link Road through Kilbarry employment area, linking the Ballyhooley Road to the Kilcully road.</b>	
<b>NE-U-09</b>	<b>Completion of pedestrian walk with access through proposed North Western Regional Park and connection to Glenamought River Valley.</b>	
<b>NE-U-10</b>	<b>Service road within the Ballyvolane Urban Expansion Area to provide for potential bus loop.</b>	
<b>NE-U-11</b>	<b>Proposed link road between Northern Ring Road and Ballyvolane</b>	
<b>NE-U-12</b>	<b>Proposed upgrade of Old Youghal Road (R615)</b>	
<b>Community Facilities</b>		
<b>NE-C-01</b>	<b>Proposed primary and secondary school campus with playing pitches.</b>	<b>8.1</b>
<b>NE-C-02</b>	<b>Proposed primary school</b>	<b>2.0</b>

## Appendix B1.4: Carrigtwohill

### Vision

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

### Strategic Context

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

### Local Context

- 3.6.7 Carrigtwohill is located on the N25 Cork - Midleton road and originally developed as a small village serving a larger rural hinterland. The N25 runs to the south of the town and the recently re-opened rail line runs to the north. The town lies on an undulating plain with the hills rising steeply to the north of the rail line providing a backdrop to the town. The town has developed in a linear fashion with the N25 largely providing the town's southern boundary. Encouraged by the Cork Land Use & Transportation Studies of 1978 and 1992, the IDA Business park has been developed as a large area of modern, technology based, industrial development at the western end of the town and a significant landbank of industrial land also demarcates the eastern extent of the town.



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

## **Planning Considerations**

### **Population and Housing**

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

<b>Table 3.6.1: Carrigtwohill Population Growth and Housing Requirements</b>							
	<b>Housing Requirement</b>					<b>Housing Supply</b>	
	Census 2011	Population Target	Total New Households 2011-2022	New housing Units Required	Net Housing Requirement (ha)	Net Residential Area Zoned in	Estimated Housing Yield

				d		the LAP	(units)
Carrigtwohill	4,551	11,618	3,195	3,675	146	127.8	3,656
Total MD	53,544	72,580	10,933	12,642	430	571.83	16025

## **Carrigtwohill Framework Master Plan**

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

## **Employment and Economic Activity**

- 3.6.22 Carrigtwohill has long been an important economic location within Metropolitan Cork and is designated as a Strategic Employment Area in the County Development Plan. The re-opening of the Cork-Midleton Suburban Rail Line has further enhanced the potential attractiveness of the town as an employment location.
- 3.6.23 Analysis of the Census 2011 POWCAR data shows that of the total population of Carrigtwohill, nearly 66% (3002) were at work in 2011, with 31% working in the city and a further 43% working in the wider County Metropolitan Area.

- 3.6.24 Further analysis of the POWSCAR data shows 3,280 jobs within Carrigtwohill<sup>1</sup>. 12% of these jobs are held by people living in the area, while 59% are held by persons living within the wider County Metropolitan Area. A further 13% of the workers live within the City and a further 20% within the Greater Cork Ring Area. 73% of these employees travel to work in Carrigtwohill by driving a car/ van or other vehicle, while 10% travel on foot and 3.5 % arrive by train or bus. As the population grows, a key challenge for the settlement will be to encourage those who work locally to want to live locally in the first instance or along the rail corridor generally. In this regard, significant improvements are required to the urban structure, services and amenities of the town.
- 3.6.25 In recognition of its importance as an employment centre, Carrigtwohill has also some capacity for enterprise related developments within appropriate locations. 'Enterprise' developments included activities such as software development, IT, university and commercial research and development, data processing and telemarketing.

## Town Centre

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

## Community Facilities

- 3.6.28 Carrigtwohill has a range of public services and community facilities including two primary schools, a girl's only secondary school, a garda station and a church. The community centre, located in the heart of the settlement on the main street is a substantial building available for a wide variety of activities including sports, drama and meetings. Immediately south of the community centre is a relatively new community playground and further south trees have been planted in parts, ~~however there is no public lighting and the grasslands~~

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

have been poorly maintained. This site has the potential to be a key asset to the town and its completion to an appropriate standard is desirable.

- 3.6.29 A survey of the town has identified a deficit in sports facilities for a town of this size. Notwithstanding this, there are a wide variety of sports clubs operating in the town including badminton, basketball, athletics, children's tennis in the summer and an extensive programme of activities offered by the Community Games programme for young people. Carrigtwohill GAA is located south of the town's main street and the complex contains 3 pitches, a gymnasium and a handball alley. Carrigtwohill United football club recently re-located to new facilities at Ballyadam to the east of the town where they have 2 playing pitches, 2 training pitches and a clubhouse with dressing rooms. At the beginning of 2010 the Community Council opened a new state of the art All-Weather facility accommodating four 5-a-side pitches or one full size pitch.
- 3.6.30 With the exception of the walkway provided west from Castle Lake (under 2005 SLAP objective O-01), all other sites that were zoned for open space remain undeveloped and unusable and this is contributing to the deficit of sports facilities in the town.
- 3.6.31 The existing primary and post-primary schools in the town are clustered in the area of the Main Street and east of Station Road, and while centrally located, they cause serious problems with traffic congestion in the town centre at peak drop-off and collection times. More importantly, the lack of a boy's secondary school in the town is a serious deficiency. New school facilities to serve the Carrigtwohill North will be provided in tandem with development in that area.

## Infrastructure

### Roads

- 3.6.32 Carrigtwohill is well served by national road infrastructure being located on the N25 Cork – Waterford road. There is a problem with traffic congestion and on street parking in the town centre which detracts from the public realm. The Midleton and Carrigtwohill Transportation Study, published in August 2010 made recommendations to address these issues and, where appropriate, these recommendations have been reflected in the planning proposals of this plan. The distributor road through Carrigtwohill North is also likely to resolve some of the traffic issues in the town. As part of the restoration of the rail line to Midleton, a pedestrian underpass has also been installed the railway linking lands south of the rail line and the masterplan site. **During the lifetime of the plan, growth in background traffic levels, new development in the area and the need to provide additional capacity for future growth are likely to necessitate the following road network improvements:**
- a) **Cobh/Carrigtwohill Junction and Roundabouts;**
  - b) **Upgrades to the road network within Carrigtwohill itself; and**
  - c) **Upgrade to the N25 between Carrigtwohill and Midleton**

### Walking/Cycling

- 3.6.33 There are limited segregated cycle routes in the town, generally limited to those newer residential developments, although there is potential for increased levels of cycling due to the largely flat terrain.
- 3.6.34 Footpath provision along Main Street is of varying widths, though generally of a reasonable quality. There are good footpath linkages between the IDA Business Park and the town centre but beyond this the public lighting and footpath provision and quality varies from

substandard to no provision. As with cycle routes, footpath provision in new residential estates is good however, there is an issue with poor pedestrian connectivity between these developments and the town centre.

- 3.6.35 While the provision of new pedestrian and cycle facilities will be incorporated into the development of Carrigtwohill North from the outset, it is important that the local area plan ensure that these facilities are not delivered in isolation and will be tied into a programme of wider improvements to the walking and cycling infrastructure in the town.
- 3.6.36 One of the principle improvements will be to Station Road, connecting the train station with the town centre and future development in Carrigtwohill North. ~~Currently footpaths are only provided on one side of Station Road and they vary in quality.~~ There is no dedicated cycle path connecting the station with the town centre. Going north, there are currently no pedestrian facilities connecting houses to the north of the rail line with the station.
- 3.6.37 In addition, improvements to pedestrian and cycle facilities connecting existing residential facilities along Carrigane Road and with the recent developments at Castlake area required Councils objective to develop these routes on a phased basis once funding is made available.

### **Public Transport**

- 3.6.38 The town is served by a number of bus routes as part of the bus services operating between Cork City and a range of settlements in East Cork including Middleton, Cloyne, Whitegate and Youghal. In addition to the scheduled services, other bus operations that take place include school services, particularly to the girl's secondary school. The opening of the rail service is likely to result in a reduction in the frequency and demand for bus services in the longer term.
- 3.6.39 The rail line to Carrigtwohill re-opened on 30th July 2009 and now offers a half hourly service to Cork City in the peak, with a journey time of just 16 minutes. The provision of a commuter rail service may resolve some of the traffic issues experienced on the N25, but it also offers a cost effective, sustainable alternative to a car based commute. CASP Update recommended the development of an additional station at Carrigtwohill West and in November 2009 permission was granted for a new station at Fota Retail and Business Park, including the provision of a park and ride facility accommodating 94 no. car parking spaces.

### **Water Supply**

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

### **Waste Water**

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

### **Surface Water**

- 3.6.42 Surface water from the town discharges to Slatty Pond, a proposed Natural Heritage Area. This freshwater pond was once part of the tidal area of Cork Harbour but it has been separated from this by a system of privately owned sluice gates. These sluice gates are now redundant due to the installation in recent years of a pumping station at Slatty Bridge due

to concerns that the failure of the sluice gates could result in localised tidal flooding. Recent development proposals have included provision for the on-site attenuation of surface water-flows to reduce flood risks. However, additional works, including an outfall, may be required to cater for the future development of Carrigtwohill as a whole.

## Flooding

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

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

**It is important to note that the flood risks shown in this document refer to fluvial (river) and tidal flooding only. Some areas may also be at risk of groundwater flooding or pluvial flooding (intense periods of rainfall) but these are not shown on the flood zone maps included in this Plan. However, such risks still need to be assessed when planning a development.**

## Environment and Heritage

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

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

3.6.47 There are a number of cave systems in Carrigtwohill. The most notable of these is the limestone cave system at Terry's Land. Other small caves are found near the graveyard and in the bed of a stream near the quarry.

3.6.48 The National Inventory of Architectural Heritage contains a number of entries for Carrigtwohill including two bridges along the rail line, the former presbytery and the RC Church.

3.6.49 There are a number of structures in the Carrigtwohill area listed in the Record of Protected Structures contained in the CDP 2014. It is an objective of the County Development Plan 2014 "to ensure the protection of all structures (or parts of structures) contained in the Record of Protected Structures."

**There are five archaeological sites within the Town development boundary. These are awarded protection under national monuments legislation and policies in the County**

**Development Plan 2014. Any development close to these sites will require an  
Archaeological Assessment.**

## Planning Proposals

### Development Boundary

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

### Residential

- 3.6.56 A significant amount of residential development has taken place in the town. However, some of the areas that were designated for housing in previous plans, did not come forward for development as a result of the requirement to prepare a masterplan for such land. It is anticipated that the inclusion of the main provisions of the Carrigtwohill North Framework Masterplan Plan into the Cobh Municipal District Local Area Plan will facilitate the delivery of a significant quantum of residential development to the north of Carrigtwohill.

- 3.6.57 It is important to ensure that future residential development to the south of the rail line in Carrigtwohill allows for permeability between housing areas and in particular, direct, safe and convenient access to the rail station by pedestrians and cyclists. This is particularly important on the R-01 site where providing appropriate connectivity with lands in Carrigtwohill North is essential.
- 3.6.58 As part of the Strategic Flood Risk Assessment undertaken as part of the preparation of this Local Area Plan, parts of the R-01 site zoned in the 2011 Local Area Plan were identified as being at risk of flooding. As per the principles set out in the Guidelines on the Planning System and Flood Risk Management, part of this site has now been zoned for community and open space use. It is intended that this zoning will provide for an education campus plus additional recreational and amenity facilities associated with the development of the site.
- 3.6.59 Additional land has been identified for residential development to the east of Carrigtwohill. The land was formerly zoned as Industry but a positive case has been made for the early development of land for housing in association with CT-R-02 on the adjoining lands.

## **Employment**

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

## **Enterprise**

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

## **Industry**

- 3.6.62 One of the key development priorities for the Cork Gateway identified in the National Development Plan 2007-2013 is the development of lands in Carrigtwohill by IDA Ireland as part of its Strategic Sites Initiative and the IDA landbank has been protected in this plan.
- 3.6.63 The site proposed for industry at Ballyadam (CT-I-04), has been identified for this use as far back as the 1996 County Development Plan and remains an important asset to the town. While previously zoned for standalone uses only, it is now the intention of Cork County Council to allow for a wider range of industrial uses on site.
- 3.6.64 The following criteria will need to be addressed in the development of the site:
- Road improvements required to the National Primary network including a new grade separated interchange with the N25,
  - Road improvements to the local road network. These routes should be capable of providing public transport to connect the site with the town centre and railway station and adequate land should be reserved to facilitate likely future traffic growth;
  - The need to set aside land for a passenger station to serve the proposed development in the medium or longer term, subject to the selection of an agreed location in consultation with



Iarnród Éireann; and

- A landscaping and tree planting scheme will be implemented to enhance the setting of the development; and
  - A detailed Traffic Impact Assessment (TIA), Mobility Management plan and parking strategy that optimizes modal shift to rail, cycling and walking will also be required.
- 3.6.65 Provision has also been made for sites suitable to accommodate additional industrial development, ensuring Carrigtwohill has the optimum mix of sites to meet the industrial sector requirements. Additional lands to the west of Carrigtwohill have been included for this purpose.
- 3.6.66 In relation to the development of other lands zoned for industrial use, the following issues should be considered as part of any development proposals,
- 3.6.67 CT-I-01 -High quality structural landscaping shall be provided along the western site boundary as part of a comprehensive landscaping scheme for the site and shall also include proposals to minimise the impact on existing residential properties on the eastern site boundary.
- 3.6.68 CT-I-02 - Consideration should be given to providing connectivity between the south-western part of this site and the proposed passenger rail station at Fota Business and Retail Park.

## **Business**

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

## **Town Centre/Neighbourhood Centre**

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

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

### **Public Realm, Open Space and Community Facilities**

- 3.6.78 Two new primary schools and one new post-primary school have been included in proposals for Carrigtwohill North. This will be sufficient to cater for the demand for new school places arising from the population targets for the town. Proposed school sites shall be subject to a review if the requirement for schools in Carrigtwohill changes during the lifetime of the plan.
- 3.6.79 However, given the long term nature of the Carrigtwohill North project and the need to address the lack of a post primary boy's school in the town in the shorter term, consideration will be given to the development of a post-primary school on other suitable lands, including zoned lands, in the town, subject to proper planning and sustainable

development considerations. As pressure is likely to increase on the existing schools in the short term in line with population growth, the need for a new school site will become increasingly important. A temporary planning permission has issued at Fota Business Park to allow for use of existing offices as a post primary school in the short term.

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

## **Special Policy Areas**

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

## Carrigtwohill North Urban Expansion Area

~~3.6.87~~ It remains the aim of Cork County Council to **Future growth in Carrigtwohill is to be in the form of** provide for a new residential neighbourhood located to the north of the rail line in Carrigtwohill that will enable the town to expand to meet the growth targets of the Cork County Development Plan 2014. A framework masterplan for the area was **prepared in** adopted in 2015 by Cork County Council and identified the most sustainable development strategy for this substantial land bank. ~~Intending developers in Carrigtwohill North will have regard to the provisions set out in the Framework Masterplan adopted in 2015, particularly in relation to the phasing of development, the provision of infrastructure, greenways and open space.~~

### ~~Funding and Contributions Scheme~~

- ~~3.6.88~~ The provision of the necessary infrastructure on this site involves the complex co-ordination of investment programmes by a number of infrastructure agencies involving land in a number of different ownerships.
- ~~3.6.89~~ To overcome these difficulties the County Council is proposing to co-ordinate development and infrastructure provision between the various agencies and landowners through the use of agreements under Section 47 of the Planning and Development Acts as described in Section 1.
- ~~3.6.90~~ Intending developers are advised to enter discussions with the County Council at an early stage so that proposals for the funding and delivery of infrastructure to support the proposed development can be agreed at the outset.

### Phasing and Implementation of Carrigtwohill North

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 Carrigtwohill site is fragmented amongst several landowners, and, in absence of single or controlling landowner it is considered unlikely that any individual landowner or developer will be able to fund and deliver the infrastructure required.

To overcome this difficulty, and facilitate the accelerated delivery of new housing where it is needed, the County Council is proposing to fund and construct (in two main phases) the necessary on and off-site infrastructure to facilitate the commencement of development largely within individual land ownerships. The County Council's infrastructure proposals will include the construction of on-site spine roads (including the provision of water, waste water and surface water infrastructure), off-site road and transportation infrastructure and pumping stations and connecting sewers to link the site to the appropriate Irish Water infrastructure. 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 & Development Acts 2000 as the overall development progresses.

The County Council's Housing Infrastructure Implementation Team will be commencing discussions with landowners and developers shortly. Funding sources have been identified and the design process in relation to specific infrastructure projects will be commenced and the aim is to achieve a start on site in 2018/9.

Where a development objective requires a developer to provide particular infrastructure or amenities in addition to the items referred to in Table 3.6.2 below, then an appropriate off-set will be considered in relation to the contributions payable

The core on-site infrastructure, necessary for housing development to commence, for the site will be delivered in three phased bundles as follows:

<b>Table 3.6.2: Carrigtwohill North Major Urban Extension Proposed On-Site Infrastructure Programme Delivery Agency: Developer/Cork County Council</b>			
<b>On-Site Infrastructure Bundle</b>	<b>Key projects</b>	<b>Notes</b>	<b>Delivery Programme</b>
<b>A</b>	<b>Western Spine Link Road A* (Wyses Road to Leamlara Road)</b>	<b>To include water and waste water networks and surface water disposal network</b>	<b>Proposed initial infrastructure bundle</b>  <b>Delivery of Bundle 'A' will facilitate development on the following zones:</b>  <b>CT-R-04</b> <b>CT-R-05</b> <b>CT-R-06</b> <b>CT-R-07</b> <b>CT-R-09</b> <b>CT-R-10</b>  <b>CT-C-03</b> <b>CT-B-08</b>
	<b>Completion of 'Underpass' (CT-U-11) providing vehicular, pedestrian and cycle links to the land south of the railway</b>		
	<b>Waste Water pumping station and rising main to existing Irish Water Infrastructure</b>		
	<b>Drinking water connection to IW infrastructure</b>		
	<b>Delivery of phase 1 of surface water management system</b>		
<b>B</b>	<b>Eastern Spine Link Road B* (Leamlara Road to Ballyadam Bridge)</b>	<b>To include water and waste water networks and surface water disposal network</b>	<b>Delivery of this infrastructure bundle is not proposed to commence until after the delivery of Bundle 'A'</b>  <b>Delivery of Bundle 'B' will</b>
	<b>Waste Water pumping station and rising main to existing Irish Water</b>		

	Infrastructure		facilitate development on the following zones:  CT-R-08 CT-R-11 CT-R-12 CT-R13 CT-R-14 CT-R15** CT-R16** CT-R-17 CT-C-04
	Drinking water connection to IW infrastructure		
	Delivery of phase 2 of surface water management system		
	Development of Open Space Areas (East & West)		
*Access to serve individual dwellings will not be permitted. New access will be to estate roads only			

In order to promote the accelerated delivery of housing through the development of the Carrigtwohill North site, the phasing arrangements proposed are flexible, depending only on the delivery of the relevant supporting infrastructure. The County Council's On-Site Infrastructure Programme (described above) will regulate the timing of the commencement of development on particular parcels of zoned land. In addition there is also a need to regulate the overall delivery of housing on the site to the delivery of particular off-site infrastructure and this is proposed as follows:

Table 3.6.3. : Carrigtwohill North Major Urban Extension 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	Reconstruction of relevant road/rail bridge (x1)
		Installation of temporary traffic management measures on Station Road bridge
		Walking/Cycling Network
		Junction, upgrade and traffic management measures from Transport Assessment
		Phase 1 of Surface Water Management System
Phase 2	1,250 – 2,500	Reconstruction of relevant road/rail bridge (x1)
		Junction, upgrade and traffic management measures from the Transport Assessment
		Phase 2 of Surface Water Management System

		Upgrading feeder road (CT-U05)
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One of the critical infrastructure components, without which development at Carrigtwohill North cannot begin, concerns the replacement/modification of the three bridges which carry existing roads over the Cork – Middleton railway line. The existing bridges (Wyse’s Bridge, Station Road Bridge and the Ballyadam Bridge) carry only a vehicular carriageway (typically c.6m in width) and have no capacity to make appropriate provision for pedestrians or cyclists.

Preliminary proposals from Irish Water suggest the site as whole can best be provided with drinking water by constructing a new main from the existing storage facility at Spring Hill Upper to the western end of the Carrigtwohill North site, near Wyse’s Bridge. This suggests that the western part of the site (between Wyse’s Bridge and Station Road Bridge) is likely to be the first area to be developed and Infrastructure Bundle ‘A’, in the table above, is likely to be the first of the two Infrastructure Bundles to be delivered.

It therefore follows, that Wyse’s Bridge is likely to be the first of the three road-over-railway bridges to be reconstructed to provide full cycle and pedestrian facilities in addition to a modern standard vehicular carriageway.

The early phases of development are also likely to require the modification of Station Road Bridge to provide for cyclists and pedestrians. It may be possible to achieve this without the full reconstruction of the bridge by the application of traffic management measures, linked to the provision of a pedestrian/cycle path. In the long term, when both Wyse’s and Ballyadam bridges have been reconstructed and the underpass provided, it would be possible to convert the existing Station Road Bridge to a pedestrian/cycle only facility.

In the event that it proves possible to commence development on the eastern part of the site, then Infrastructure Bundle ‘B’ (together with the measures proposed for Station Road Bridge) will be required at the outset.

- 3.6.91 The phasing program set out in this Local Area plan relates to the development of Carrigtwohill North and the residential zonings within the area (CT-R-04 to CT-R-19). A total of two development phases (1 and 2) are identified.
- 3.6.92 Phase 1 covers a developable area of approximately 39 ha and will provide up to 1,060 residential units and covers the CT-R-04 to CT-R-11 residential zonings. It represents the lands closest to the railway station and also the lands which can currently be accessed more readily by motor vehicles. This phase is also closest to existing and proposed residential areas of the town.
- 3.6.93 A key component of the residential development in phase 1 of the Carrigtwohill North development is the need to ensure that residential densities are reflective of the proximity of the development to the train station with higher densities to be provided on those sites closer to the station. Layouts shall allow for permeability between housing areas and in particular, direct, safe and convenient access to the rail station by pedestrians and cyclists.
- 3.6.94 Developments in phase 1 will need to incorporate the delivery of a number of key pieces of road infrastructure. Where specified in the Framework Masterplan, developers will need to provide link roads, which will need to be constructed in accordance with the specifications and approval of the Roads Section of Cork County Council. These roads will need to be built up to the boundaries of the site so that it can link to adjacent landowners and developments.

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

<b>Table 3.6.2: Carrigtwohill North Infrastructure Requirements</b>	
Phase 1: Prior to commencement of development	Cycle and pedestrian bridge study.
	Sustainable Urban Drainage Scheme (SUDS) Study
	Junction and traffic management measures from Traffic Assessment
Phase 1	Carrigtwohill Cycling and Walking Network
	Construction of SUDS measures
	Construction of pedestrian cycle bridges (Wyse's and Station)
	Construction of local park
Phase 2 Prior to commencement of development	Transport Assessment for N25 Upgrade



<b>Table 3.6.2: Carrigtwohill North Infrastructure Requirements</b>	
Phase 2	Junction and traffic management measures from the Transport Model & Transport Assessment Report for Carrigtwohill (August 2014)
	Construction of pedestrian and cycle bridge
	Construction of SUDs measures
	Construction of Linear Park and local park
	Carrigtwohill Cycling and Walking Network

## Station Quarter (CT-B-08)

3.6.101 The creation of a Station Quarter in Carrigtwohill North will result in the delivery of a vibrant, high density residential and mixed use local centre providing a focal point for the entire community. A vertical mix of compatible uses should be focused around a new square with a mix of business of an appropriate scale; residential uses that can be accommodated at ground floor level as well as over ground floor business space.

3.6.102 The development of the CT-B-08 site should include provision for a public square, designed to accommodate a wide variety of events such as a regular local market and should include cycle parking provision, public seating and public art. Access to this square should be via a variety of pedestrian priority streets/lanes/arcades which should converge on this space to reinforce its centrality within the plan area.

3.6.103 When approaching the development of the CT-B-08 site, part of which is adjacent to the new greenway (CT-U-03) that will comprise a cycleway and pedestrian pathway, consideration should be given to the provisions of the Design Manual for Urban Roads and Streets, with pathways and cycleways designed accordingly. In addition, part of the site is adjacent to the local roads L 6306 (CT-U-04) and L6303 (CT-U-05) which will need to be upgraded to accommodate increased pedestrian and cycle activity.

## Transport Assessment

3.6.104 As part of the preparation of the Carrigtwohill North Framework Masterplan Study, a Transport Assessment was commissioned by Cork County Council. The assessment assumed, that all extant permissions in the wider town for both residential and commercial development would be utilised in full, a new secondary and a new primary school would be constructed within the existing town and that the projected population targets be achieved in Carrigtwohill and the wider Cork Metropolitan Area.

3.6.105 The assessment identified a number of minor road works and improvements to accommodate the first phase of the development (1,000 houses approximate) With an additional 500 units constructed and an increase of 5% in modal shift is anticipated additional works will be required and these include

- Signalisation Main Street/Carrigane Road Junction
- Signalisation Main Street/Wyses Road
- Junction Upgrade of cross roads junction Maple Lane/ Oakbrook to a roundabout.

3.6.106 The Transport Assessment also acknowledges, based on an assumption of high rates of modal shift that the full upgrade of the N25 Interchange between Midleton to Carrigtwohill

~~N25 route or additional road improvements may not be required to achieve the target number of dwellings if a range of transport measures are delivered to help secure higher levels of modal shift.~~

3.6.107 The development of such a large site in close proximity to the suburban rail network offers a major opportunity to achieve high modal shift therefore providing new homes at this location, where residents can gain easy access to high quality rail from the outset, is a priority for Cork County Council.

3.6.108 It is proposed that Cork County Council and other agencies, including Transport Infrastructure Ireland (TII), the NTA and Irish Rail, will subject to agreement with the relevant agencies and programming, be responsible for the funding and/or implementation of the measures.

