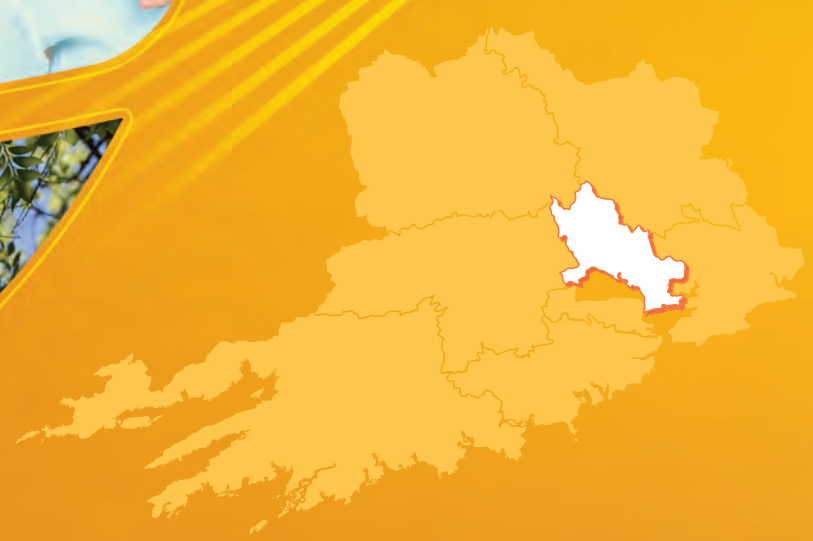




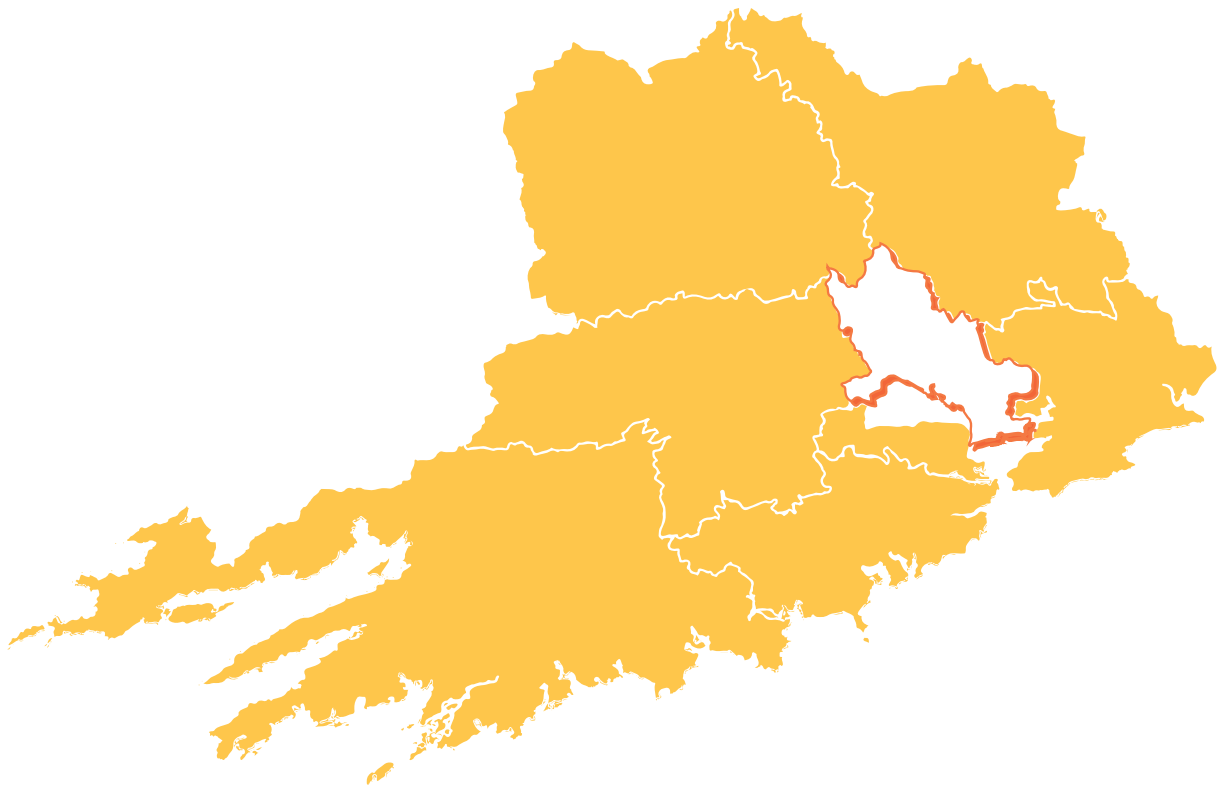
**Cork
County Council**
Comhairle Contae Chorcaí

Cobh Municipal District

Local Area Plan Review