## **Green Infrastructure**

3.6.109 A primary green corridor is proposed across Carrigtwohill North forming a key link between existing and future development to the south, developments in Phase 1 and a linear park to the east of the masterplan area – the station quarter and the proposed schools. This green corridor will provide a well maintained and secure natural corridor. In addition, a number of secondary green corridors are envisaged that link the site in a north to south and east to west direction. This network of corridors will form a local community hub enabling pedestrian / cycle cross movements towards the linear park at all times of the day. Provision shall be also made for landscaping along the green corridors to ensure an attractive pedestrian and cycling link through the area.

3.6.110 In accordance with the objective contained in the Carrigtwohill Section of the Midleton Local Area Plan for this site, useable open space shall be in the order of 20% of the total site area and shall be designed and located in accordance with best practice guidance.

## **General Objectives**

<b>Local Area Plan General Objectives for Carrigtwohill</b>	
<b>Objective No.</b>	
CT-GO-01	<p>Taking account of development already completed or under construction, to secure the development of 3,656 new dwellings in Carrigtwohill over the lifetime of the plan in order to facilitate the sustainable growth of the town's population to 12,012 people over the same period.</p> <p>These will be provided through the development of land for which planning permission has already been granted and by the development of land designated for development in this plan.</p>
CT-GO-02	<p>In order to secure the sustainable population growth and supporting development proposed in CT-GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan as well as the Cork Harbour Special Protection Area and the Great Island Channel Special Area of Conservation, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving harbour does not fall below legally</p>

<b>Local Area Plan General Objectives for Carrigtwohill</b>	
Objective No.	
	required levels.
CT-GO-03	The boundary of Carrigtwohill is adjacent to the Cork Harbour Special Protection Area and the Great Island Channel Special Area of Conservation. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.
CT-GO-04	To improve public realm spaces within the Town Centre and to allow greater connectivity between existing and proposed development areas.
CT-GO-05	To broadly support the principles of the Midleton and Carrigtwohill Transportation Study published in August 2010 as they apply to Carrigtwohill, in a sustainable manner.
CT-GO-06	To reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard. This objective applies to all land within 5m of the perimeter fence on either side of the railway. Within this area the following categories of development will be resisted: <ul style="list-style-type: none"> <li>• New buildings not required for the operation of the railway; and</li> <li>• New vehicular and pedestrian accesses where these accesses are the sole or primary access to development.</li> <li>• New bridge crossings constructed will be required to provide sufficient clearance to permit double track operation.</li> </ul> Open land uses, such as open space, surface car parking and agriculture will normally be permitted subject to the proper planning and sustainable development of the area.
CT-GO-07	A network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools, the town centre and the railway station complex. The network of designated walking and cycling routes proposed will include the following residential areas within the town: <ul style="list-style-type: none"> <li>• Bog Road;</li> <li>• Fota Rock;</li> <li>• Gortnamucky;</li> <li>• Rocklands;</li> <li>• Terry's Land (North &amp; South); and</li> <li>• Tullagreen.</li> </ul>
CT-GO-08	To ensure that provision is made in proposals for new development, particularly for housing, office, retail, industrial and educational uses to provide safe, convenient and pleasant routes linking the development to the railway station and the other principal areas of the town for walkers and cyclists. Any such provision must have regard to the existing deficiencies in infrastructure and the requirement to ensure the delivery of adequate infrastructure ahead of or in tandem with the new development.

<b>Local Area Plan General Objectives for Carrigtwohill</b>	
Objective No.	
	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.
CT-GO-09	To support the implementation of important safety improvements to the national road network generally in accordance with the N25 improvement proposals developed by the National Roads Authority and outlined in the Midleton and Carrigtwohill Transportation Study August 2010.
CT-GO-10	<del>It is an objective of this plan</del> To secure significant road safety and traffic management improvements to Station Road so that it can provide a safe, pleasant and effective route between the station and the town centre.
CT-GO-11	All proposals for employment related development shall be required to prepare and submit a mobility management plan that maximises the use of public transport options/passenger rail services.
CT-GO-12	To support the implementation of the Carrigtwohill North Framework Masterplan Study.
CT-GO-13	Provide a landscape framework plan for each phase of development of Carrigtwohill North as part of a landscape strategy. Provide for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage protect the visual amenity of the area.
CT-GO-14	All development shall contribute to improved pedestrian and cyclist connectivity and shall include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities for cyclists, as appropriate. <del>It is an objective of this plan that</del> A network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools and town centre in accordance with the Metropolitan Cycling Strategy.
CT-GO-15	Retain a substantial proportion of existing landscape features, including field banks, hedgerows and treelines within zoned lands.
CT-GO-16	Design an integrated approach to surface water management which considers land use, water quality, amenity and habitat enhancements. Thereby, replicating the current Greenfield rate of surface water runoff post development to prevent flooding of lands and settlements downstream. A Sustainable Urban Drainage Strategy should be completed for the site prior to development.

### Specific Objectives

<b>Local Area Plan Objective Specific Development Objectives for Carrigtwohill</b>	
* Flood Risk Obj. IN-01 of Section 1 applies	^ TIA and RSA Required.

Objective No.		Approx. Area (Ha)
<b>Residential</b>		
CT-R-01	Medium density (A & B) residential development.*	13.6
CT-R-02	Medium density B residential development. Proposals should include a 20 metre tree planted buffer to the eastern and southern boundary of the site and screening to protect views from the N25.	9.6
CT-R-03	Medium density B residential development of high architectural standard on this gateway site at the entrance to the town centre. Structural landscaping shall be an integral part of any layout.	2.8
CT-R-20	Medium density B residential development. Proposals shall provide for the retention, <del>expansion or relocation</del> of the existing playing pitches and club house.*	32.2
<b>Carrigtwohill North Residential Zonings - Phase 1</b> <b>(Refer to Infrastructure Requirements Table 3.6.2 and Text in Phase 1)</b>		
CT-R-04	Medium density B residential development. <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>  *	1.8
CT-R-05	Medium density B residential development . <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>	4.4
CT-R-06	Medium density A residential development . <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>	6.2
CT-R-07	Medium density A residential development . <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>	4.0
CT-R-08	Medium density B residential development . <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>	2.6
CT-R-09	High density residential development . <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>	3.8
CT-R-10	High density residential development . <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>	3.7

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Carrigtwohill</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
Objective No.		Approx. Area (Ha)
CT-R-11	High density residential development . <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>	7.3
<b>Carrigtwohill North Residential Zonings - Phase 2</b> <b>(Refer to Infrastructure Requirements Table 3.6.2 and Text in Phase 2)</b>		
CT-R-12	Medium density A residential development. <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>  A way leave for an existing high voltage powerline is in place on this site and prospective developers will need agreements with ESB networks regarding required separation distances for developments in proximity to the powerlines. <b>*</b>	12.4
CT-R-13	Medium density A residential development. <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>  <b>*</b>	7.7
CT-R-14	Medium density A residential development. <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>  <b>*</b>	4.7
CT-R-15	<b>Medium density B residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>  <b>*</b>	12.9
CT-R-16	<b>Medium density B residential development. Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>  <b>*</b>	7.4
CT-R-17	Medium density B residential development. <b>Development on this site requires provision to be made for the delivery of the infrastructure described in tables 3.6.2 and 3.6.3</b>  <b>*</b>	2.5

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Carrigtwohill</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
Objective No.		Approx. Area (Ha)
CT-R-18	Medium density B residential development *	2.4
CT-R-19	Medium density A residential development <b>with public open space.</b> *	1.5
<b>Industry</b>		
CT-I-01	Industrial type activities including warehousing and distribution. *^	24.6
CT-I-02	It is an objective to develop this site for industrial type activities giving priority to high quality manufacturing. *^	35.6
CT-I-03	Industrial development	56.0
CT-I-04	Maintain existing industrial uses. *	39.7
CT-I-05	Maintain existing industrial uses *	13.0
<b>Business</b>		
CT-B-01	Business development, excluding retail warehousing, non-retail general offices and car showrooms. Proposals for this site will include a comprehensive layout and structural landscaping <b>scheme. that will ensure that any buildings or other structures erected have minimal visual impact in longer distance views.</b> Vehicular access to the site will be from the adjoining industrial area to the south only. ^	19.8
CT-B-02	Business development. Proposals shall optimize connectivity with the proposed rail passenger station at Fota Business and Retail Park, particularly for pedestrians and cyclists. A significant landscaped buffer shall be provided along the western <b>and southern boundaries to safeguard the Great Island Channel Special Area of Conservation.</b> *^	8.0
CT-B-03	Business development. Proposals should include a 20 metre tree planted buffer and screening to protect views from the N25. *^	4.3
CT-B-04	Business development.	2.8

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Carrigtwohill</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
Objective No.		Approx. Area (Ha)
	<b>*^</b>	
CT-B-05	Business development. <b>*^</b>	6.6
CT-B-06	Business development. <b>^</b>	2.3
CT-B-07	Business development excluding non-retail general offices and car showrooms. <b>^</b>	3.8
CT-B-08	Station Quarter including convenience retailing, professional services and Leisure Facilities. Residential development can be accommodated at first floor level and above. <b>^</b>	1.4
CT-B-09	Business development, subject to an ecological assessment. <b>*^</b>	6.1
<b>Town Centre</b>		
CT-T-01	Expansion of established town centre in line with overall uses acceptable in town centre areas and providing for improved connectivity and public realm spaces. <b>^</b>	9.8
CT-T-02	Town/neighbourhood centre in line with the overall uses acceptable in town centre areas. Careful consideration shall be given to the overall design approach given the prominence of the site to both the entrance to Castlelake and the start of the Main Street. <b>*^</b>	4.4
CT-T-03	Town Centre development <b>*^</b>	5.0
<b>Community</b>		
CT-C-01	Land to provide for education purposes to include two primary schools and a post primary school with ancillary open space area suitable for playing fields. <b>*</b>	10.4
CT-C-02	Retain existing community centre, playground and sports facilities.	3.4
CT-C-03	Provision of a primary school.	2.1



<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Carrigtwohill</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
Objective No.		Approx. Area (Ha)
	<b>*</b>	
CT-C-04	Provision of a primary and secondary school multi campus. <b>*</b>	6.5
<b>Utilities</b>		
CT-U-01	Provision of a new link road connecting Castle Lake to Station Road with underpass and CT-U-02. Road line on map is indicative only.	-
CT-U-02	Provision of new link roads to access development lands. Road lines on map are indicative only.	-
CT-U-03	Provision of a Greenway to comprise a cycleway and pedestrian pathway designed in accordance with the DMURS Guidance document to the approval of Cork County Council and constructed as part of the development and linked to other parts of the greenway on adjacent properties.	2.8
CT-U-04	Upgrading of Feeder Road (CT-U-04) to accommodate Pedestrian and Cycling facilities.	-
CT-U-05	Upgrading of Feeder Road (CT-U-05) to accommodate Pedestrian and Cycling facilities	-
CT-U-06	Upgrading of Station Bridge to accommodate Pedestrian and Cycling facilities	-
CT-U-07	Upgrading of Wyse's Bridge to accommodate Pedestrian and Cycling facilities	-
CT-U-08	Upgrading of Ballyadam Bridge to accommodate Pedestrian and Cycling facilities	-
CT-U-09	Construction of Pedestrian/Cycling Bridge linking CT-R-12, CT-R-18 and Educational Campus CT-C-04.	-
CT-U-10	Construction of Pedestrian/Cycling Bridge linking Open Spaces	-
CT-U-11	Provision of a new link road connecting with underpass and U-02. Road line on map is indicative only.	-
CT-U-12	Provision of new link Road to access backlands. Road line on map is indicative only.	-
CT-U-13	Upgrade of Station Road	-
CT-U-14	Upgrade of Main Street	-
<b>Open Space, Sports, Recreation and Amenity</b>		
CT-O-01	Open Space - Maintain active open space. <b>*</b>	7.8
CT-O-02	Active open space to include the provision of playing pitches, ancillary facilities and parking.	5.0

<b>Local Area Plan Objective</b>		
<b>Specific Development Objectives for Carrigtwohill</b>		
<b>* Flood Risk Obj. IN-01 of Section 1 applies</b>		<b>^ TIA and RSA Required.</b>
Objective No.		Approx. Area (Ha)
	<b>*</b>	
CT-O-03	Open Space - Maintain active open space.	1.9
CT-O-04	<del>Open Space - Provision of a Small Park</del> <b>*</b>	<del>3.0</del>
CT-O-05	Open Space - Provision of a Small Park <b>*</b>	4.5
CT-O-06	<del>Open Space - Provision of a Linear Park</del> <b>*</b>	<del>1.8</del>
CT-O-07	Open Space <b>*</b>	7.6
CT-O-08	Open Space <b>amend area</b>	4.3
CT-O-09	Open Space	7.6
<b>Special Policy Area</b>		
CT-X-01	Station Quarter South – Mixed use development to include enterprise development, high density residential, small scale retail and community uses*	3.3

## Appendix B2 – Strategic Land Reserve – CB.01.01.07

Delete Paragraph 1.6.33 – 1.6.45 and replace with text outlined in Bold

### **Strategic Land Reserve**

The 'Core Strategy' chapter of the County Development Plan 2014 indicates that the supply of land for housing development in Metropolitan Cork identified in the 2011 Local Area Plans is sufficient to provide housing for the population growth targets for the area. Just over 27,000 new housing units are required to provide for the population to grow by over 42,000 people. However, the 'strategic reserve' included within the 2011 LAP supply of housing land was estimated in 2013 to be only 14% (when calculated by land area) or 20% (when calculated by housing units).

The County Development Plan 2014 states that the supply of land suitable for housing development in Metropolitan Cork should be increased in order to offset the risk of a major parcel of zoned land failing to commence development or to accommodate additional development pressures if low levels of development activity continue in the City Docklands or elsewhere and it is the County Council's intention to give effect to this provision of the County Development Plan by providing additional zoned land in this local area plan.

In this section, information is provided on the overall quantity of additional land that may need to be zoned to ensure that an adequate element of strategic reserve is included in the overall supply of land for housing and the main locations that could contribute to meeting this requirement for additional zoned land are identified and described. As part of the public consultation process for these local area plans, the County Council will consider submissions from the public and others on this issue generally and in relation to the specific sites or locations identified before making its decision on which of the proposed sites should be included in the Local Area Plan at the amendment stage of the plan making process.

The County Council's Planning and Development Strategic Policy Committee has given consideration to the overall approach which could be taken to the identification of additional land for housing development in Metropolitan Cork and there was broad agreement amongst the membership of the Committee that the element of 'Strategic Reserve' included in the supply of land for housing should be at least

- 1/3 of the overall requirement for new housing (calculated by housing units) as set out in the County Development Plan 2014 Core Strategy; and
- Equivalent to 12 years house building at the projected construction rate (i.e. two Local Area Plan cycles)

The County Development Plan 2014 Core Strategy calculates the overall requirement for new housing necessary to accommodate the planned population target in Metropolitan Cork to be 27,235 units. If a 'Strategic Reserve' of 1/3 of the overall requirement for new housing is to be provided then the total land supply for new housing needs to be at least sufficient for the building of 36,313 units.

The County Council's Planning and Development Strategic Policy Committee has also given consideration to the projected annual building rate for Cork County as a whole and the Metropolitan Cork area. At the peak of housing output in the last decade, County wide output reached over 8,000 dwellings per year although the CASP Plan of 2001 considered that a long term sustainable rate for the County was close to about 4,500 units. 'Construction 2020' suggests that, nationally, about 25,000 housing units need to be built annually. This would indicate that, in Cork, a house building target of 2,825 units per annum would be consistent with the national objective.

The Housing Agency (2014) suggested an annual building rate of 1,287 units for the period to 2018 for Metropolitan Cork.

Taking all these factors into account, the Strategic Policy Committee has expressed the view that the County should plan for a house building rate of around 3,500 units per annum. More recently the Committee acknowledged the suggestion that, in Metropolitan Cork, an appropriate projected building rate would be in the region of 3,000 units per annum. On this basis a 12 year supply of land suitable for new housing would need to provide for the building of 36,000 units

This Draft Local Area Plan, together with the 3 other Draft Municipal District Local Area Plans that together make up Metropolitan Cork, include a supply of zoned suitable for housing (in the County Metropolitan SPA) of 1,208 ha (gross) or 966.4 ha (net). It is estimated that this is sufficient for the building of 27,059 new housing units. In addition, 5,000 units will be provided through the development of the Monard SDZ, and the total housing land supply in the draft LAP's for Metropolitan Cork is therefore sufficient for 32,059 units.

Therefore, to achieve the objectives to provide a 'Strategic Reserve' of 1/3 of the overall requirement for new housing or a land supply equivalent to 12 years building at projected rates additional zoned land with capacity to accommodate approximately 9,019 units needs to be identified.

From the submissions received in response to the preliminary public consultation in relation to the current Local Area Plan review (held in December 2015/January 2016) and from other research undertaken, a number of options have been identified which could meet the requirement to identify additional land for housing. These options are describe in more detail in the following pages but can be summarised as follows:

### **Active Land Management**

In response to an indentified 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 the 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”.

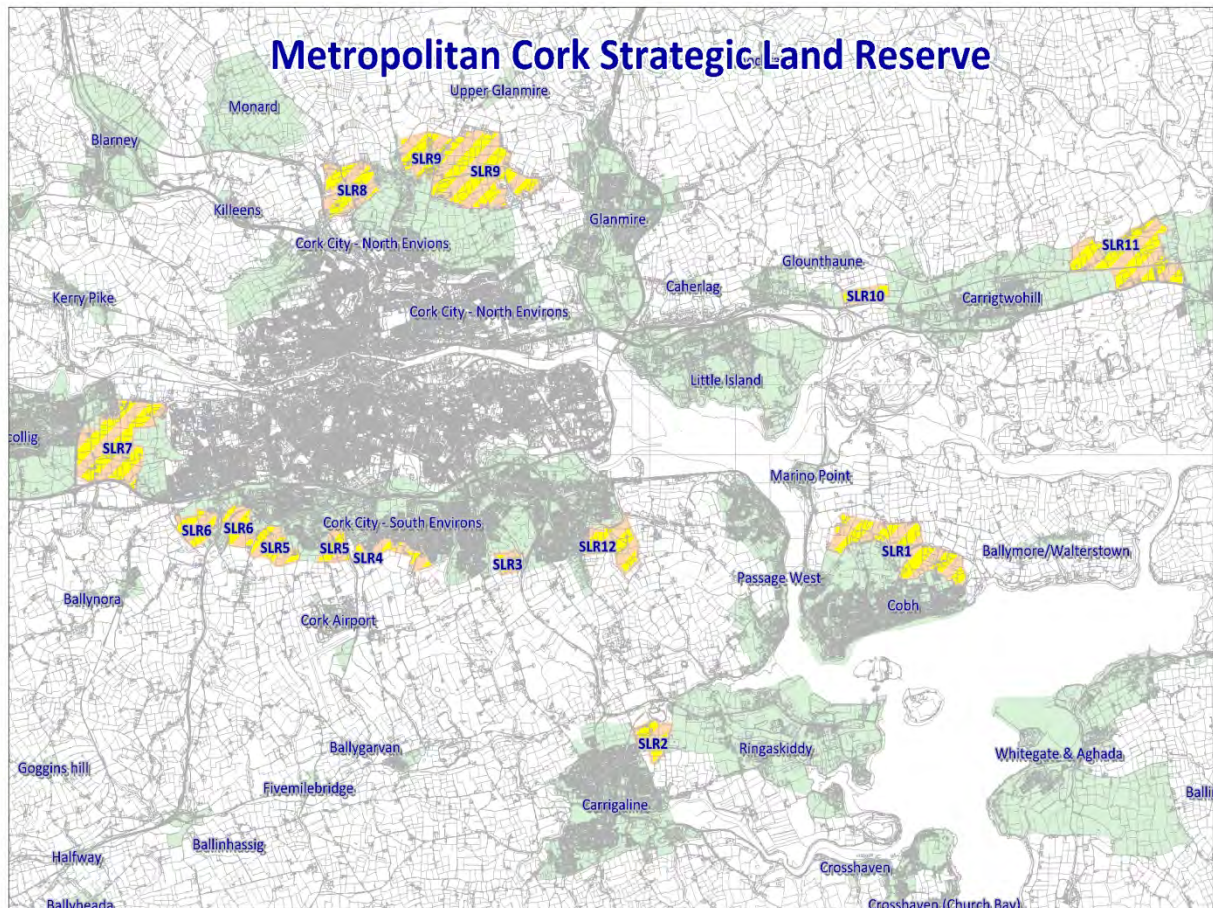
When preparing the Draft Local Area Plan Cork County Council again identified the need for additional strategic land reserves (in the order of 300ha - 400ha), to take account of the requirements set out in the CDP 2014 but also in the context of anticipated economic and population growth in the State 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)

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:

- 1. 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.
- 2. 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.
- 3. 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.



**Appendix C: List of Amendments Not Recommended by the Chief Executive**

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
<b>Cobh</b>				
CB 03.02.15	<p>Volume 1, Section 3, Main Towns</p> <p>Insert new zoning objective as follows:</p> <p><b>CH-X-02: Medium B Density Residential development on 4.5ha at the eastern extent of the lands, in a woodland setting with pedestrian and vehicular access provision to the adjoining lands to the east. The remainder of the lands, west of the ridgeline, shall provide for open space and woodland with provision for pedestrian and cycling links and car parking to serve the future railway station. Development of these lands shall include landscaping and protection of the more vulnerable slopes and associated habitats, and, shall be accompanied and informed by a comprehensive Visual Impact Assessment Statement.</b></p> <p><b>Text and map change</b></p>	68, 70 & 71	AMD21001048	<p><b>Chief Executive’s Recommendation:</b></p> <p><b>To exclude this proposed amendment CB.03.02.15 including proposed map change.</b></p> <p>See Section 2, Paragraph 2.2, page 5 for details.</p>
CB 03.02.16	<p>Volume 1, Section 3, Main Towns</p> <p>Insert new zoning objective as follows:</p> <p><b>CH-R-22: Medium A Density Residential development. Development of these lands shall include landscaping proposals and shall be accompanied and informed by a comprehensive</b></p>	68 & 71	AMD20995945	<p><b>Chief Executive’s Recommendation:</b></p> <p><b>To exclude this proposed amendment CB.03.02.16 including proposed map change.</b></p> <p>See Section 2, Paragraph 2.3, pages 5 to 6 for details.</p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	Visual Impact Assessment Statement. Text and map change			
<b>Glanmire</b>				
CB 03.03.16	<p>Volume 1, Section 3, Main Towns</p> <p>Insert new zoning objective as follows:</p> <p><b>GM-R-09: Medium B Density Residential development of individual serviced sites. Development of these lands shall include landscaping proposals and protection of the more vulnerable slopes. Proposals shall be accompanied and informed by a comprehensive Visual Impact Assessment Statement, including the provision of advanced strategic planting to be retained on the northern and western edges of the site, to act as a definite limit to any further development in this area. Existing woodland on the eastern portion of the site is not suitable for development and must be protected. *</b></p> <p>Text and map change</p>	84 & 88	<p>AMD20867757</p> <p>AMD20927072</p> <p>AMD20963966</p> <p>AMD20978336</p> <p>AMD20979002</p> <p>AMD20979704</p> <p>AMD20979887</p> <p>AMD20980006</p> <p>AMD20980187</p> <p>AMD20980329</p> <p>AMD20980812</p> <p>AMD20980886</p> <p>AMD20981335</p> <p>AMD20984073</p> <p>AMD20986773</p> <p>AMD20996640</p> <p>AMD20997840</p> <p>AMD20999909</p>	<p><b>Chief Executive’s Recommendation:</b></p> <p><b>To exclude this proposed amendment CB.03.03.16 including proposed map change.</b></p> <p><b>See Section 2, Paragraph 2.4, pages 6 to 7 for details.</b></p>
<b>North Environs</b>				

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
CB 03.04.40	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text in objective NE-O-02 in the table Specific Development Objectives for Cork City North Environs This objective will now read as follows</p> <p>Open space including the provision of playing pitches. <b>The open space contains three archaeological sites which awarded protection under national monuments legislation and policies in the County Development Plan 2014. Any development of amenities shall preserve and protect these monuments and their setting and will require an Archaeological Assessment.</b></p> <p><b>Text change only.</b></p>	118	No submission received.	<p><b>Chief Executive’s Recommendation:</b></p> <p><b>To exclude this proposed amendment CB.03.04.40.</b></p> <p>See Section 2, Paragraph 2.10, page9 for details.</p>
CB 03.04.41	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text to NE-R-04 as follows:</p> <p>High and Medium A density residential development. <b>The site contains three archaeological monument CO0074-172; CO074-131; CO074-131 Archaeological sites are awarded protection under national monuments legislation and policies in the County Development Plan 2014. These archaeological sites should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a</b></p>	116	No submission received.	<p><b>Chief Executive’s Recommendation:</b></p> <p><b>To exclude this proposed amendment CB.03.04.41 including proposed map change.</b></p> <p>See Section 2, Paragraph 2.10, page 9 for details.</p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</p> <p><b>Text change only</b></p>			
CB 03.04.42	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text to NE-R-12 as follows:</p> <p>Medium B residential development. <b>The site contains two archaeological monument CO075-113 and CO074-022 which are awarded protection under national monuments legislation and policies in the County Development Plan 2014. The archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</b></p> <p><b>Text change only</b></p>	116	No submission received.	<p><b>Chief Executive’s Recommendation:</b></p> <p><b>To exclude this proposed amendment CB.03.04.42.</b></p> <p><b>See Section 2, Paragraph 2.10, page 9 for details.</b></p>
CB 03.04.43	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text to NE-R-13 as follows:</p> <p>Medium B Residential development. <b>The site contains three archaeological monument CO063-114 &amp; CO063-115 and CO063-072. Archaeological sites are awarded protection under national</b></p>	116	AMD20995162	<p><b>Chief Executive’s Recommendation:</b></p> <p><b>To exclude this proposed amendment CB.03.04.43.</b></p> <p><b>See Section 2, Paragraph 2.10, page 9 for details.</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>monuments legislation and policies in the County Development Plan 2014. This archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</p> <p><b>Text change only</b></p>			
CB 03.04.44	<p>Volume 1, Section 3, Main Towns</p> <p>Include additional text to NE-TC-01 as follows:</p> <p>Provide a district centre with provision for an appropriate range of retail and commercial facilities to support the new population and taking into consideration the existing retail developments at Fox and Hounds, Dunnes Store and Lidl. The site should also allow for the development of a health centre and community hall/facility for the new residents.</p> <p><b>The site contains three archaeological monument CO074-131; CO074-172 and CO074-132 which are awarded protection under national monuments legislation and policies in the County Development Plan 2014. This archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate</b></p>	117	No submission received.	<p><b>Chief Executive’s Recommendation:</b></p> <p><b>To exclude this proposed amendment CB.03.04.44.</b></p> <p><b>See Section 2, Paragraph 2.10, page 9 for details.</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><b>buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require a detailed Archaeological Assessment in advance of development includes a geophysical survey and testing.</b></p> <p>The existing neighbourhood centre at the Fox and Hounds will form part of the district retail Centre subject to the resolution of a number of issues:</p> <p>a) Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management'.</p> <p>b) Provision should be made on site, for improved recreational facilities, including informal public recreation with the provision of a pedestrian walk along the Glen River. Any proposals should protect the Glen River Valley, an area considered to be of high landscape value.</p> <p>^*</p> <p><b>Text Change Only</b></p> <p><i>To be read in conjunction with amendment number CB 03.04.53 which relates to this development objective also.</i></p>			

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
CB 03.04.48	<p>Volume 1, Section 3, Main Towns</p> <p>Rezone lands subject to Medium B Residential Development, as follows:</p> <p><b>NE-R-18: Medium A Density Residential development. Development of the site shall make provision for NE-U-06 and the alignment of this route shall be agreed before any development shall commence. Woodland and scrub habitat on this site shall be protected and integrated into landscape schemes, where possible. *</b></p> <p><b>Text and map changes</b></p>	116 & 121	No submission received.	<p><b>Chief Executive’s Recommendation:</b></p> <p><b>To exclude this proposed amendment CB.03.04.48 including proposed map change.</b></p> <p>See Section 2, Paragraph, page 7 for details.</p>
<b>Monard</b>				
<p><del>CB 03.05.01</del></p> <p>CB 03.07.01</p>	<p>Volume 1, Section 3, Main Towns</p> <p>Insert additional paragraph on <b>Archaeology</b> after 3.5.44 as follows:</p> <p><b>There are a number of archaeological sites within the development area. These are awarded protection under national monuments legislation and policies in the County Development Plan 2014. This archaeological site should be zoned out or designated a Greenfield area and preserved in situ with an appropriate buffer zone protecting the setting of the monuments. In addition the Zone of Archaeological Potential (ZAP) associated with these sites can be quite extensive. Any development at the will require Archaeological Assessment of potential for subsurface archaeology through a program of</b></p>	129	No submission received.	<p><b>Chief Executive’s Recommendation:</b></p> <p><b>To exclude this proposed amendment CB.03.07.01.</b></p> <p>See Section 2, Paragraph 2.11, pages 9 to 10 for details.</p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	geophysical survey and licenced archaeological testing in advance to guide layout and design.  <b>Text change only</b>			
<b>Carrigtwohill</b>				
CB 03.05.23	Volume 1, Section 3, Main Towns  Remove Open Space zoning from part of CT-O-07 to revert to Existing Built Up Area.  <i>Note: This amendment will consequently amend the site area of CT-O-07</i>  <b>Map change only</b>	153	No submission received.	<b>Chief Executive's Recommendation:</b>  <b>To exclude this proposed amendment CB.03.05.23 including proposed map change.</b>  <b>See Section 2, Paragraph 2.6, page 7 for details.</b>
CB 03.05.24	Volume 1, Section 3, Main Towns  Remove Open Space zoning from part of CT-O-07 to revert to Existing Built Up Area.  <i>Note: This amendment will consequently amend the site area of CT-O-07</i>  <b>Map change only</b>	153	No submission received.	<b>Chief Executive's Recommendation:</b>  <b>To exclude this proposed amendment CB.03.05.24 including proposed map change.</b>  <b>See Section 2, Paragraph 2.6, page 7 for details.</b>
CB 03.05.25	Volume 1, Section 3, Main Towns  Rezone CT-O-06 as residential to form an extension to CT-R-19 as follows;  <b>Medium A Density residential development with public open space</b>  *  <i>Note: This amendment will require re-numbering of the remaining Open Space areas within Carrigtwohill and will consequently amend the site</i>	152 & 153	No submission received.	<b>Chief Executive's Recommendation:</b>  <b>To exclude this proposed amendment CB.03.05.25 including proposed map change.</b>  <b>See Section 2, Paragraph 2.7, pages 7 to 8 for details.</b>



Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><i>area of CT-R-19.</i></p> <p><b>Text and map changes</b></p>			
<b>Little Island</b>				
CB 03.06.09	<p>Volume 1, Section 3, Main Towns</p> <p>Amend text &amp; site area of LI-X-01 as follows;</p> <p><b>Mixed use development including provision of:</b></p> <ul style="list-style-type: none"> <li>a) <b>Appropriate uses on-site, including primarily business uses but also a hotel and significant open space;</b></li> <li><del>b) <b>Limited residential development (Medium Density B), up to a maximum of 90no. units, within the north and western extent of the site and incorporating a landscape buffer between the residential and other uses.</b></del></li> <li>b) <b>The link road LI-U-02, as identified on the land use zoning map;</b></li> <li>c) <b>A detailed public transport strategy that will also address improvements to the pedestrian and cycling facilities;</b></li> <li>d) <b>Accessible public open space amounting to 8.9ha (22 acres).</b></li> </ul> <p><b>Text and map changes</b></p>	162	AMD21006031	<p><b>Chief Executive’s Recommendation:</b></p> <p><b>To exclude this proposed amendment CB.03.06.09 including proposed map change.</b></p> <p><b>See Section 2, Paragraph 2.8, pages 8 to 9 for details.</b></p>
CB 03.06.10	<p>Volume 1, Section 3, Main Towns</p> <p>Insert new development Objective LI-X-02 and insert site area as follows;</p>	162	AMD21004041	<p><b>Chief Executive’s Recommendation:</b></p> <p><b>To exclude this proposed amendment CB.03.06.10 including proposed map</b></p>

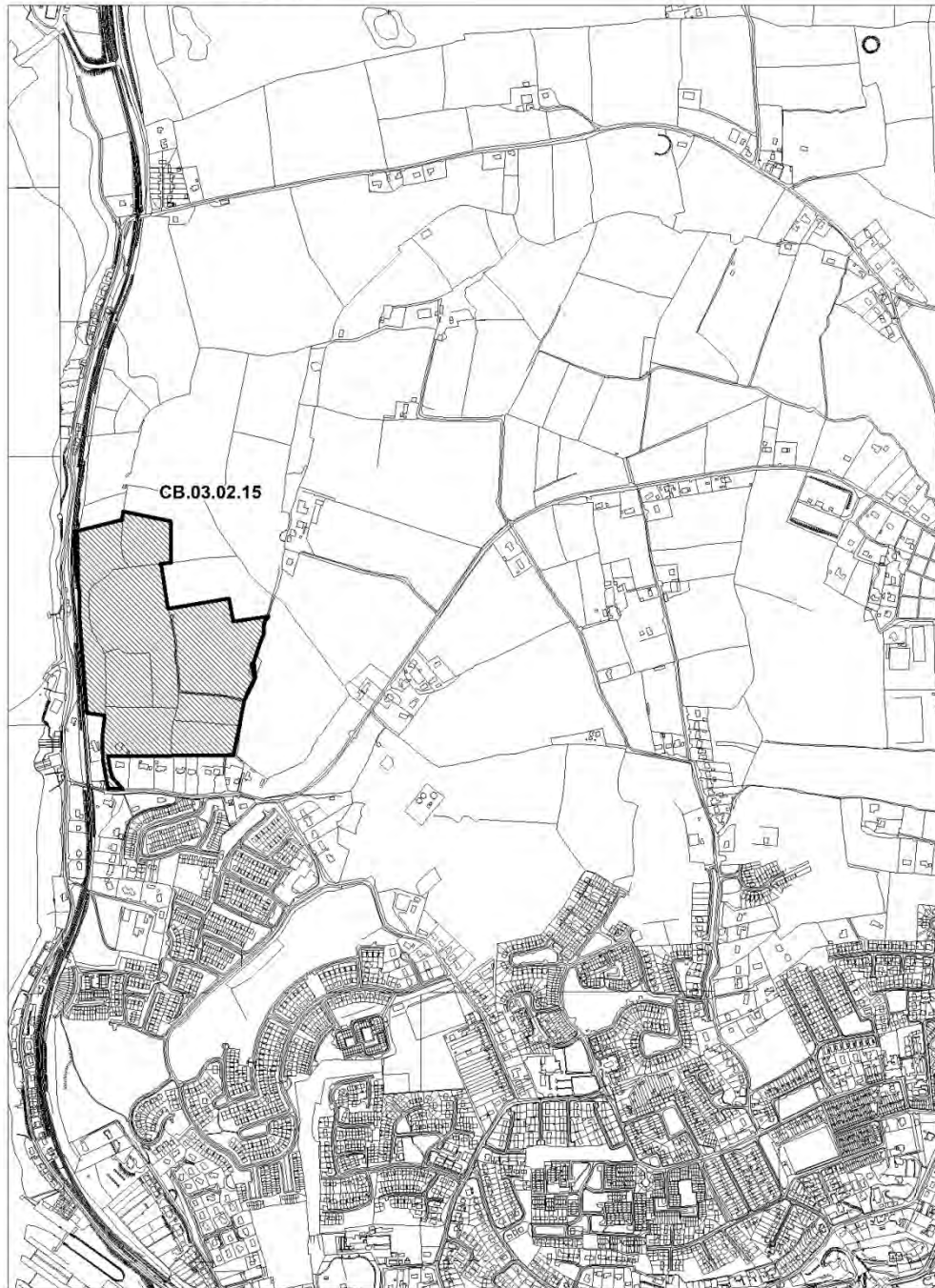
Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><b>Medium B density residential development up to a maximum of 250 dwelling units incorporating a landscape buffer between the residential units and other site uses.</b></p> <p><b>Λ</b></p> <p><i>Note: This amendment will consequently amend the site area of LI-I-02.</i></p> <p><b>Text and map changes</b></p>			<p>change.</p> <p>See Section 2, Paragraph 2.8, pages 8 to 9 for details.</p>
<b>Villages, Village Nuclei, Other Locations</b>				
<b>Upper Glanmire</b>				
CB 05.02.04.02	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Amend O-01 to state:</p> <p><b>Open Space to include provision for 5no. serviced sites along the road frontage with access provided to the remainder of the open space.</b></p> <p><b>Text change only</b></p>	202	AMD20980972	<p><b>Chief Executive’s Recommendation:</b></p> <p><b>To exclude this proposed amendment CB.05.02.04.02.</b></p> <p>See Section 2, Paragraph 2.9, page 9 for details.</p>
<b>Marino Point</b>				
<p><del>CB 05.01.05</del></p> <p>CB 05.04.08.01</p>	<p>Volume 1, Section 5, Villages, Village Nuclei and Other Locations</p> <p>Edit text in Objective X-01 for Marino Point:</p> <p>To facilitate the development of this site for port related industrial development. The following considerations will apply to any proposals for development:</p> <ul style="list-style-type: none"> <li>Development will be confined to the</li> </ul>	231	AMD21008147	<p><b>SEE EXPLANATORY TEXT AS PER SECTION 2.12, PAGE 10 OF THIS DOCUMENT AND ALSO CB.05.04.08.01 IN APPENDIX B, PAGES 141-143.</b></p> <p><b>Chief Executive’s Recommendation:</b></p> <p><b>To exclude this proposed amendment</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p>existing reclaimed area and to activities which are port-related or which use the existing industrial installations. Any new berthing /unloading facilities would be limited.</p> <ul style="list-style-type: none"> <li>• <b>A detailed Traffic Impact Assessment is required prior to any development to assess the impact on the existing road network.</b></li> <li>• <del>Upgrading of the adjoining R624 regional road in the direction of both Carrigtwohill and Cobh is required to facilitate developments likely to generate significant increase in traffic volumes.</del></li> <li>• <b><u>Improved road access between N25 and Cobh subject to full ecological assessment.</u></b></li> <li>• <del>Development involving significant traffic volumes will not be permitted, pending the upgrading of the adjoining R624 regional road in the direction of both Carrigtwohill and Cobh. A detailed Traffic Impact Assessment would be required prior to any development to assess the impact on the existing road network.</del></li> <li>• Existing recorded monuments on site shall be protected.</li> <li>• <b><u>In permitting development, regard shall be had to mitigating potential adverse impacts, particularly for the adjacent residential settlement of Passage West.</u></b></li> <li>• This zone is adjacent to the Great Island Channel Special Area of Conservation and</li> </ul>			<p><b>CB.05.04.08.01.</b></p> <p><b>See Section 2, Paragraph 2.12, pages 10 to 11 for details.</b></p>

Amendment Reference No.	Proposed Amendment	Draft Plan Page No.	Submission Received	Comment
	<p><del>the Cork Harbour Special Protection Area. New developments will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC and SPA.</del></p> <ul style="list-style-type: none"> <li> <b>Marino Point is located immediately adjacent to the Great Island Channel SAC and Cork Harbour SPA. Development in this location will only be permitted where it is shown that it is compatible with the requirements of the Habitats and Birds Directive and with the protection of these sites.</b> </li> </ul> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives of this plan.</p> <p><b>Text change only</b></p>			

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**Cobh**

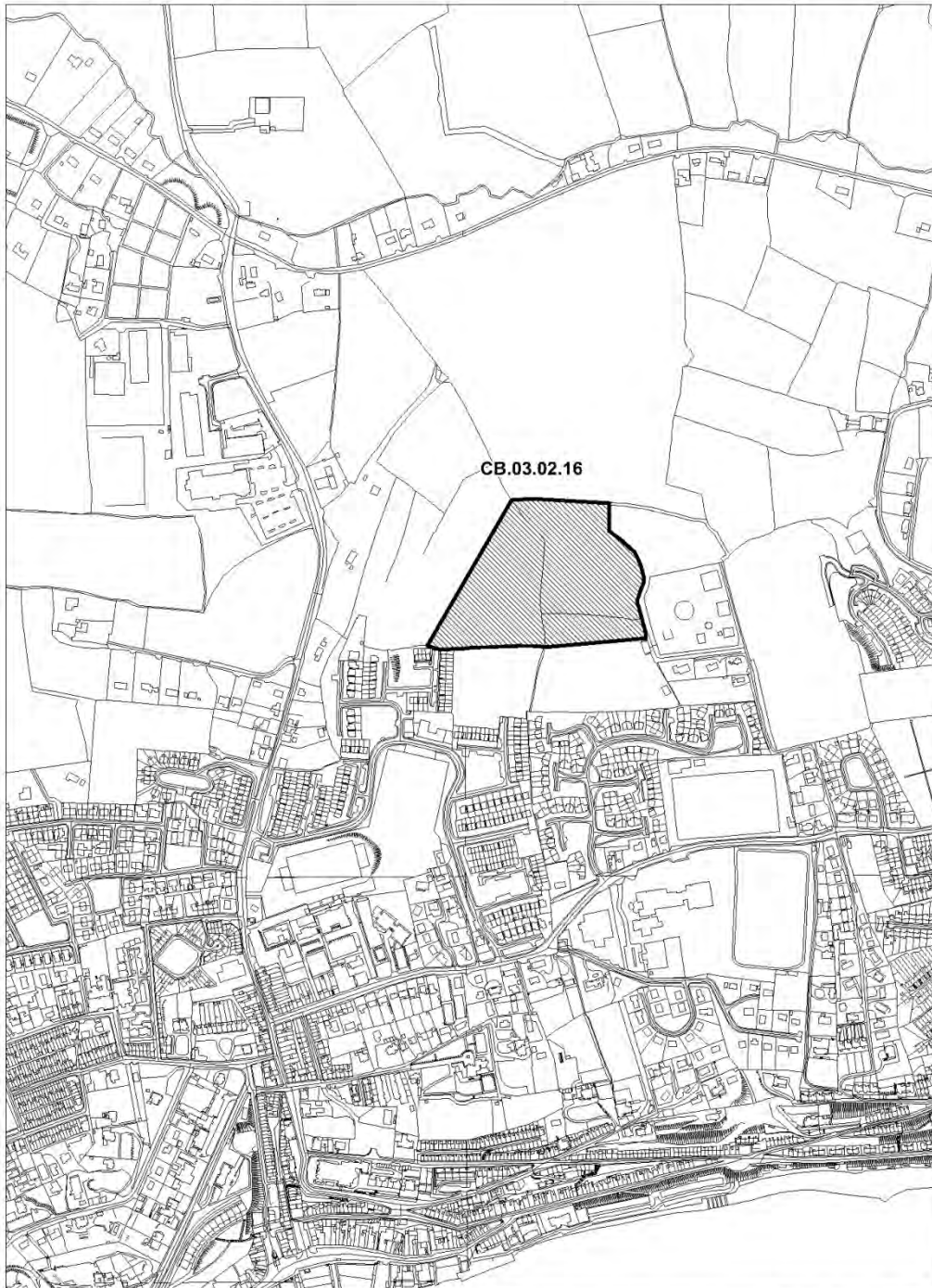


**Amendment Ref:CB.03.02.15**



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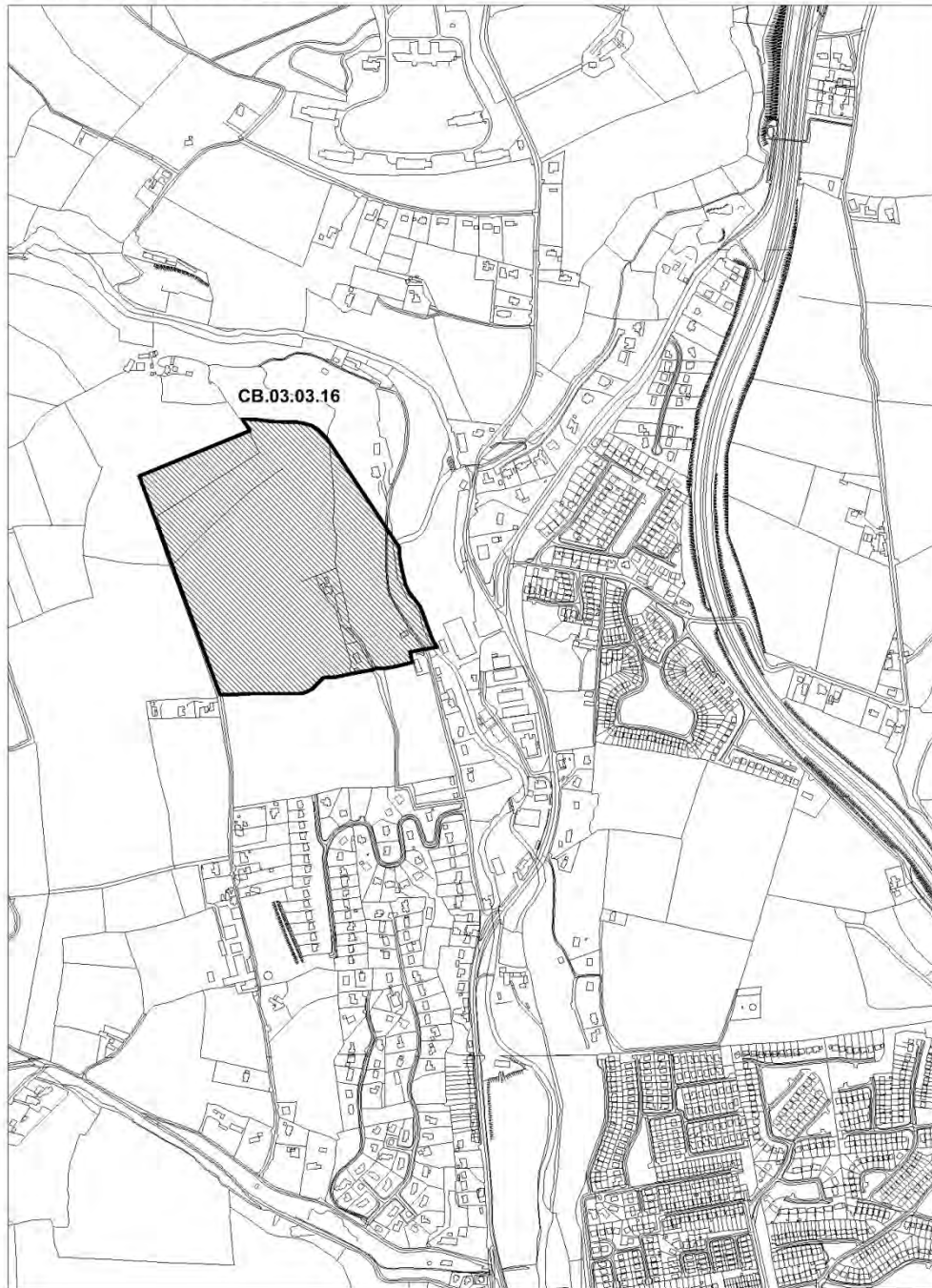
**Cobh**



**Amendment Ref:CB.03.02.16**

Cobh Municipal District Local Area Plan Public Consultation Draft

Glanmire



Amendment Ref:CB.03.03.16



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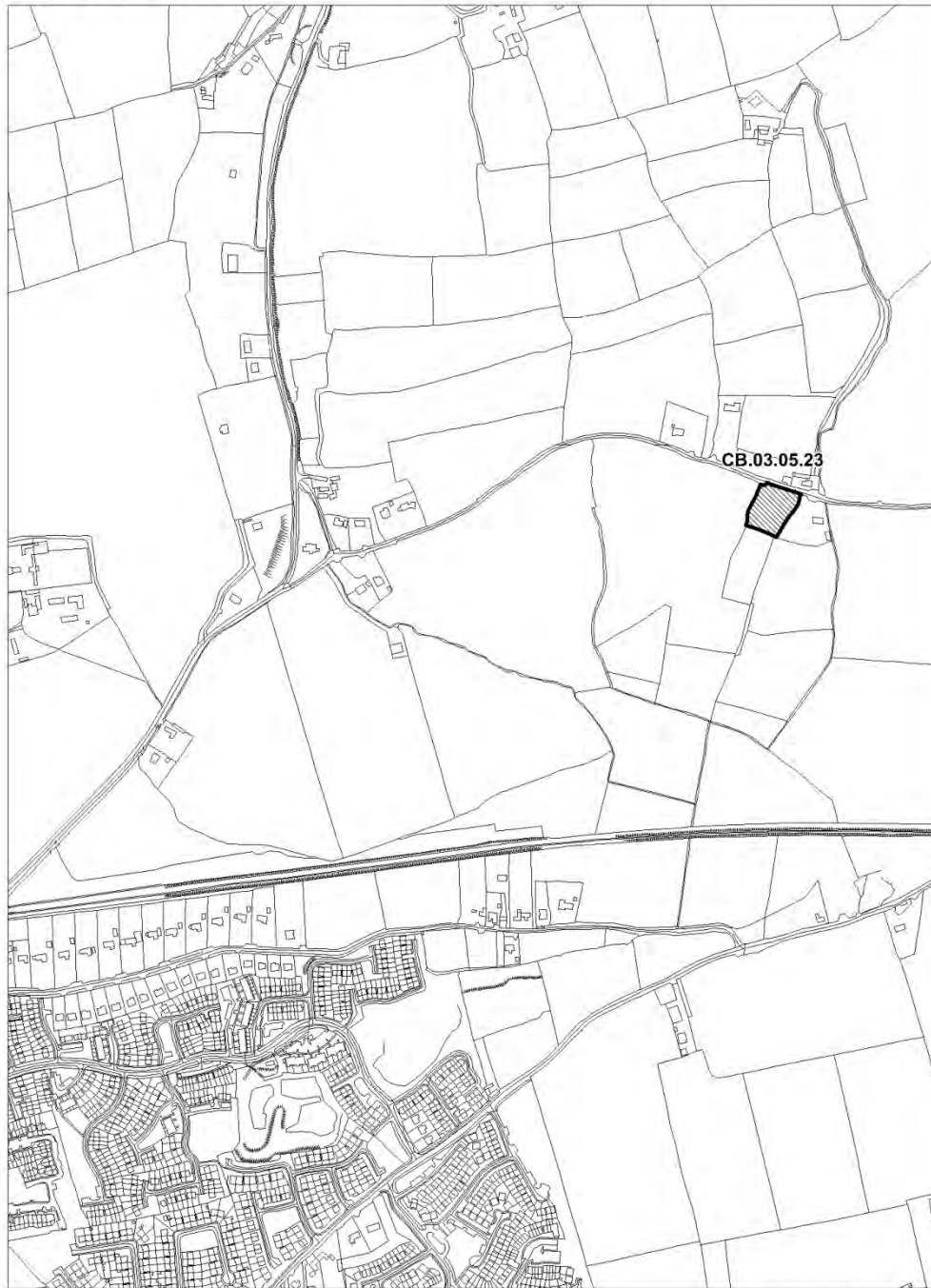


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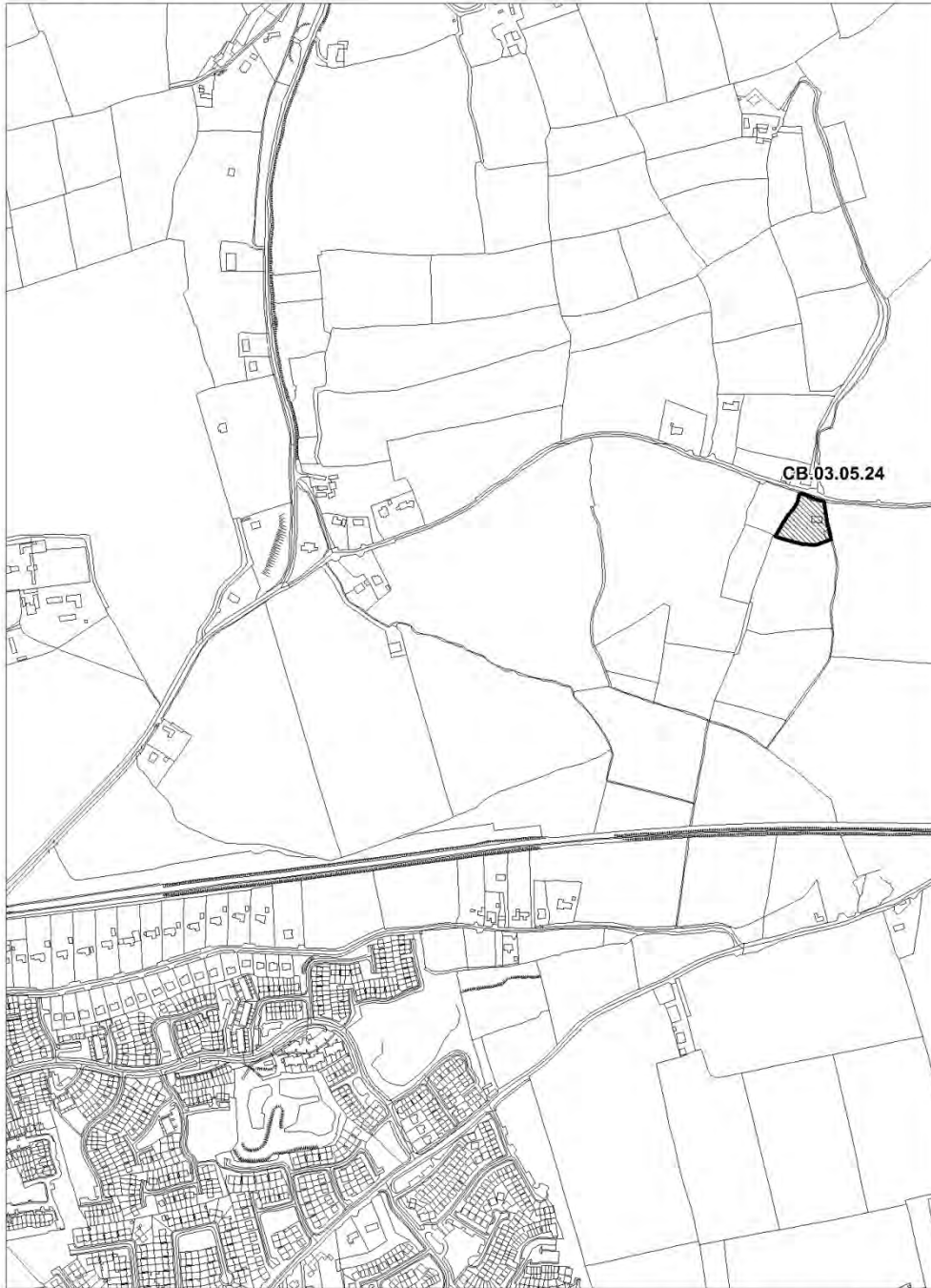
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**Amendment Ref:CB.03.05.23**

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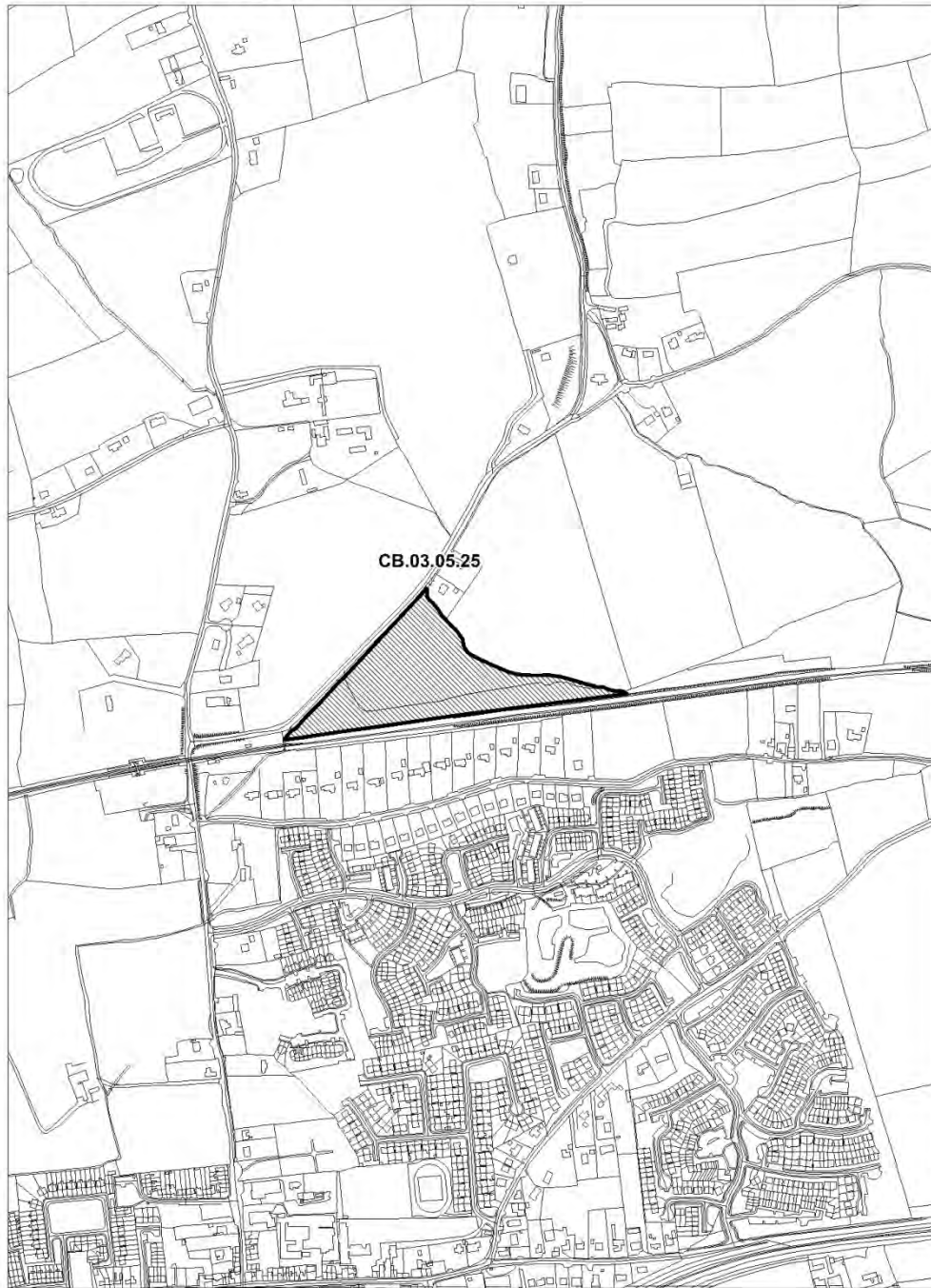
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**Amendment Ref:CB.03.05.24**

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**Carrigtwohill**

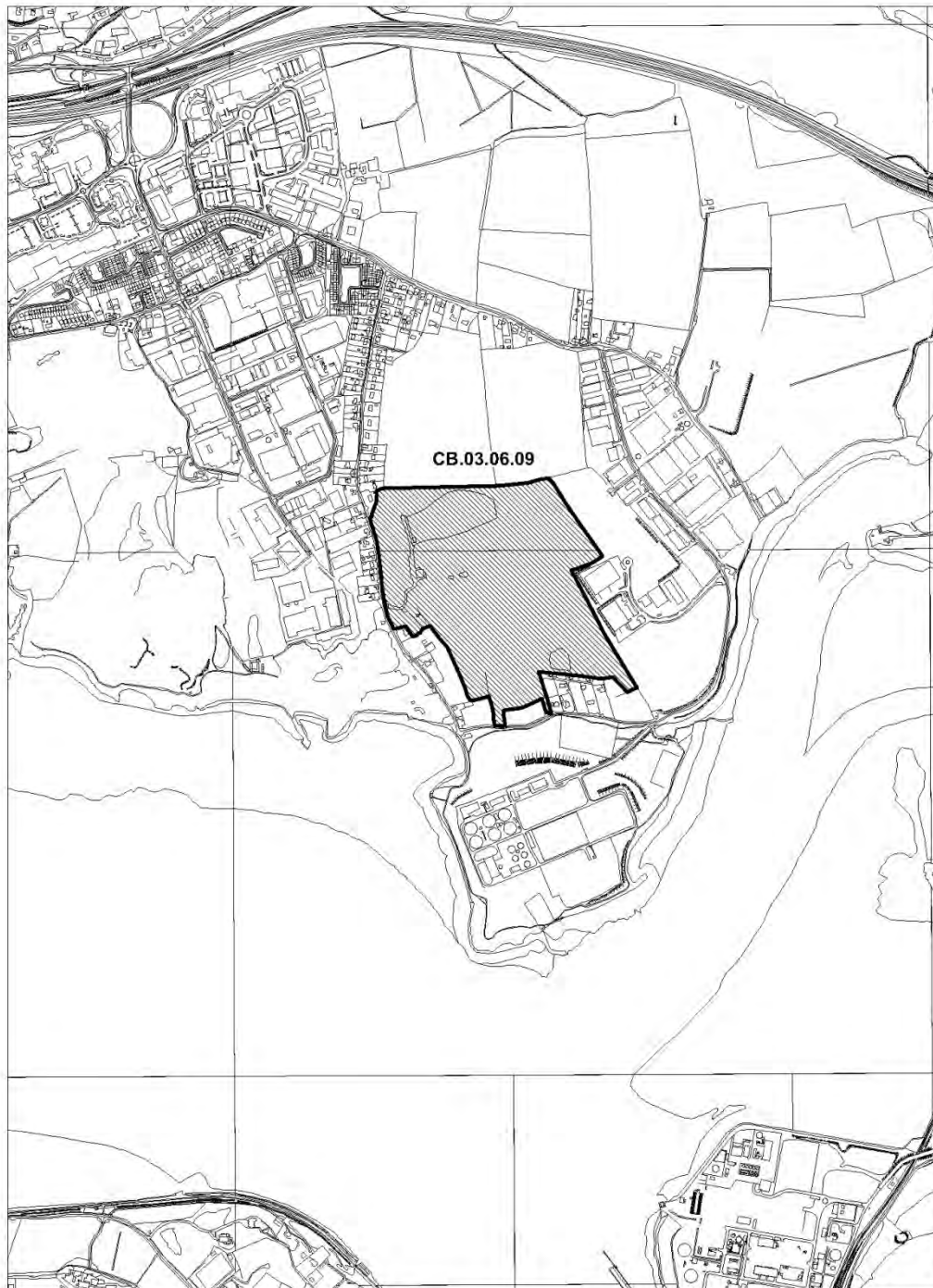


**Amendment Ref:CB.03.05.25**



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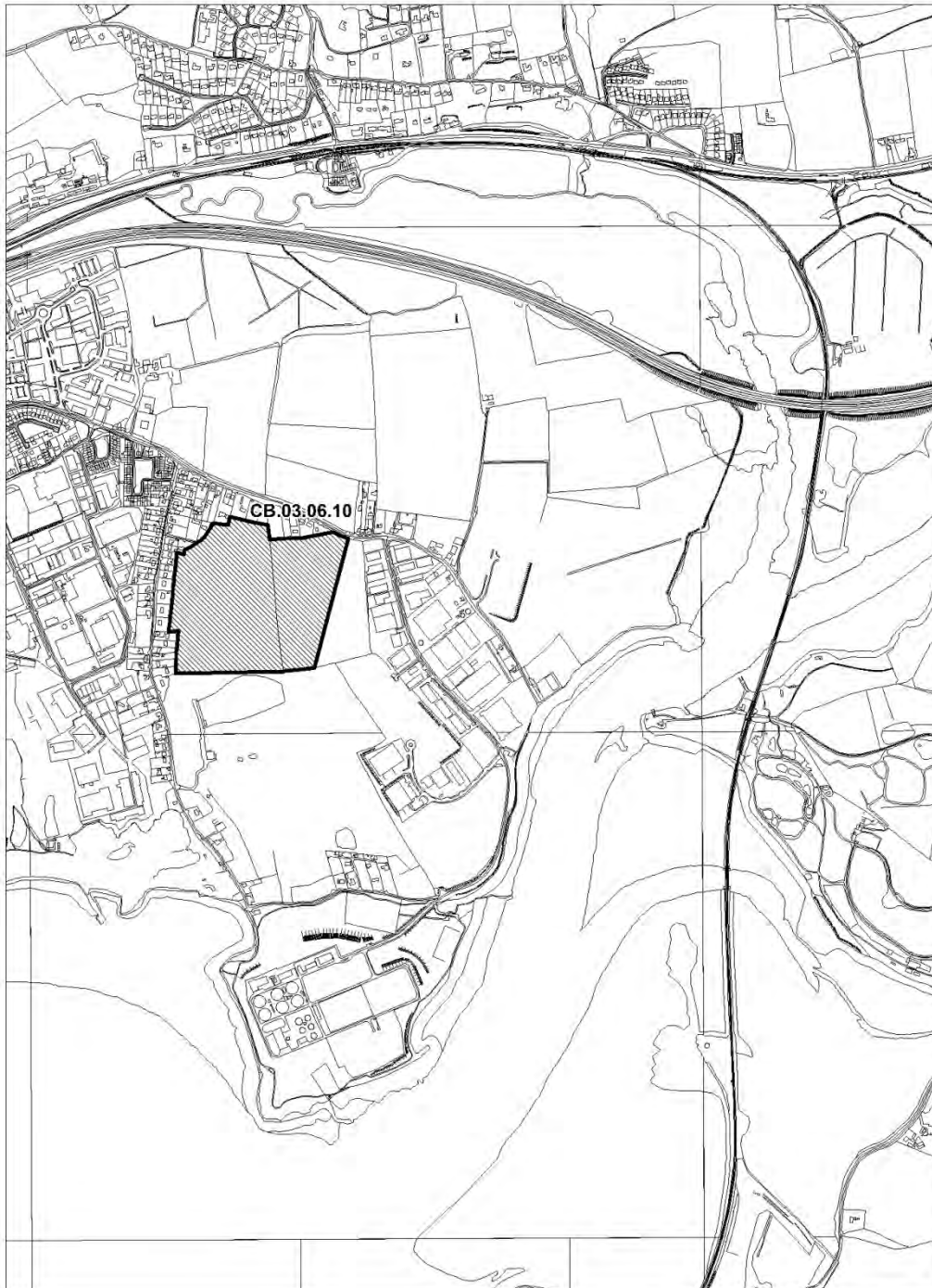
**Little Island**



**Amendment Ref:CB.03.06.09**

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**Little Island**



**Amendment Ref:CB.03.06.10**





## Appendix D Proposed Maps for the Cobh Municipal District

Cobh Municipal District Local Area Plan  
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Cobh



Amendment Ref:CB.03.02.03

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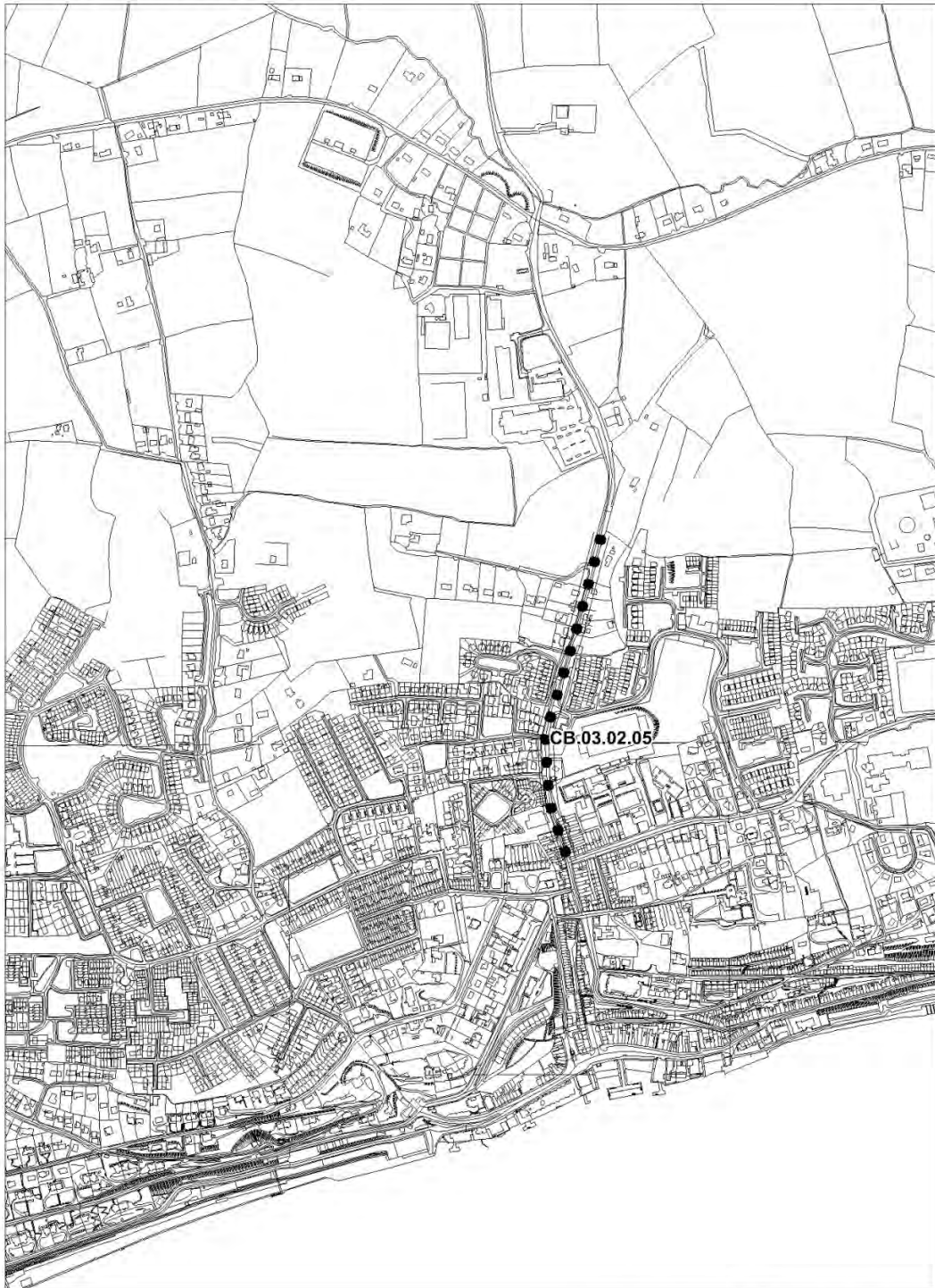


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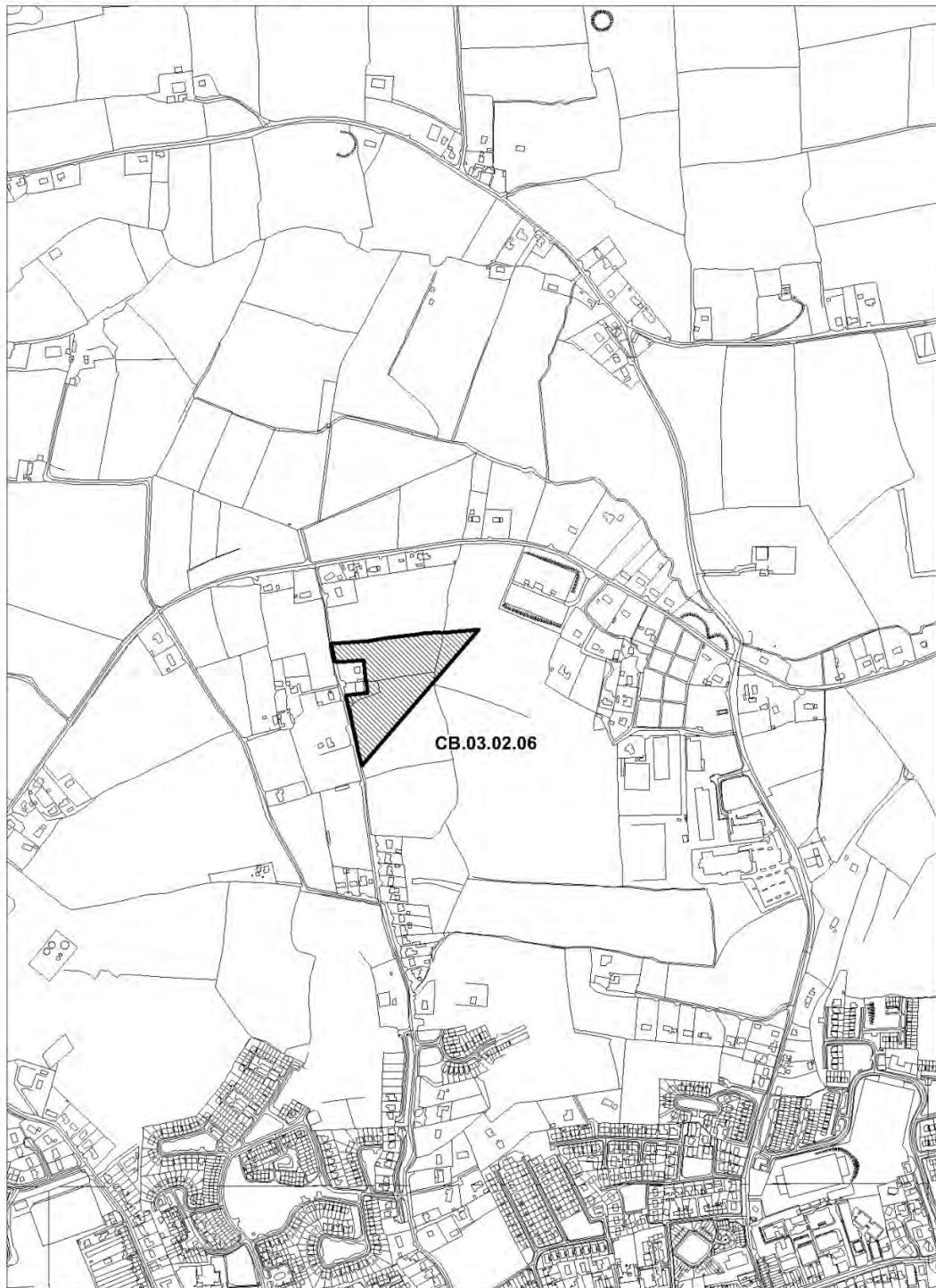
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**Amendment Ref:CB.03.02.05**

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**Amendment Ref:CB.03.02.06**



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Amendment Ref:CB.03.02.14

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**Glanmire**

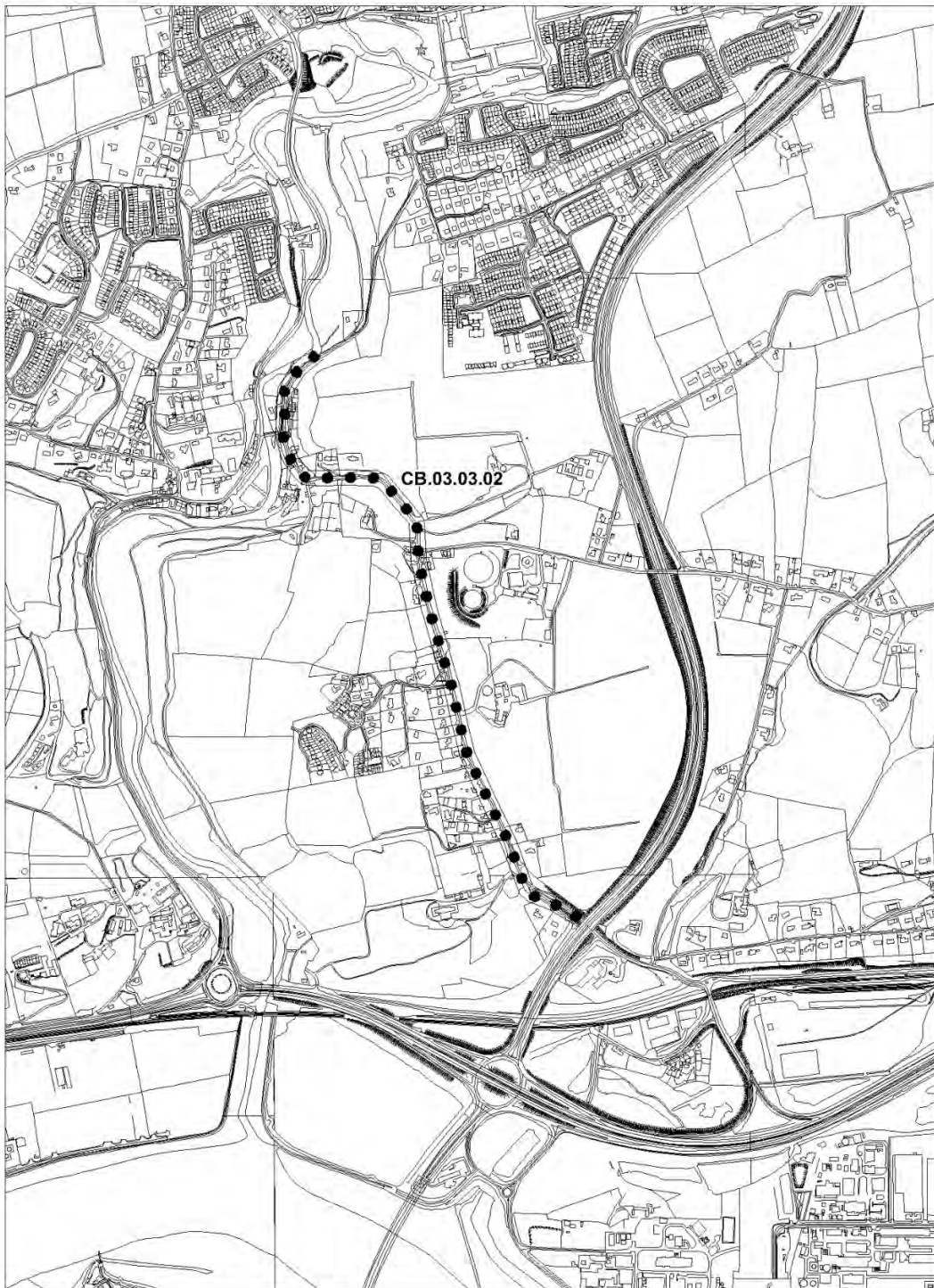


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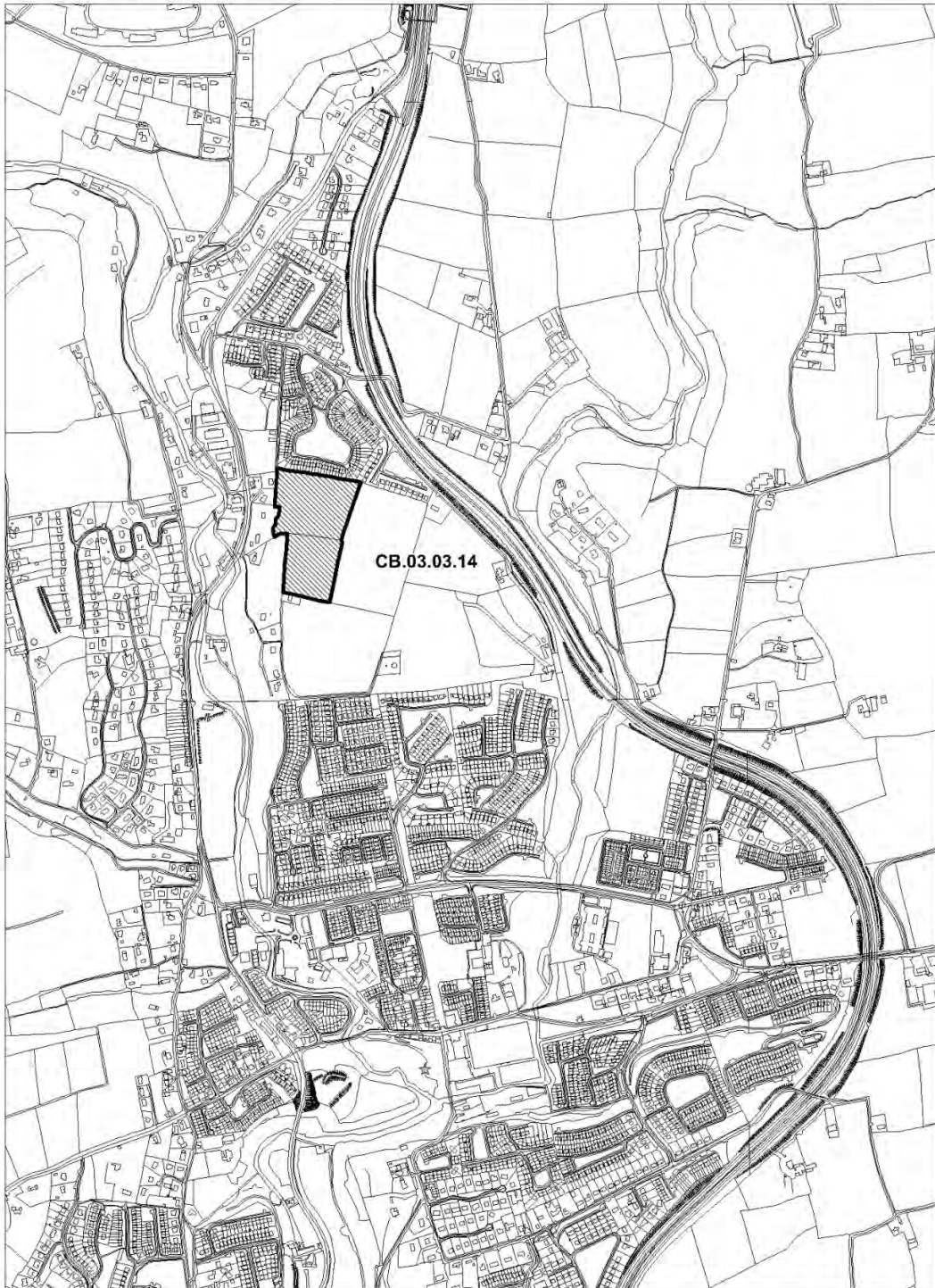


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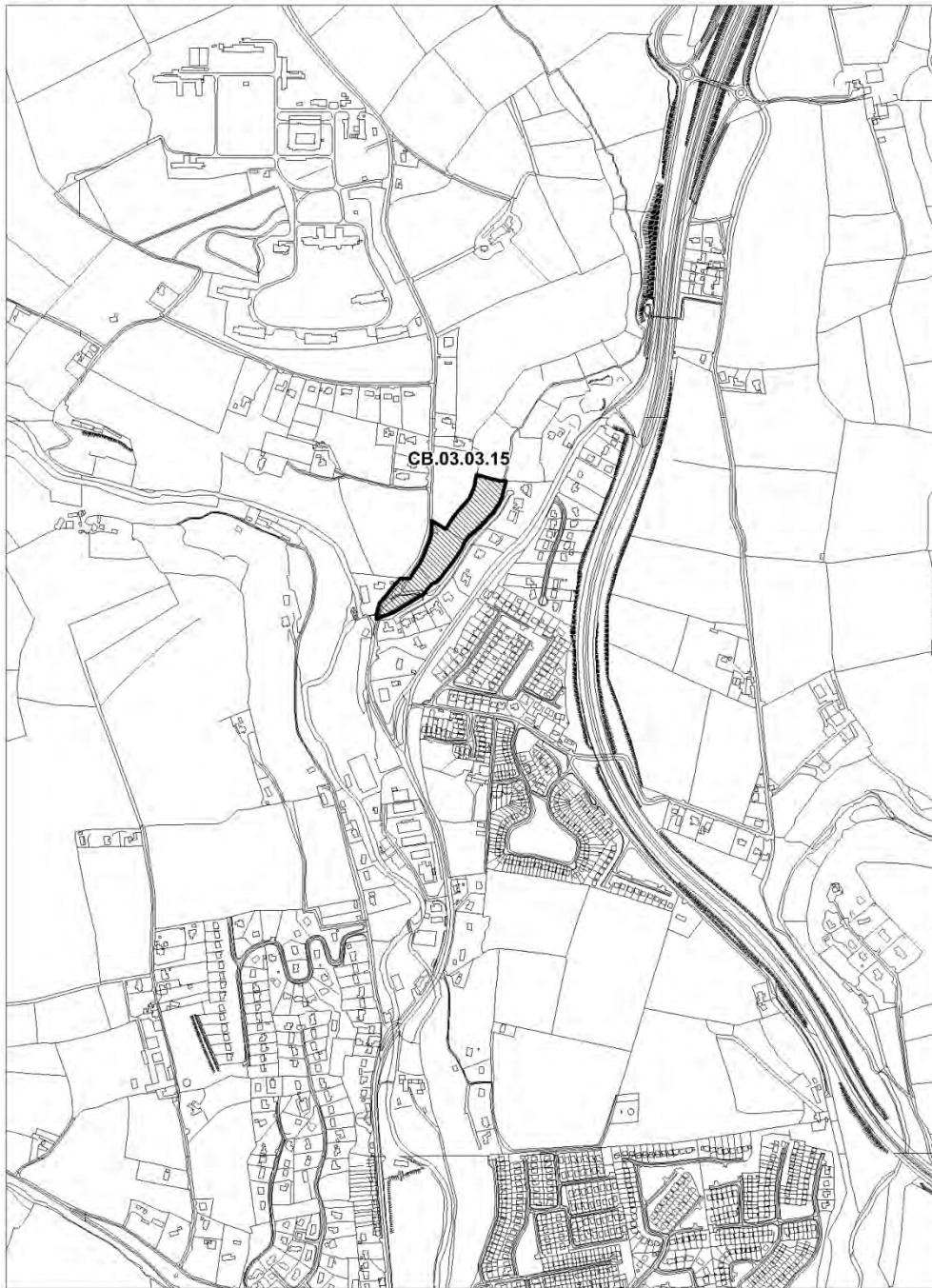
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Amendment Ref:CB.03.03.14

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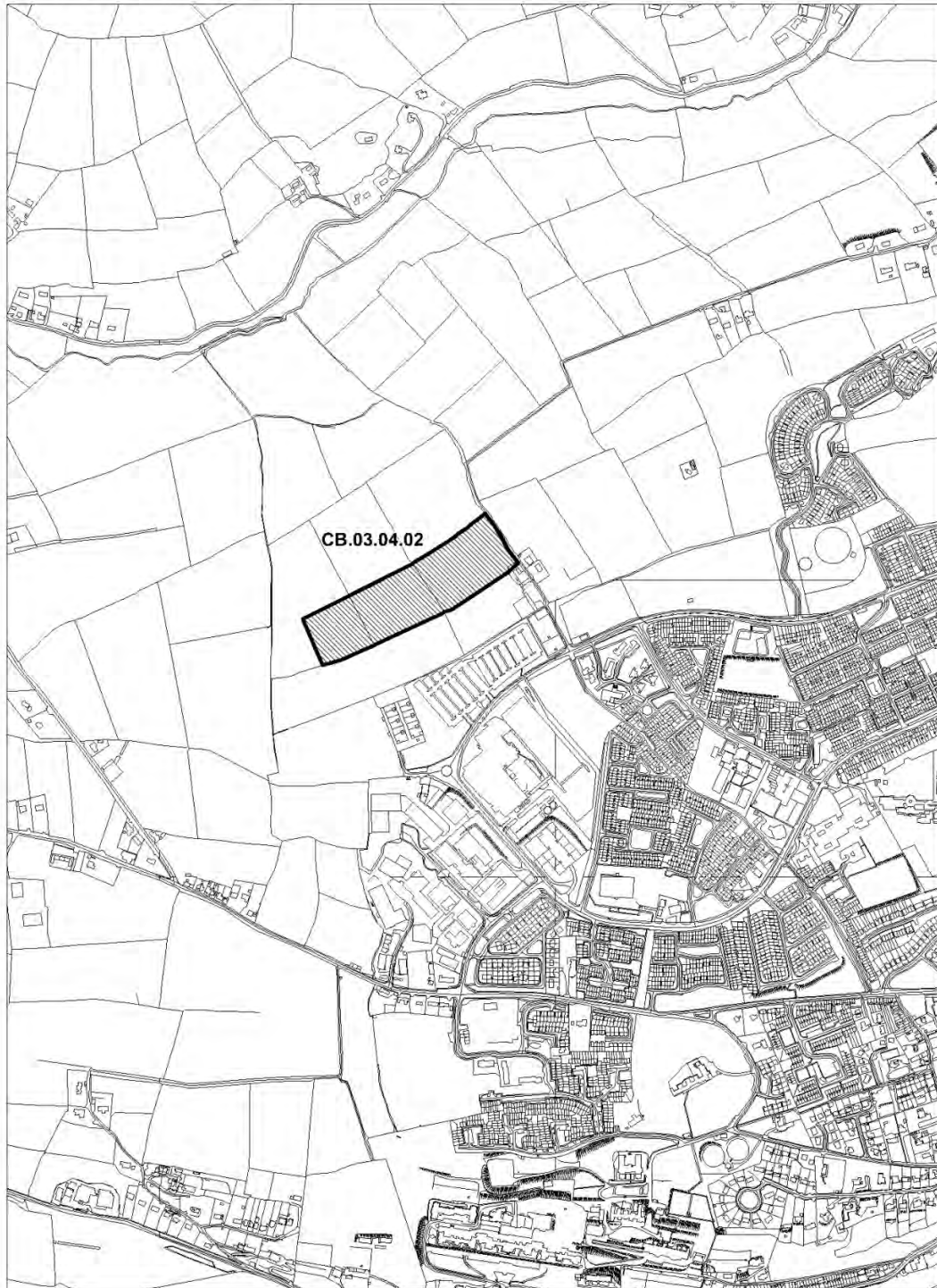


Amendment Ref:CB.03.03.15



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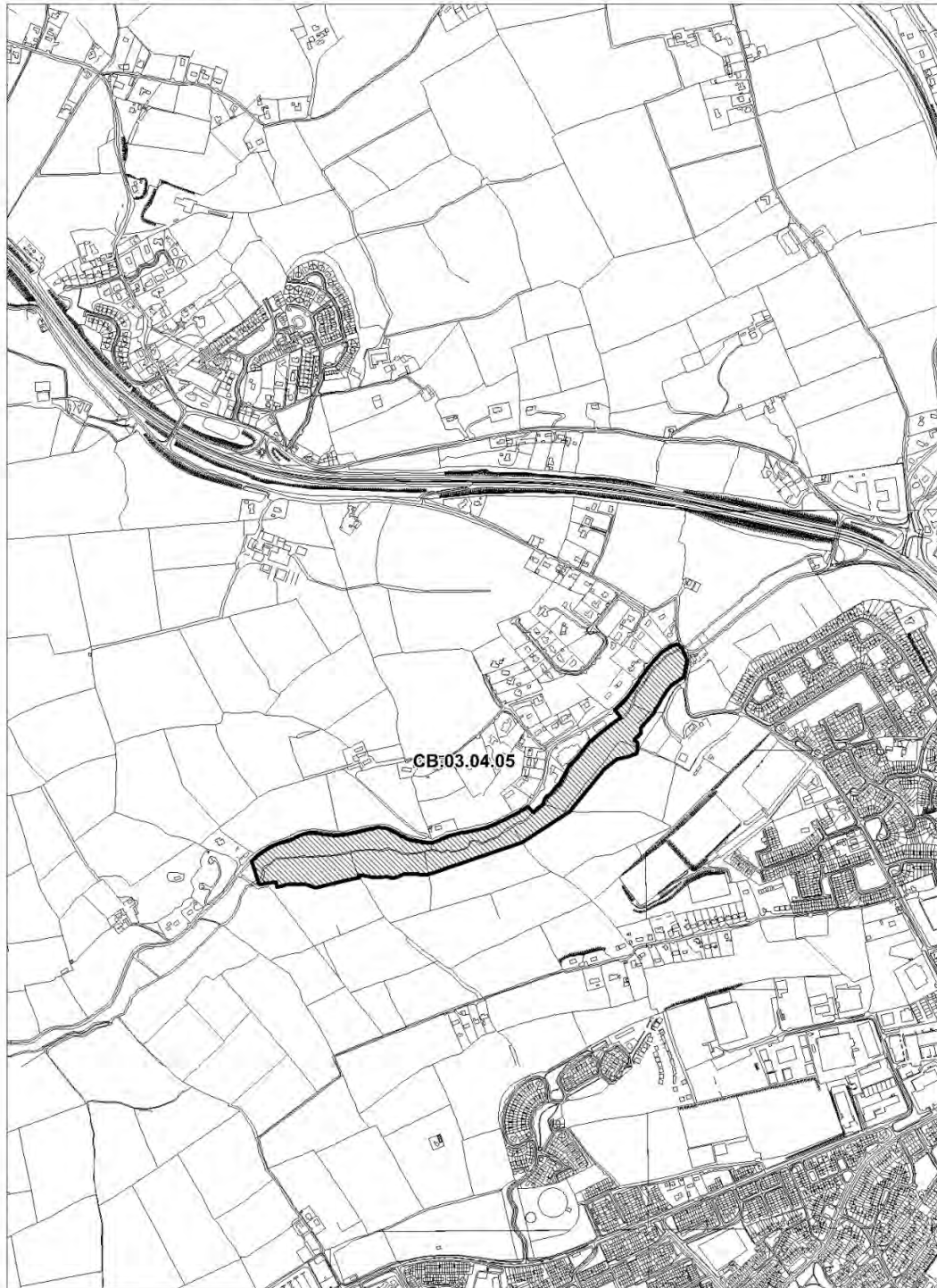


**Amendment Ref:CB.03.04.02**



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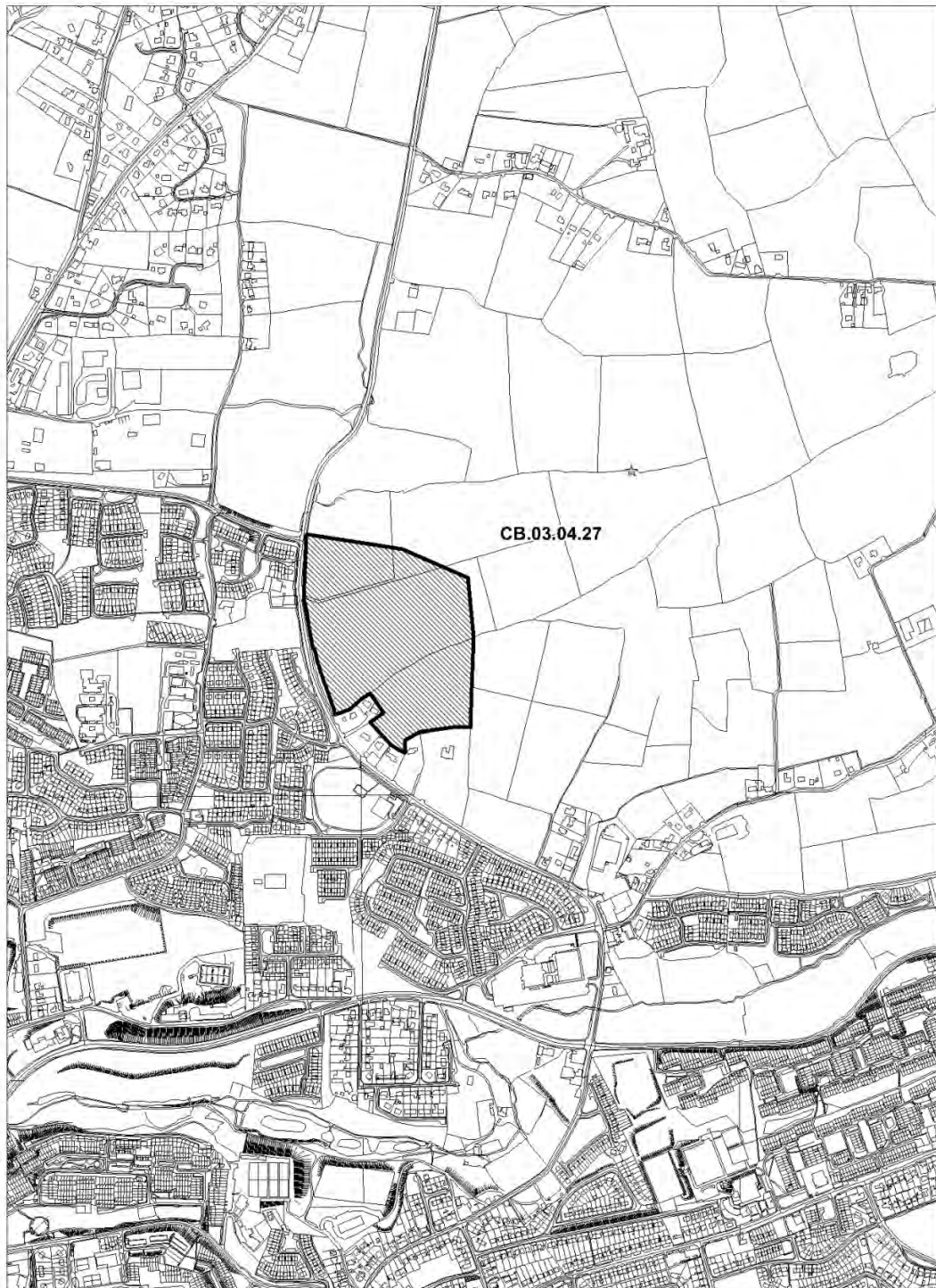


**Amendment Ref:CB.03.04.05**



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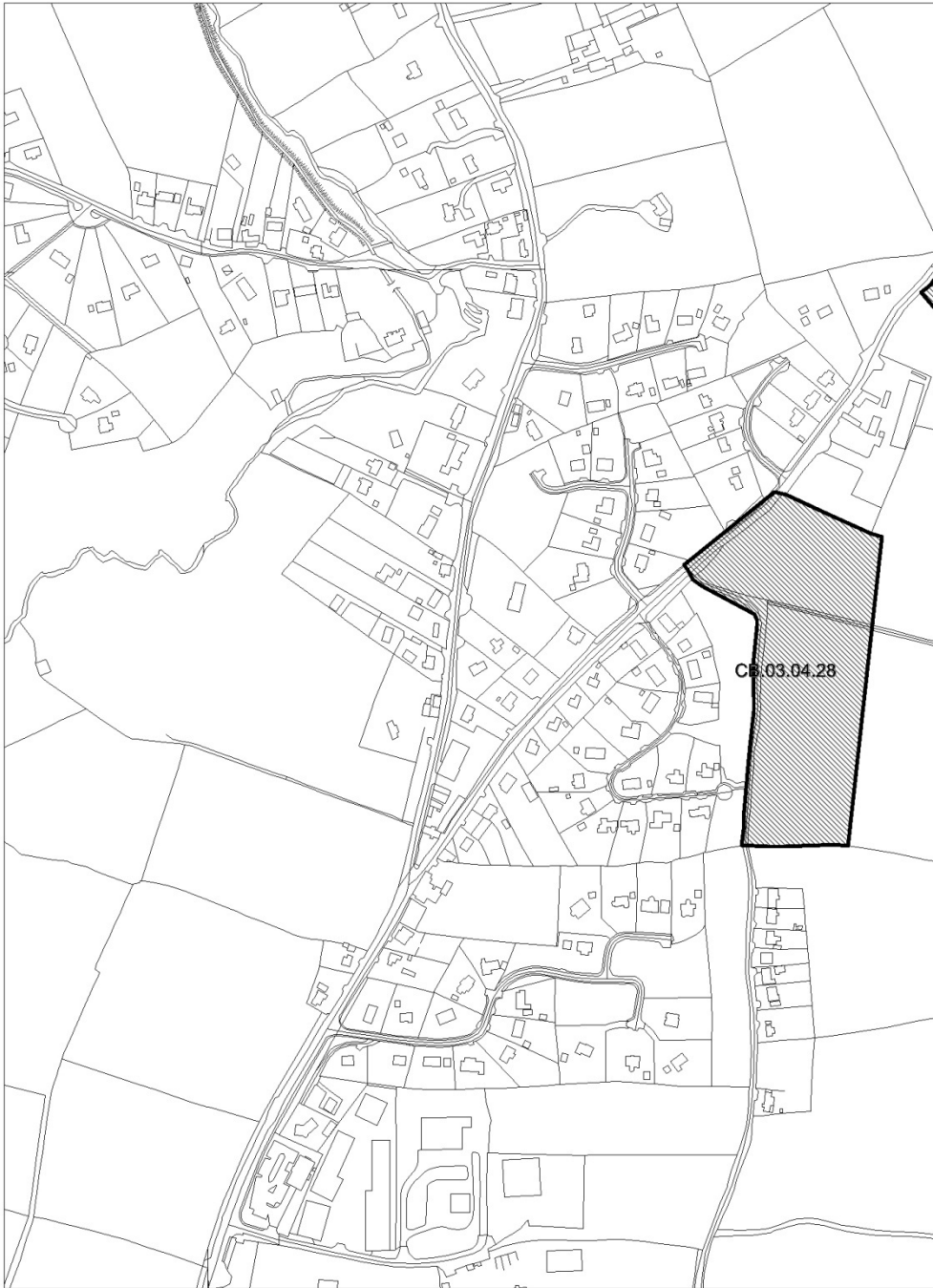
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**Amendment Ref:CB.03.04.27**

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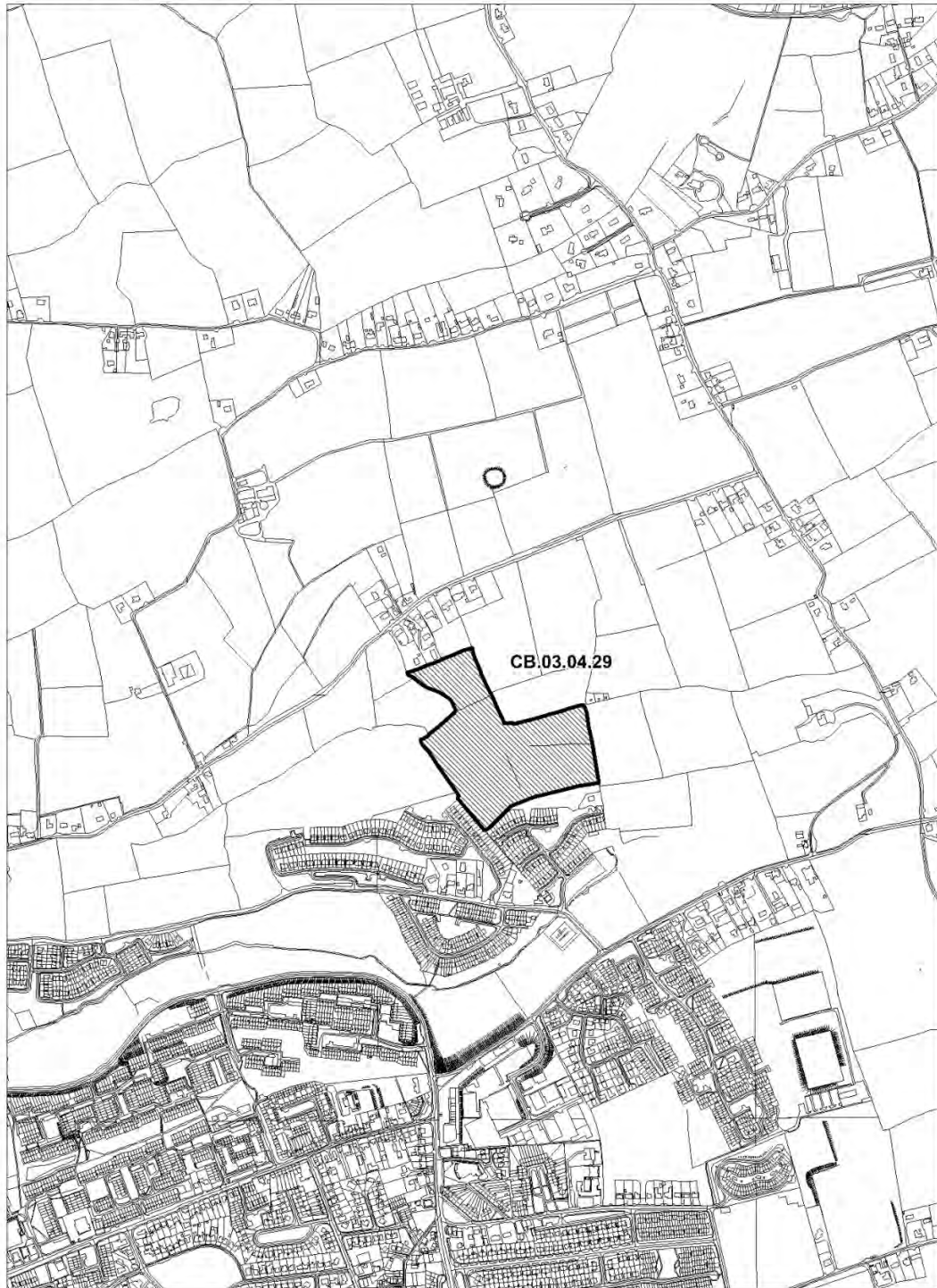


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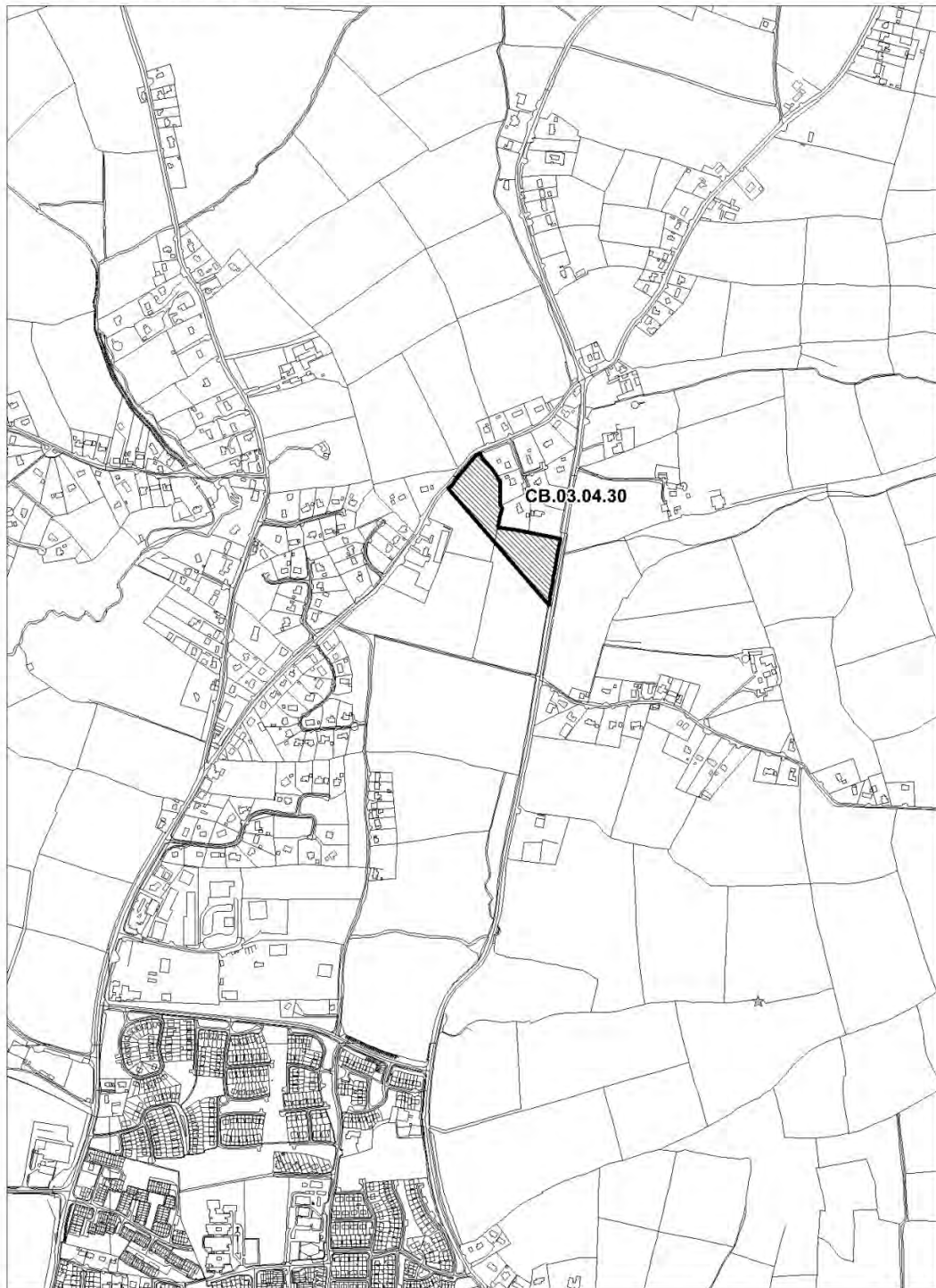
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North Environs**



**Amendment Ref:CB.03.04.29**

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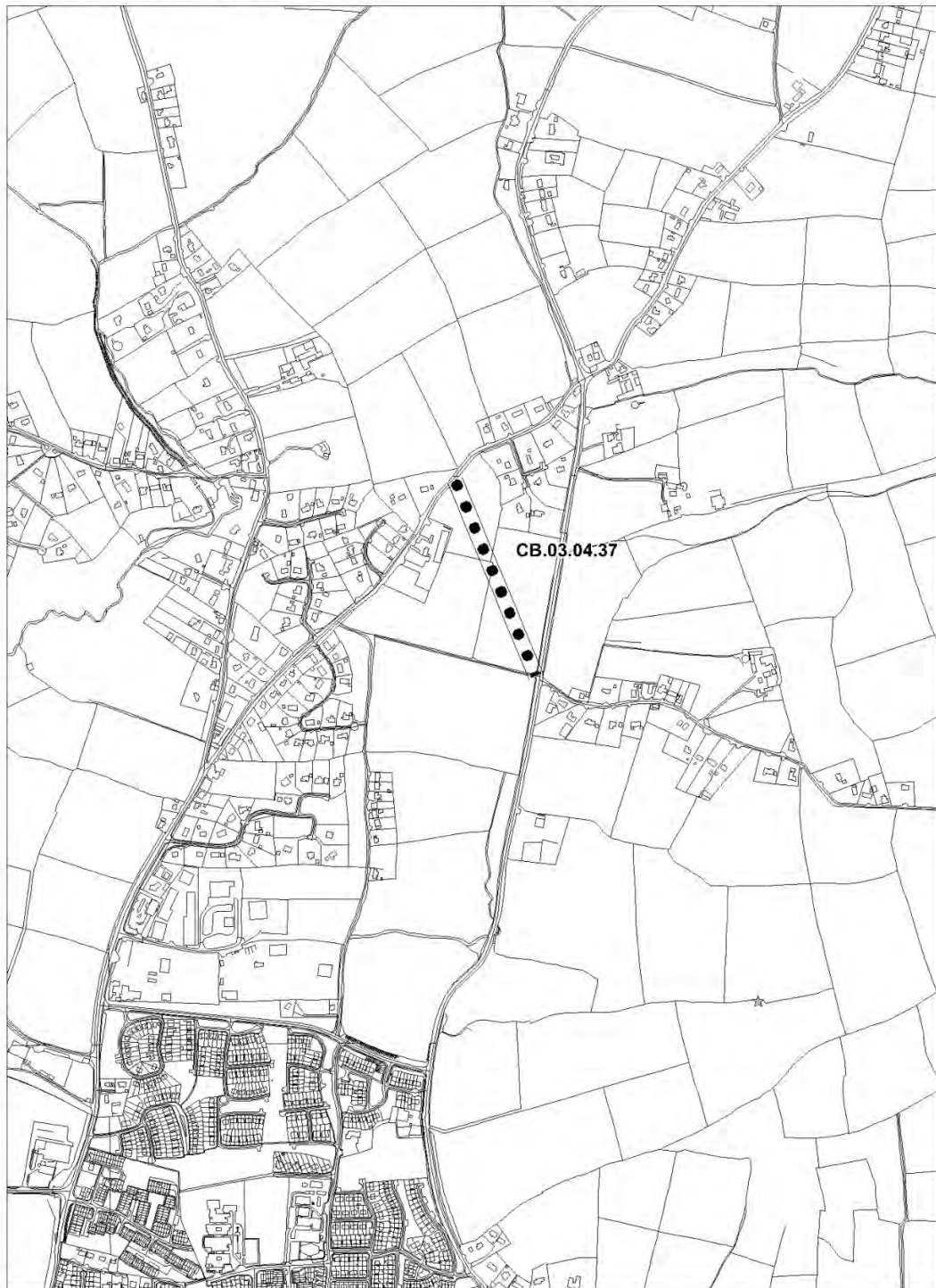


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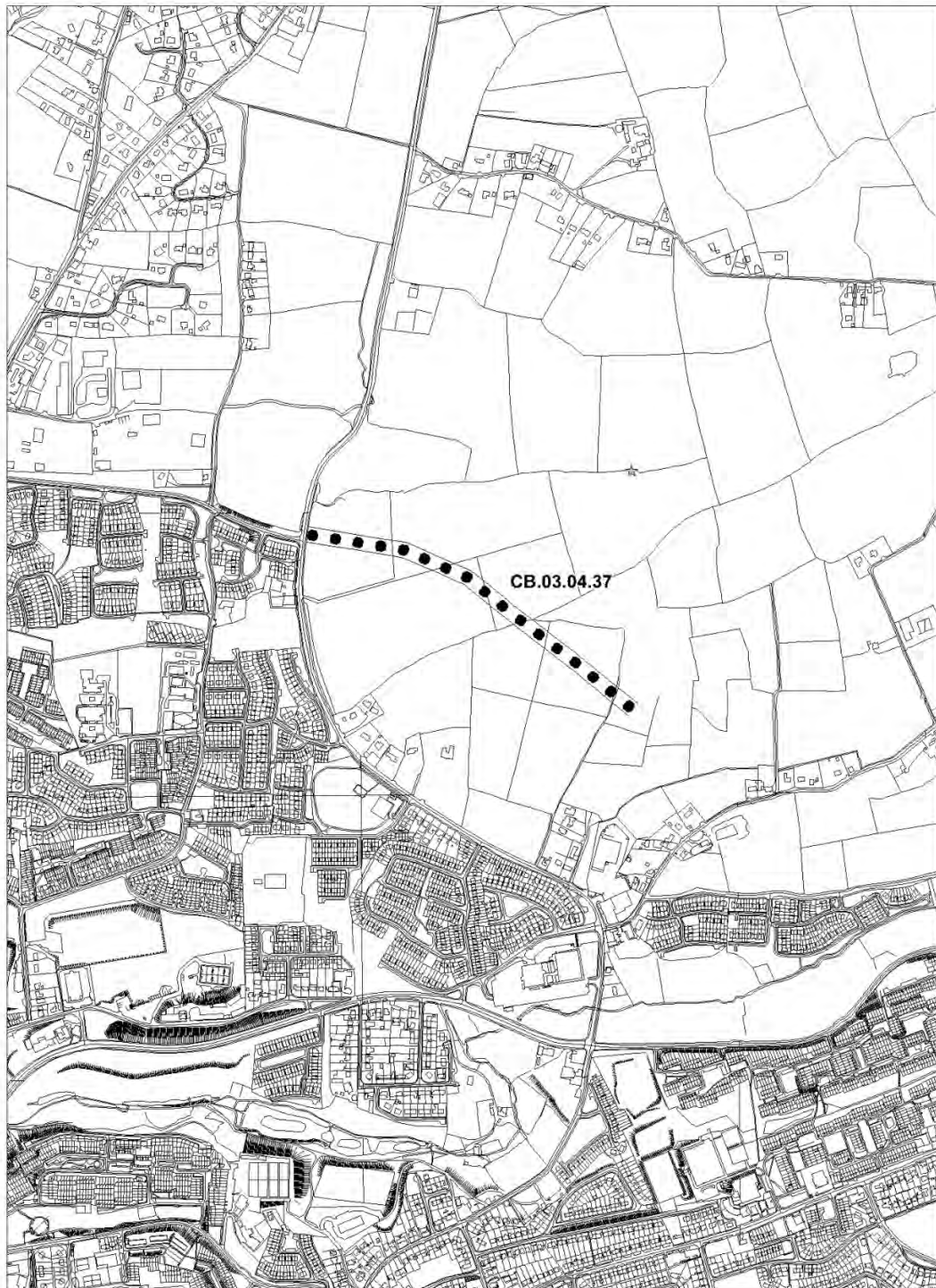
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**Amendment Ref:CB.03.04.37**

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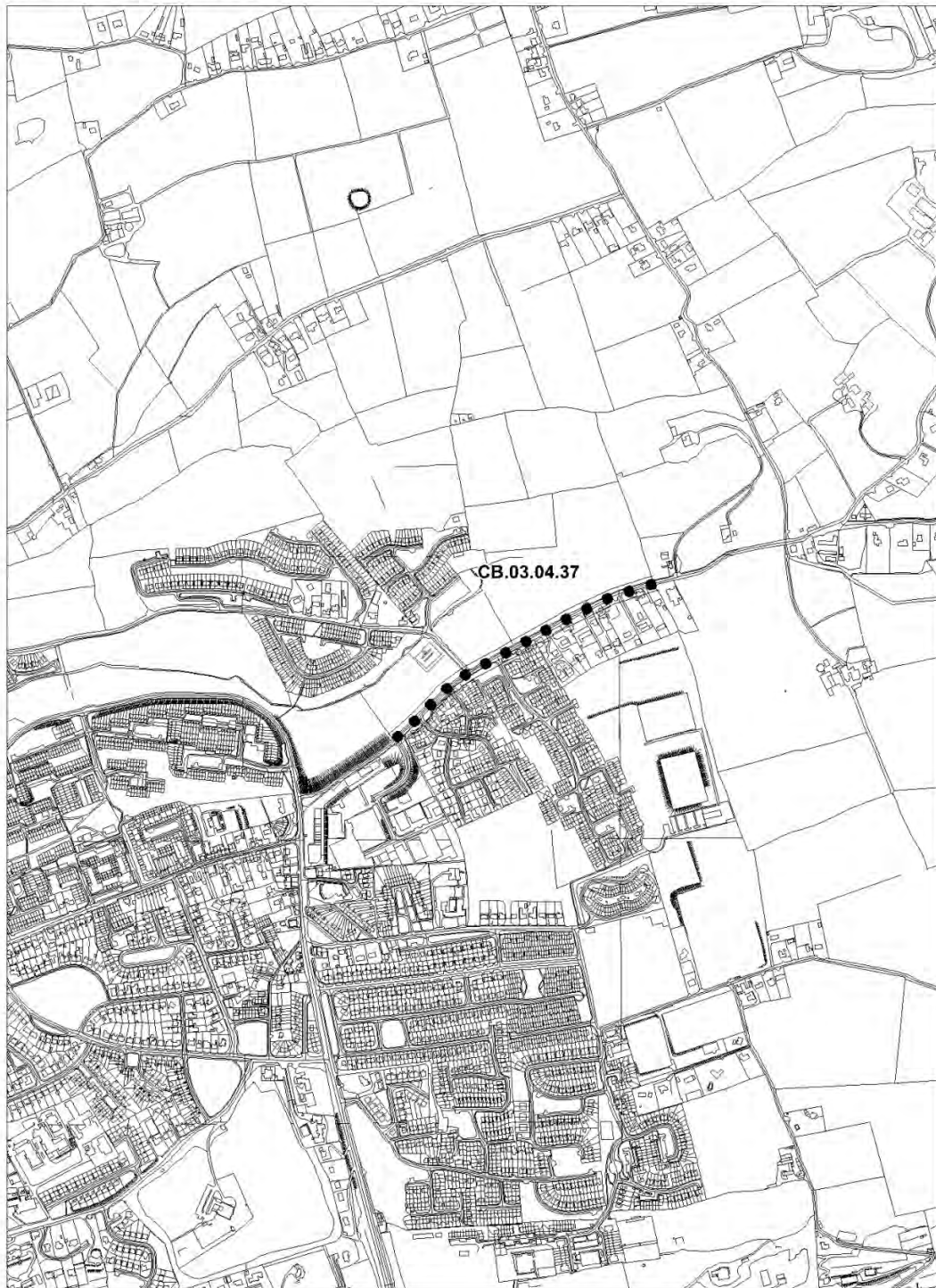


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**Cork City  
North Environs**

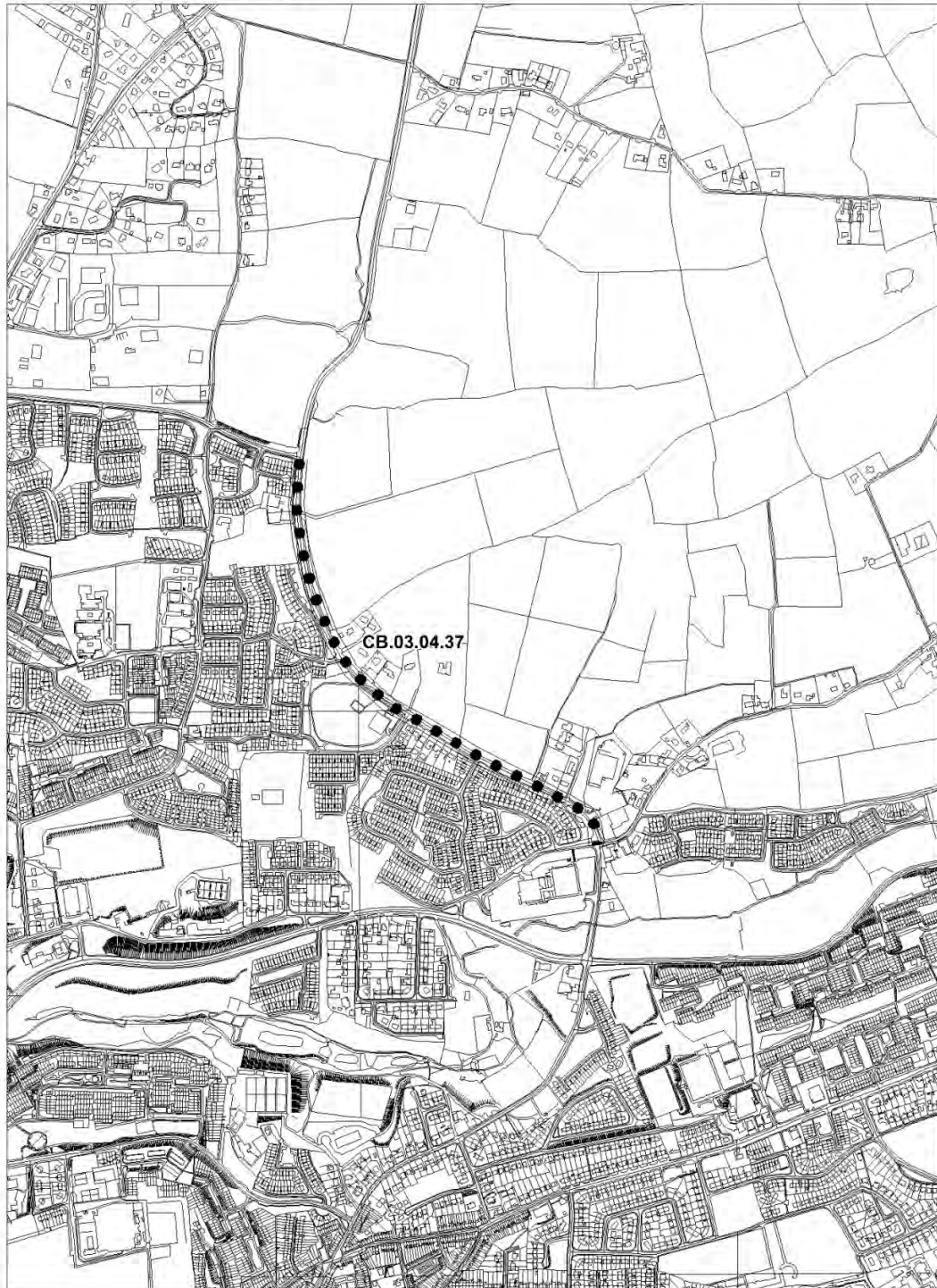


**Amendment Ref:CB.03.04.37**



**Cobh Municipal District Local Area Plan  
Public Consultation Draft**

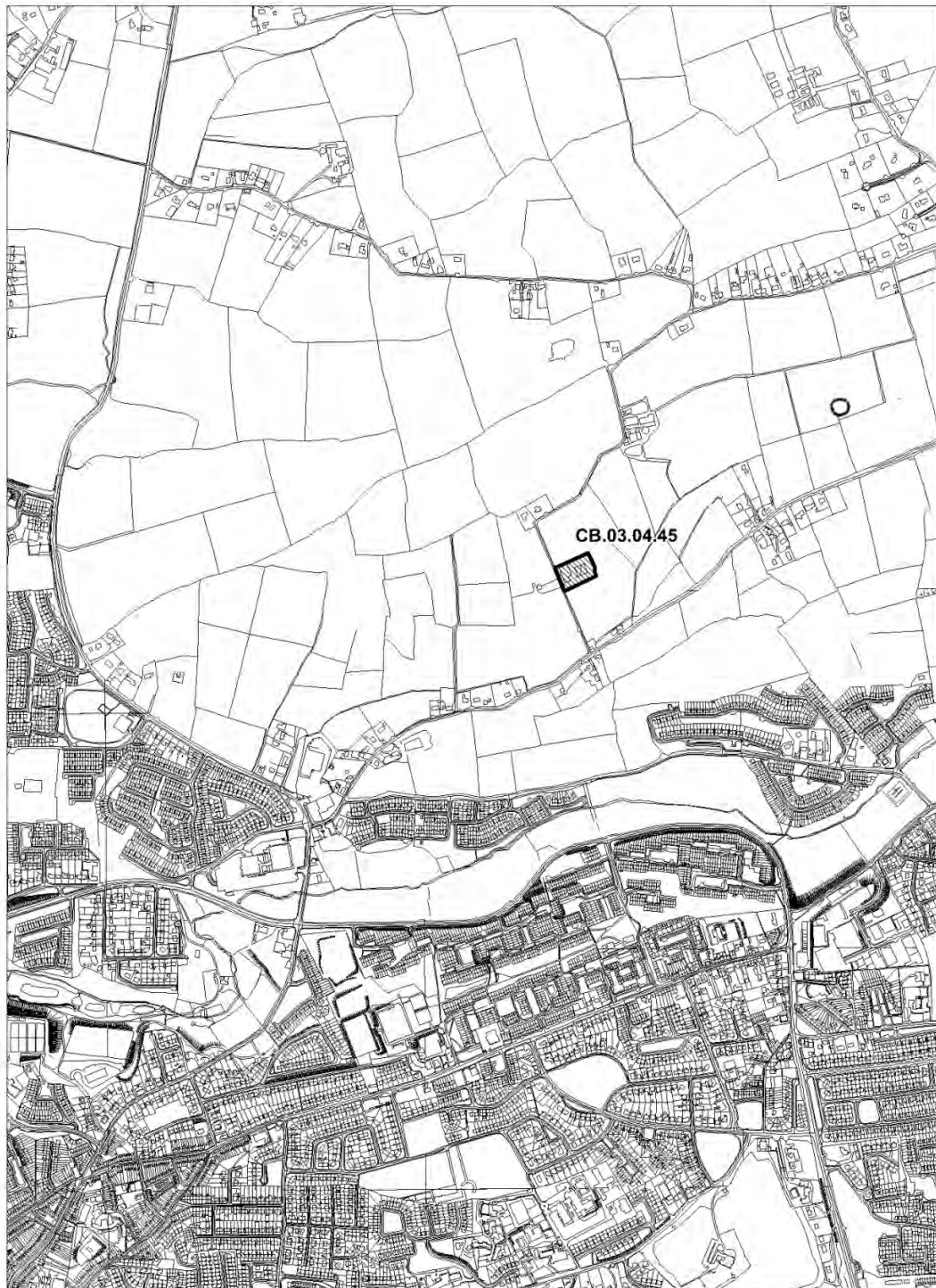
**Cork City  
North Environs**



**Amendment Ref:CB.03.04.37**

**Cobh Municipal District Local Area Plan  
Public Consultation Draft**

**Cork City  
North Environs**

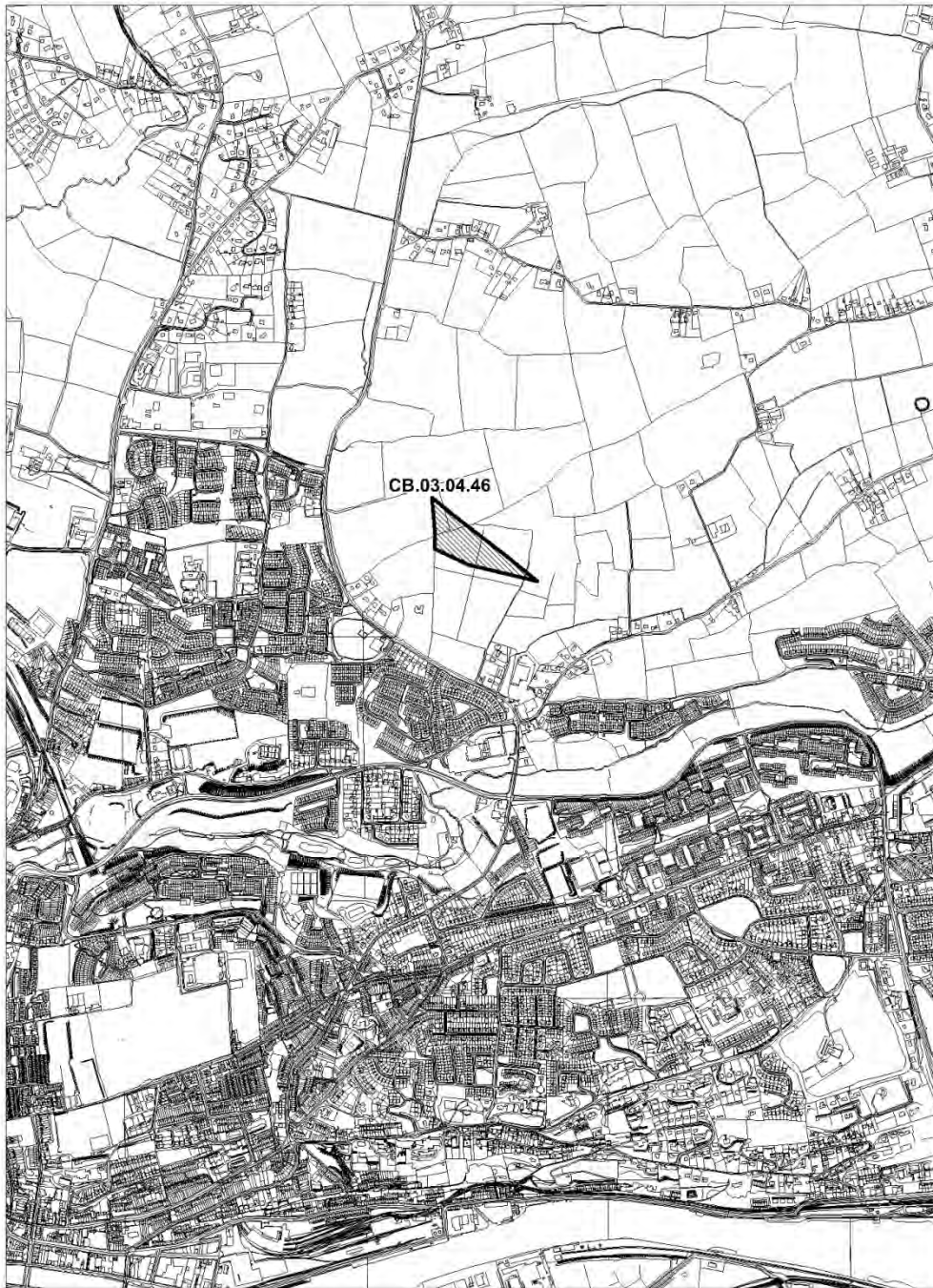


**Amendment Ref:CB.03.04.45**



**Cobh Municipal District Local Area Plan  
Public Consultation Draft**

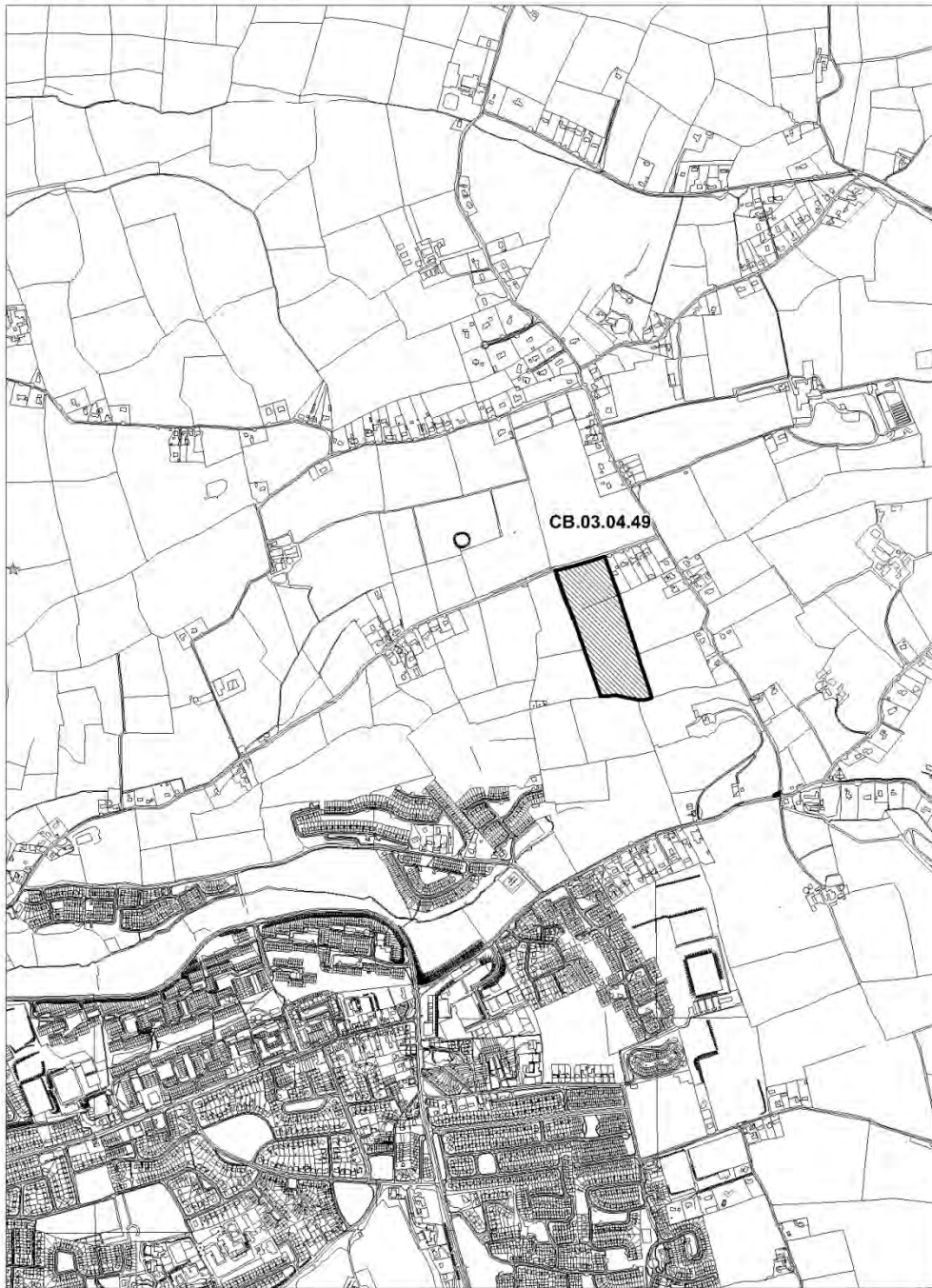
**Cork City  
North Environs**



**Amendment Ref:CB.03.04.46**

**Cobh Municipal District Local Area Plan  
Public Consultation Draft**

**Cork City  
North Environs**

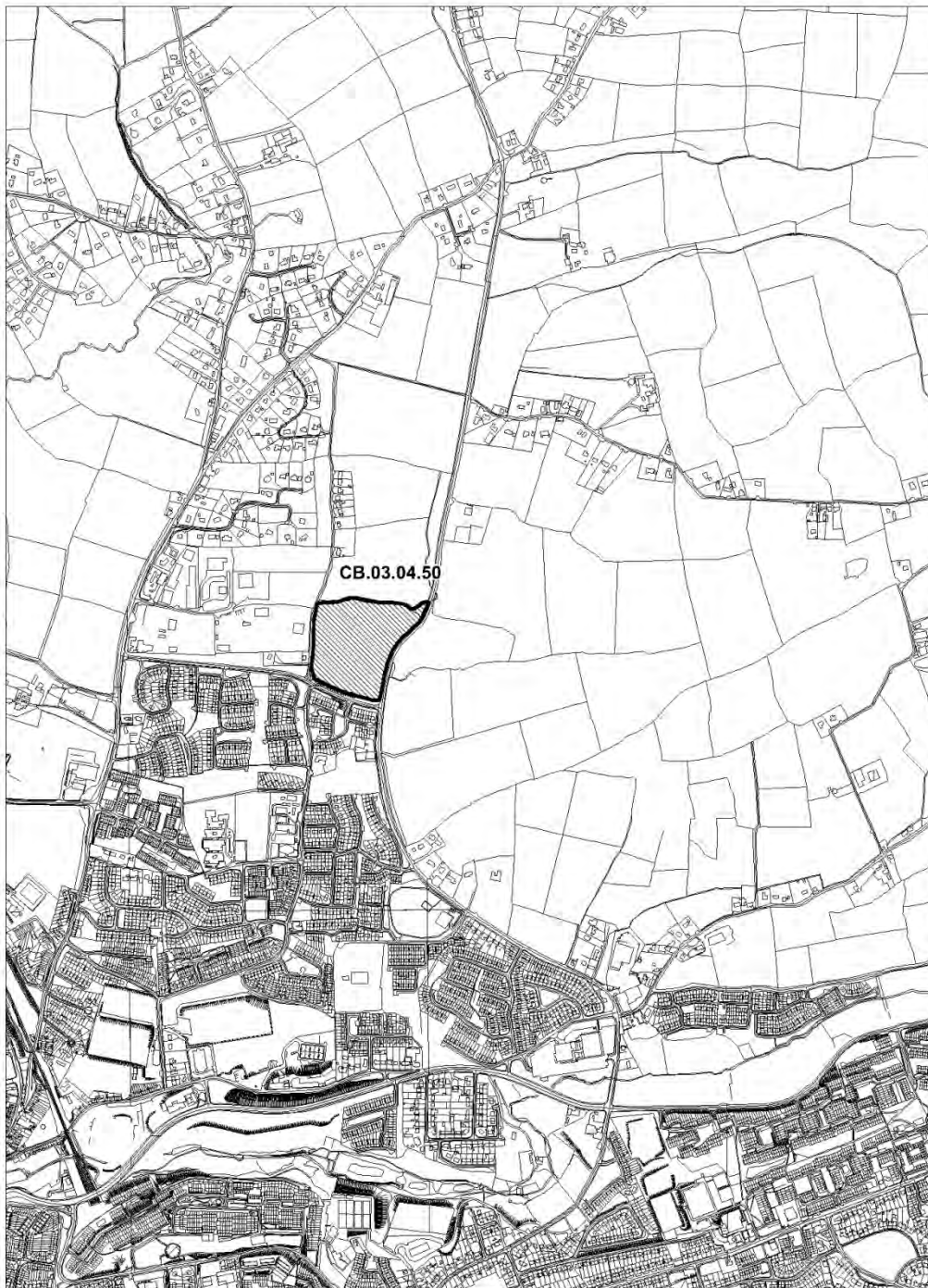


**Amendment Ref:CB.03.04.49**



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**Cork City  
North Environs**



**Amendment Ref:CB.03.04.50**

**Cobh Municipal District Local Area Plan  
Public Consultation Draft**

**Carrigtwohill**

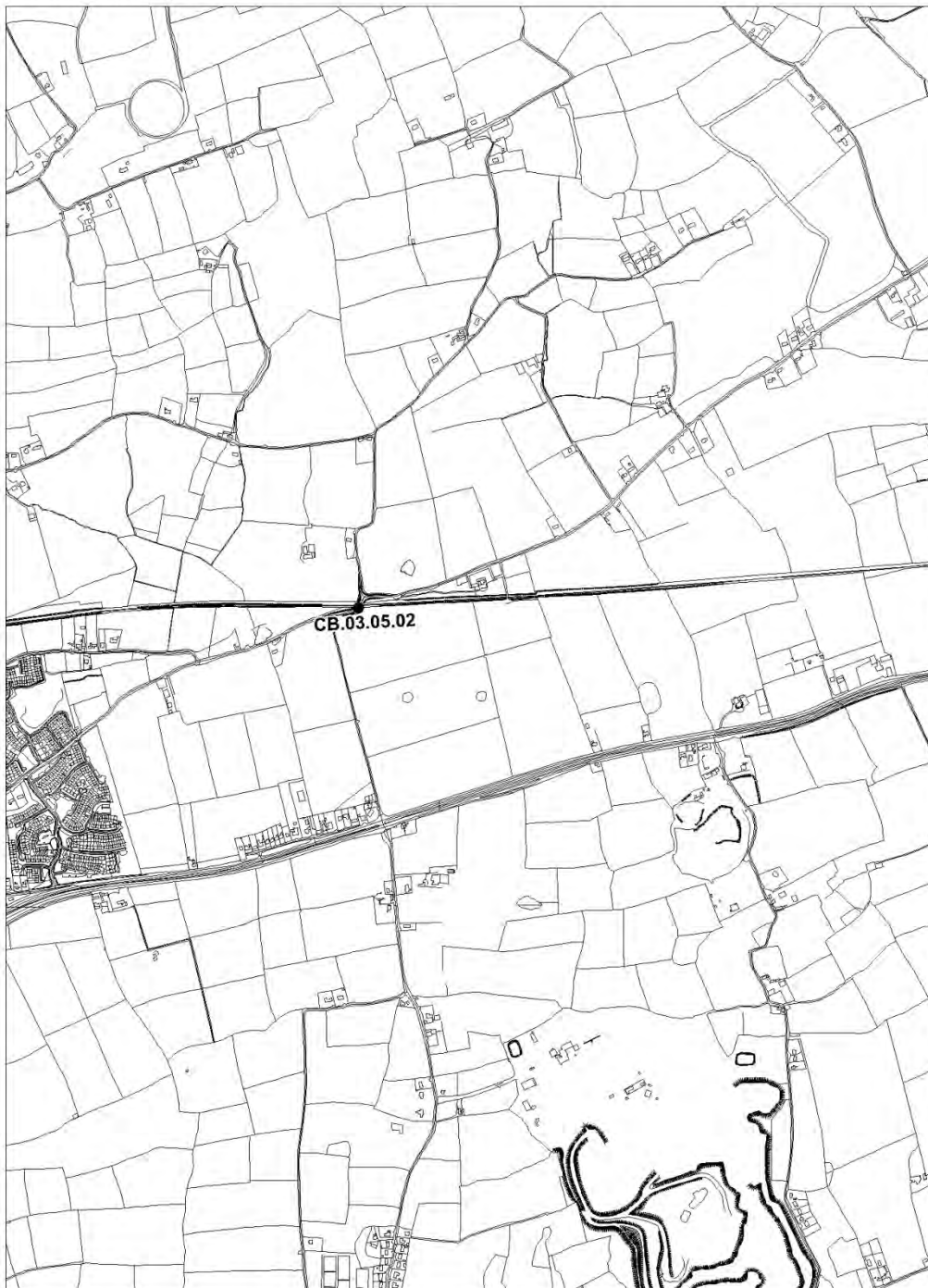


**Amendment Ref:CB.03.05.01**



**Cobh Municipal District Local Area Plan  
Public Consultation Draft**

**Carrigtwohill**



**Amendment Ref:CB.03.05.02**

**Cobh Municipal District Local Area Plan  
Public Consultation Draft**

**Carrigwohill**



**Amendment Ref:CB.03.05.03**



**Cobh Municipal District Local Area Plan  
Public Consultation Draft**

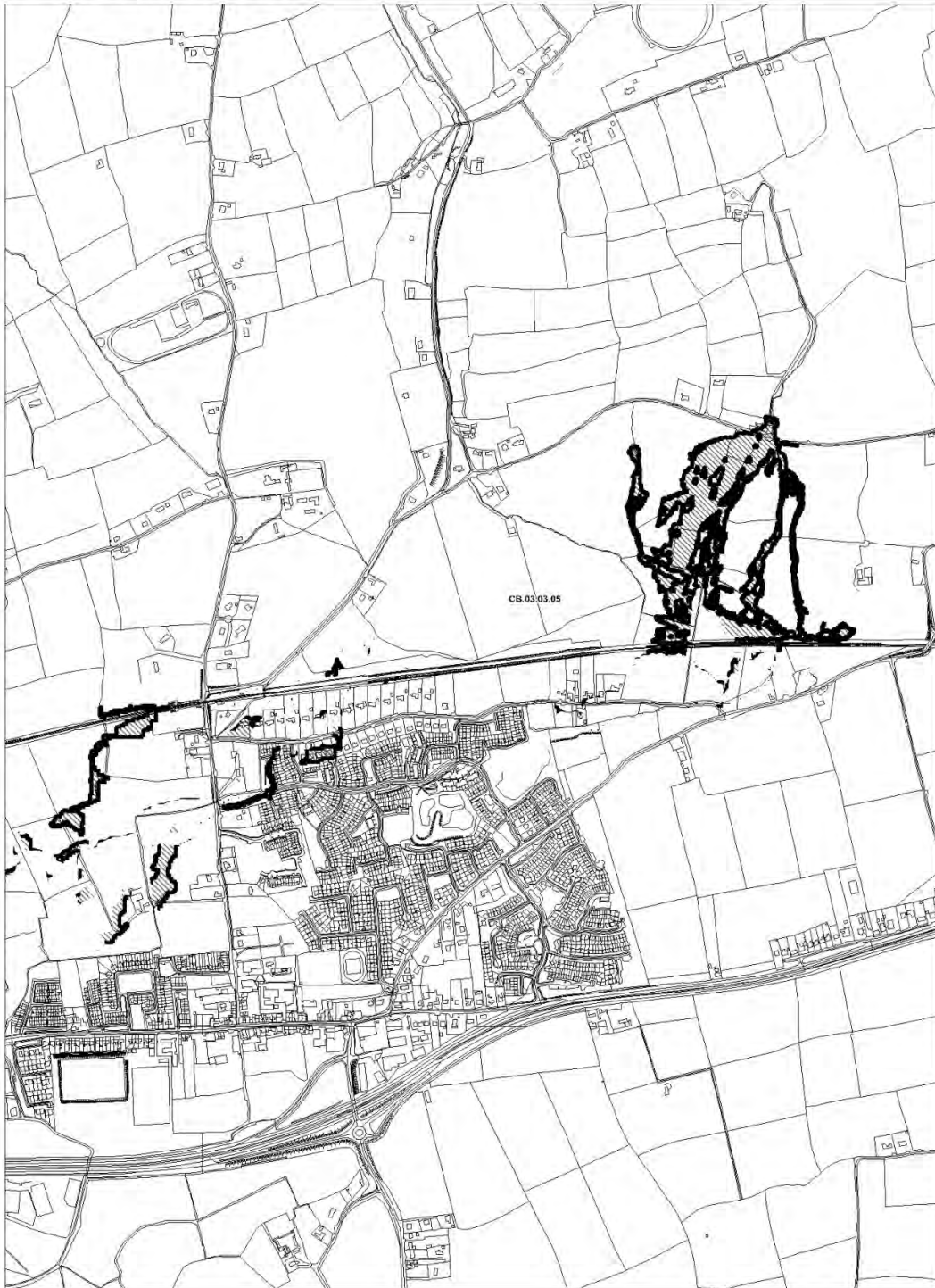
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**Amendment Ref:CB.03.05.04**

Cobh Municipal District Local Area Plan Public Consultation Draft

Carrigtwohill

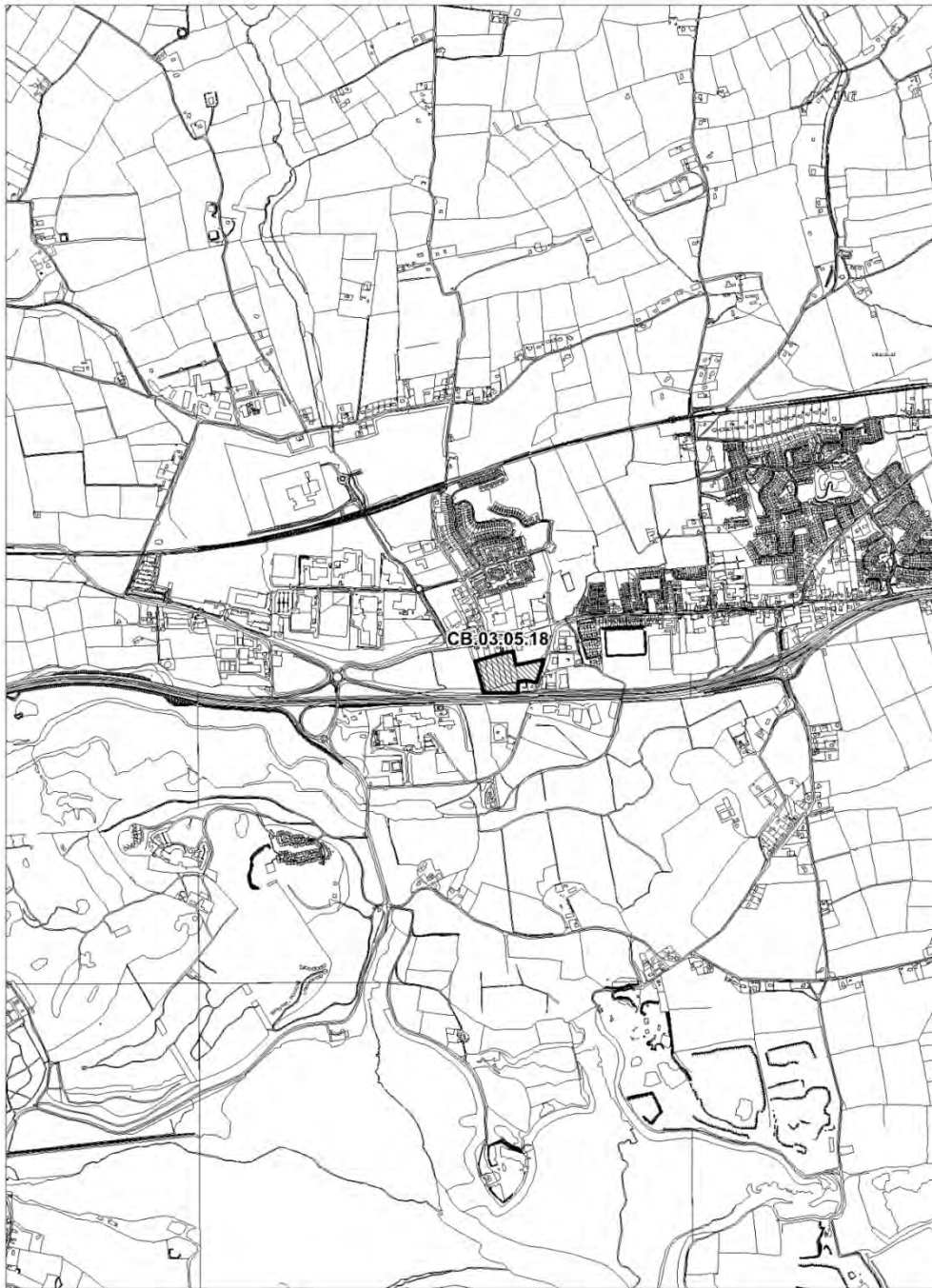


Amendment Ref:CB.03.05.05



**Cobh Municipal District Local Area Plan  
Public Consultation Draft**

**Carrigtwohill**



**Amendment Ref:CB.03.05.18**

**Cobh Municipal District Local Area Plan  
Public Consultation Draft**

**Carrigwohill**

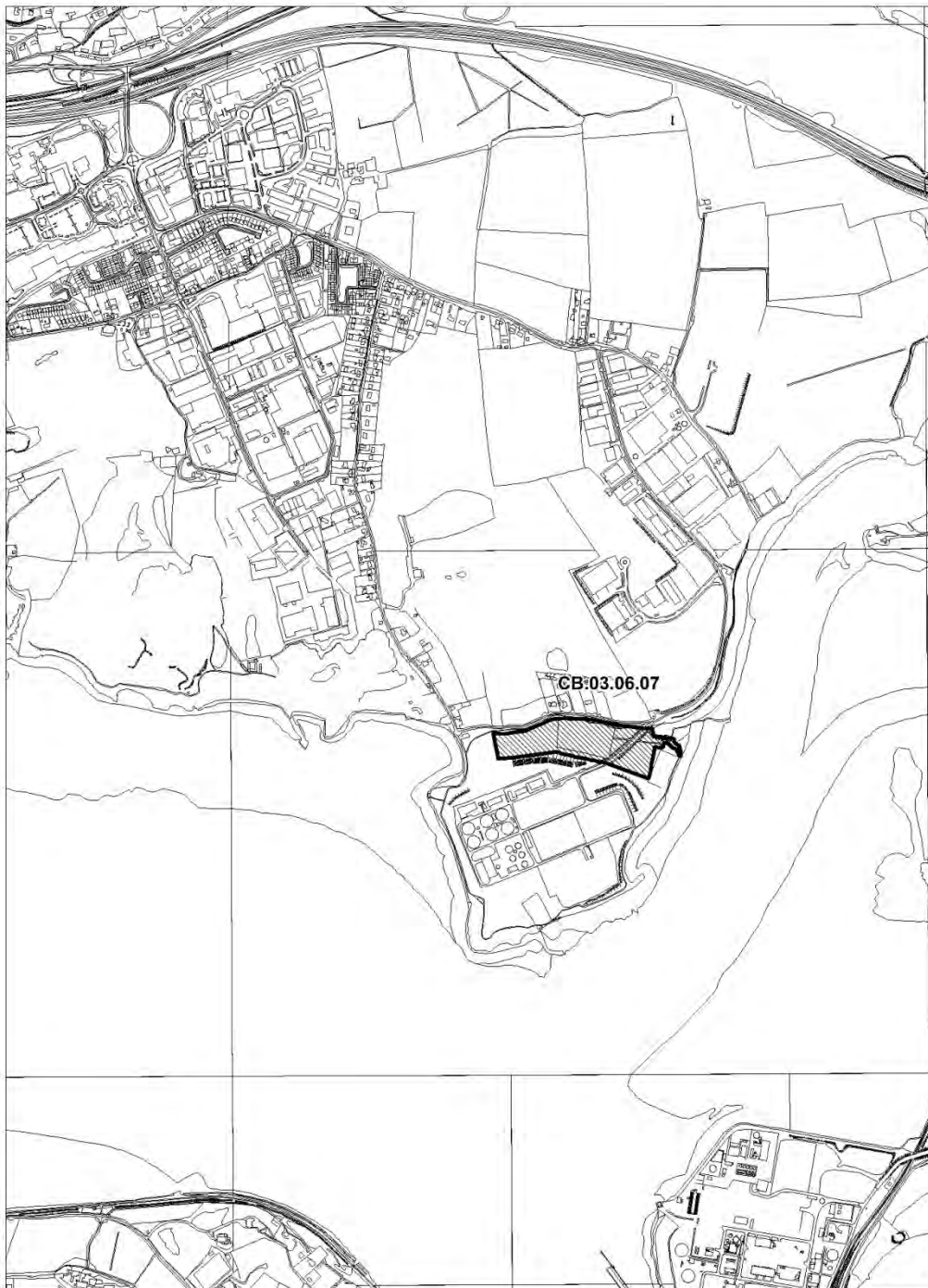


**Amendment Ref:CB.03.05.22**



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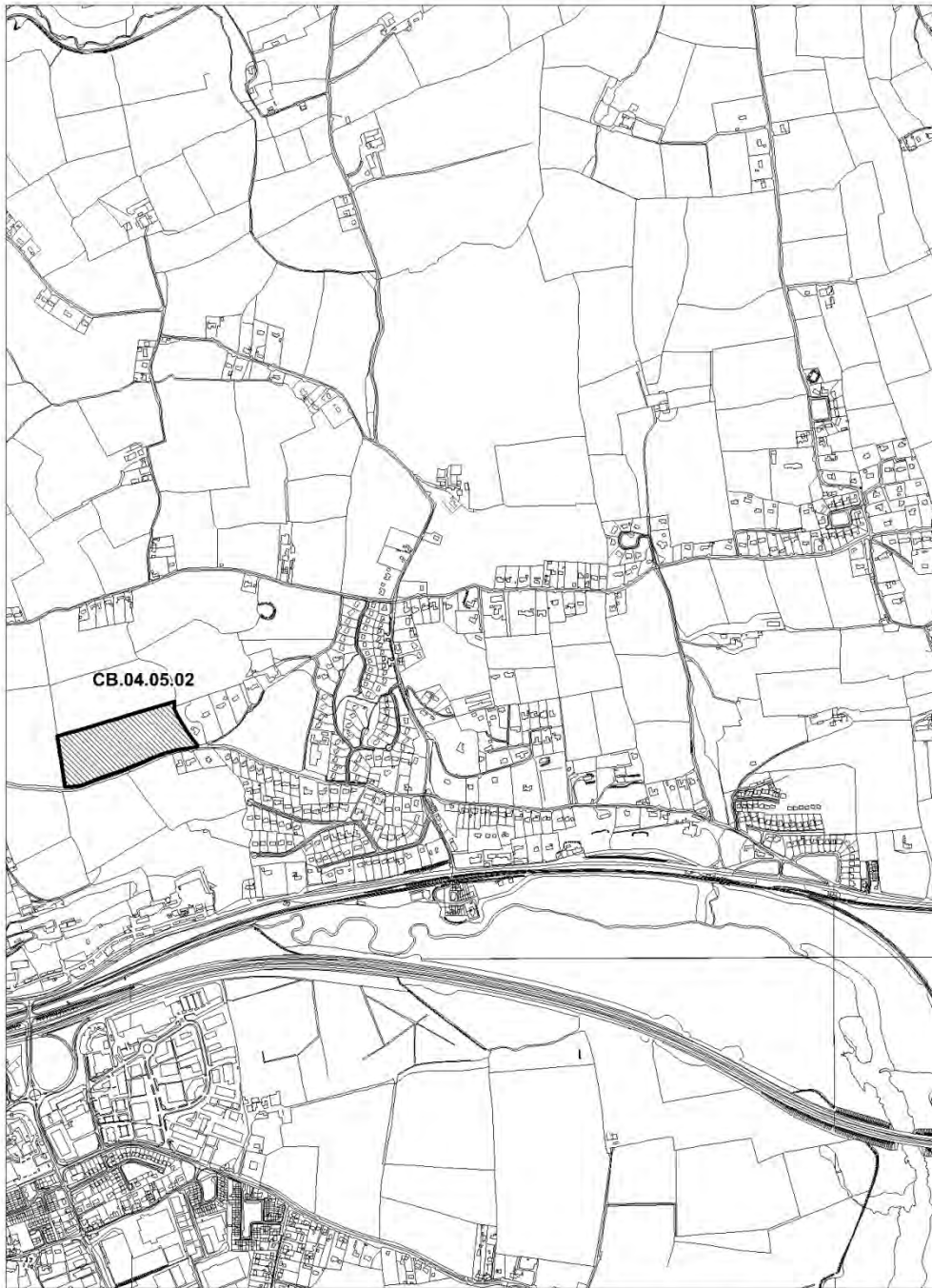
**Little Island**



**Amendment Ref:CB.03.06.07**

**Cobh Municipal District Local Area Plan  
Public Consultation Draft**

**Glounthane**

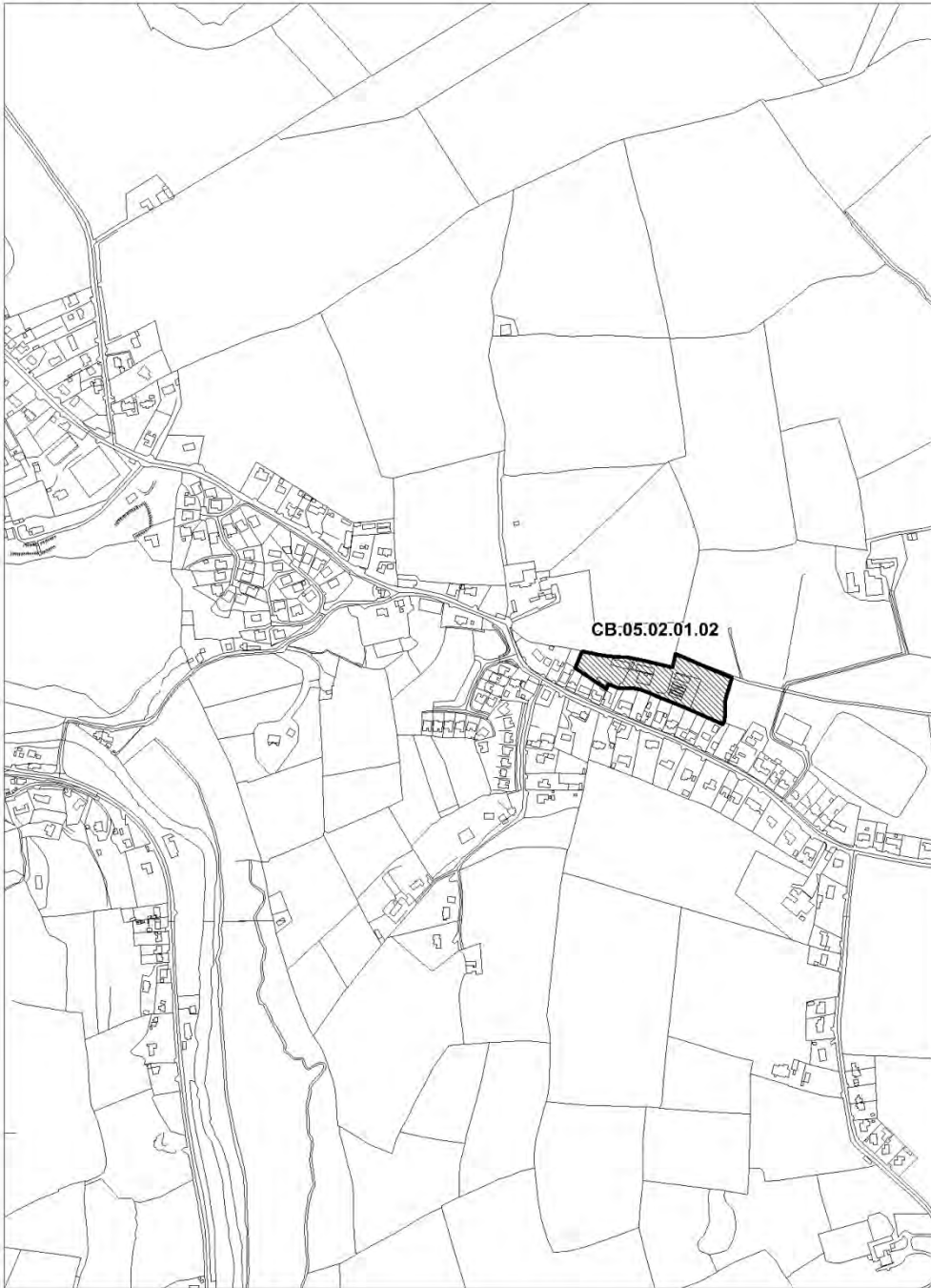


**Amendment Ref:CB.04.05.02**



**Cobh Municipal District Local Area Plan  
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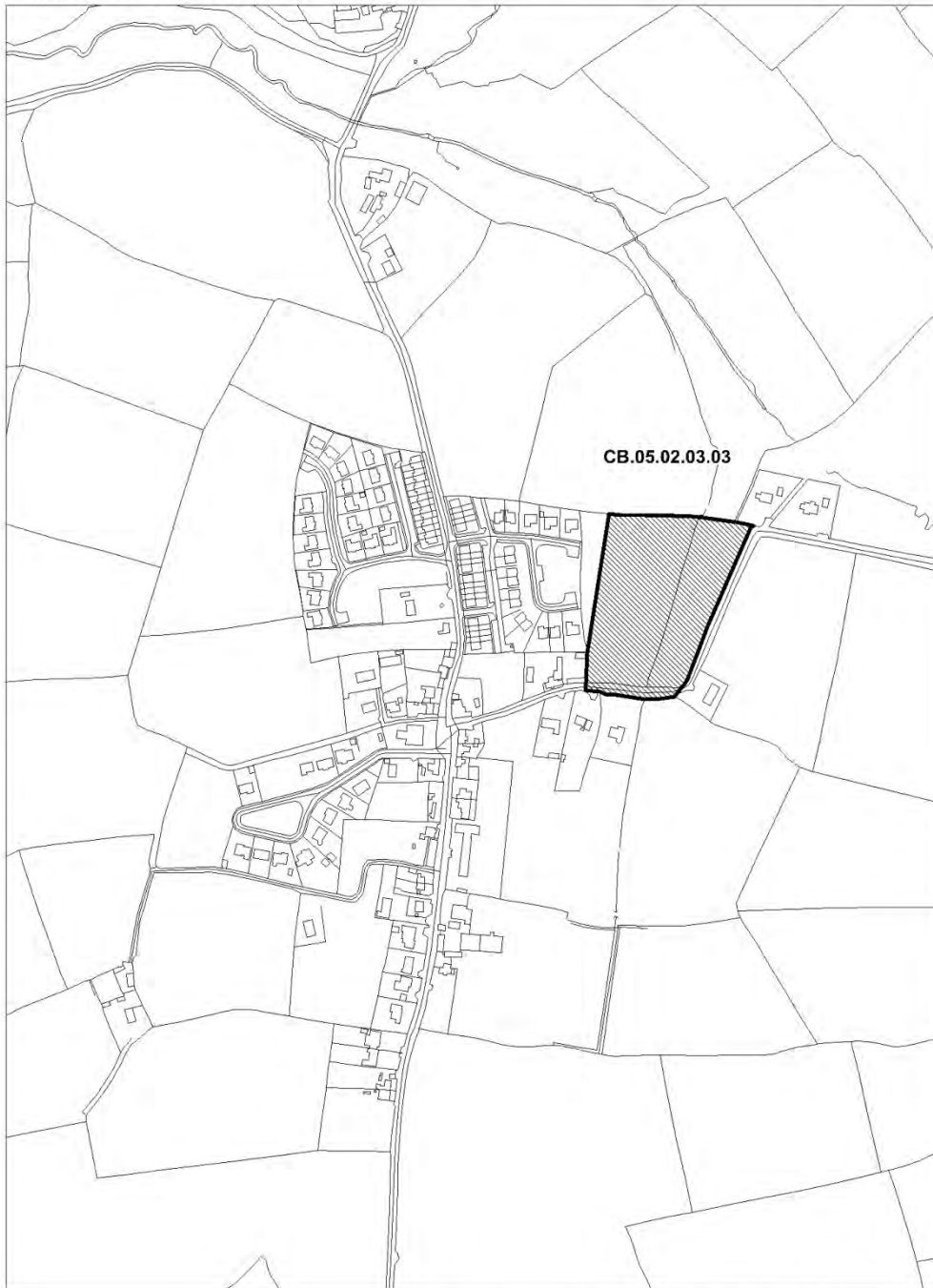
**Kerry Pike**



**Amendment Ref:CB.05.02.01.02**

**Cobh Municipal District Local Area Plan  
Public Consultation Draft**

**Knockraha**

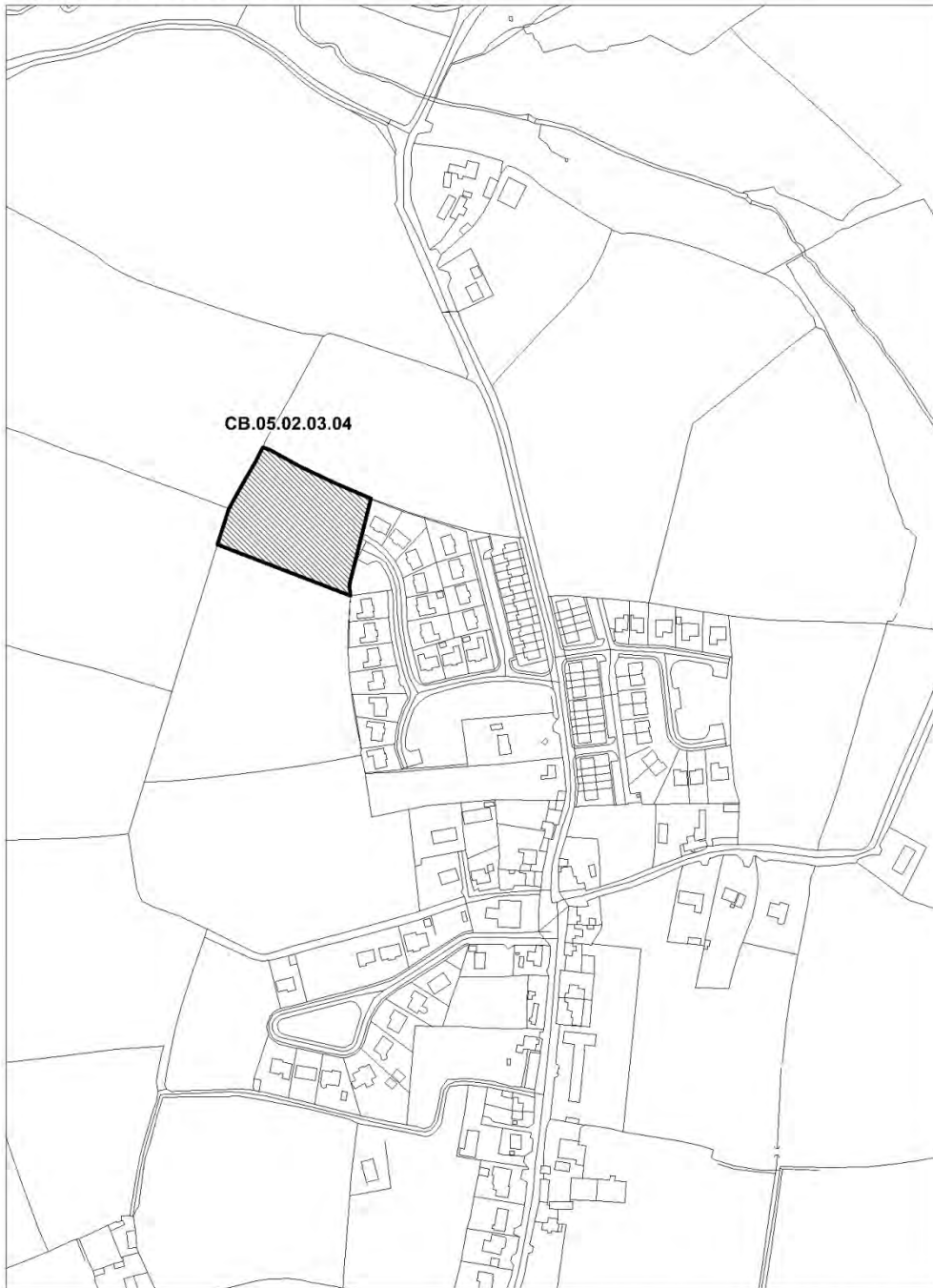


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Cobh Municipal District Local Area Plan  
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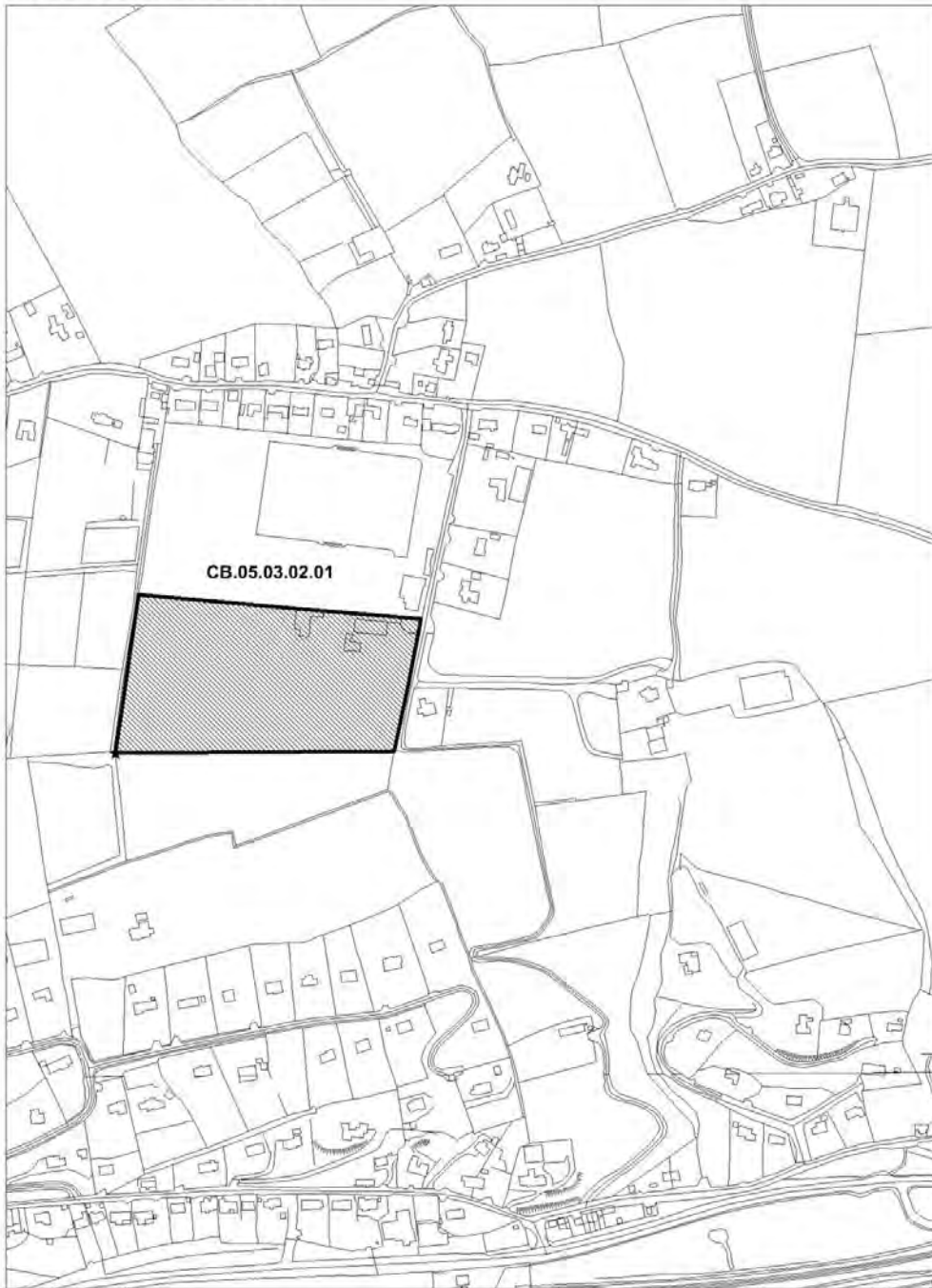
Knockraha



Amendment Ref:CB.05.02.03.04

Cobh Municipal District Local Area Plan  
Public Consultation Draft

Caherlag

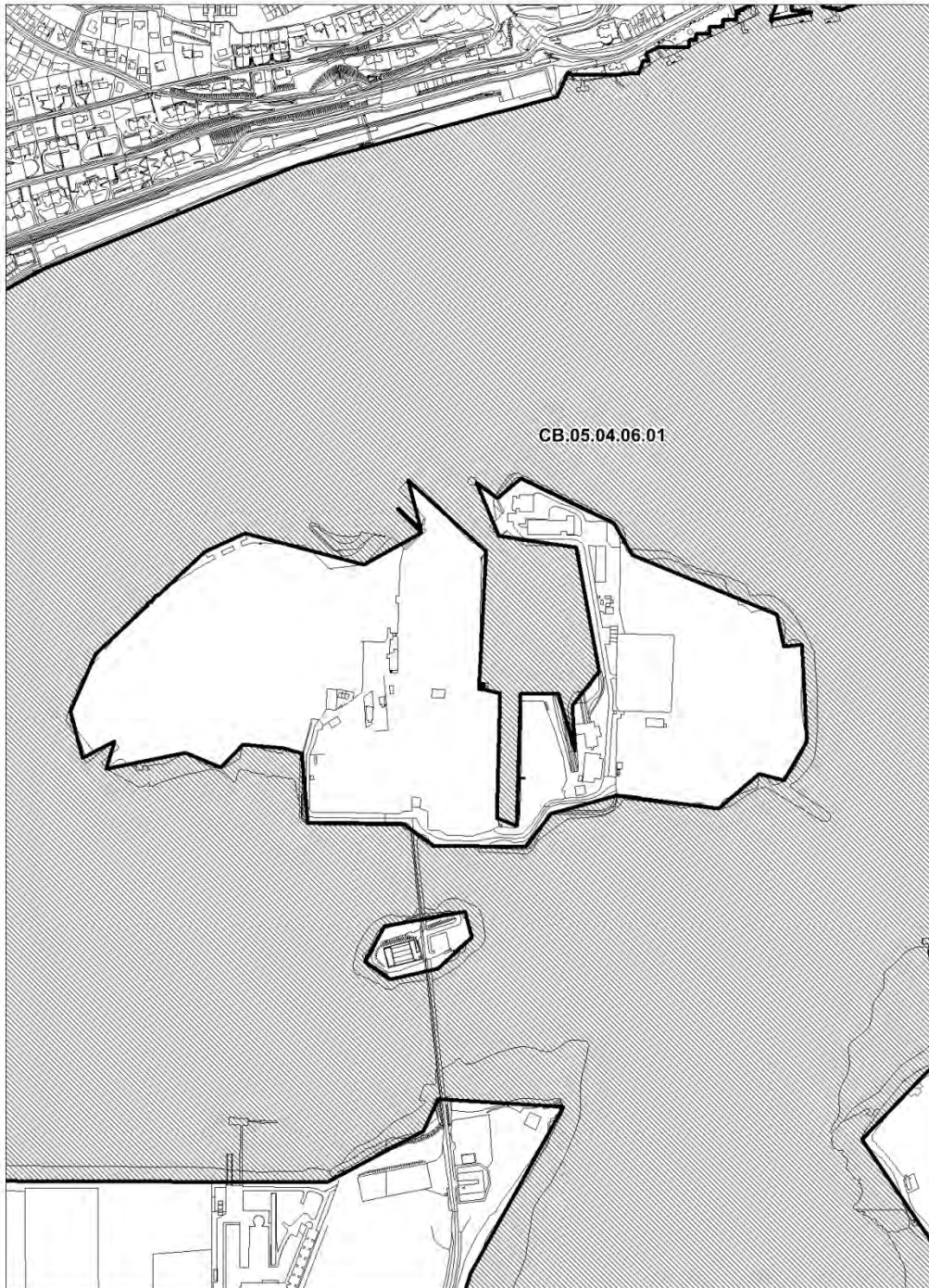


Amendment Ref:CB.05.03.02.01



**Cobh Municipal District Local Area Plan  
Public Consultation Draft**

**Haulbowline Island**



CB.05.04.06.01

**Amendment Ref:CB.05.04.06.01**



## Appendix E List of Submitters

Name of Interested Party	Unique Ref. No.	Settlement Name
Aidan Fitzsimons	20997840	Glanmire
Adrian Frost	20981335	Glanmire
Apple Operations Europe	20993590	North Environs
Bryan Barrett	20942232	Glounthaune
Cara Powell	20773224	Cobh
Claire Casey	21006417	Glounthaune
Con O'Sullivan	20982186	Kerry Pike
Cork Chamber	21005431	Countywide
Daniel Fitzpatrick	20985736	Glounthaune
Darina & John Gately	20979704	Glanmire
David Lohan	20963966	Glanmire
Denis Barrett	20997294	Carrigtwohill
Department of Education & Skills	21004824	Countywide
Department of Housing, Planning, Community and Local Government	21004041	Countywide
Dept. of Arts, Heritage, Regional, Rural & Gaeltacht Affairs	21008147	Marino Point
Diarmuid Cahalane	20978336	Glanmire
Doyle Shipping Group	20992784	Cobh
Environmental Protection Agency	20981713	Countywide
Jack Lynch	21000274	Water-rock
James A Landers	20980006	Glanmire
James Barrett	20924816	Glounthaune
James Barrett	20683861	Glounthaune
Jim Horgan	20994723	North Environs
Joe O'Brien	20921846	Glounthaune
John & Alan Loftus	20980213	Carrigtwohill
John McDonnell	20979002	Glanmire
John O'Connell	20748110	Cobh
Kathleen O'Sullivan	20941061	North Environs
Lawrence Owens	20986773	Glanmire
Leo Seaward & Ian Crockett	20995162	North Environs
Lorraine Marah & Sean Kitchingham	20996640	Glanmire
Margaret & Nils Ove Johansson	20980886	Glanmire
Maureen Fleming	21001048	Cobh
Michael Crowley	20867757	Glanmire
National Transport Authority	21007468	Countywide
O'Flynn Construction	20995174	Glanmire
O'Flynn Construction	21005105	North Environs
O'Leary & O'Sullivan Developments	20996257	Knockraha
O'Mahony Developments Ltd.	20995945	Cobh
O'Mahony Developments Ltd.	20996238	North Environs
O'Mahony Developments Ltd.	20996808	Glounthaune
Pat & Angela O'Sullivan	20980187	Glanmire
Pat & Phil Sheehan	20983362	Glanmire
Patrick & Eileen O'Flynn	20985189	Carhoo
Patrick Flynn & Eileen Flynn & Kilcully Partnership	20985045	Kilcully

Name of Interested Party	Unique Ref. No.	Settlement Name
Patrick Ledwidge – Cork City Council	21006549	Countywide
Patrick M O'Connor	20659392	Glounthaune
Paul Howley	20927072	Glanmire
Paul Scully	20979887	Glanmire
Phil Walsh	21006031	Little Island
Ray & Angela O'Callaghan and Steven & Claire Greene	20999909	Glanmire
Richard Hyde	20980972	Upper Glanmire
Robert Fergey	20980329	Glanmire
Robert Fergey	20980455	Glanmire
Southern Regional Assembly	21002964	Countywide
Stephen Manson	20984073	Glanmire
Tapella Ltd.	21005935	Little Island
Ted Murphy	20995599	Glanmire
Transport Infrastructure Ireland	20993186	Countywide
William Jones	20980812	Glanmire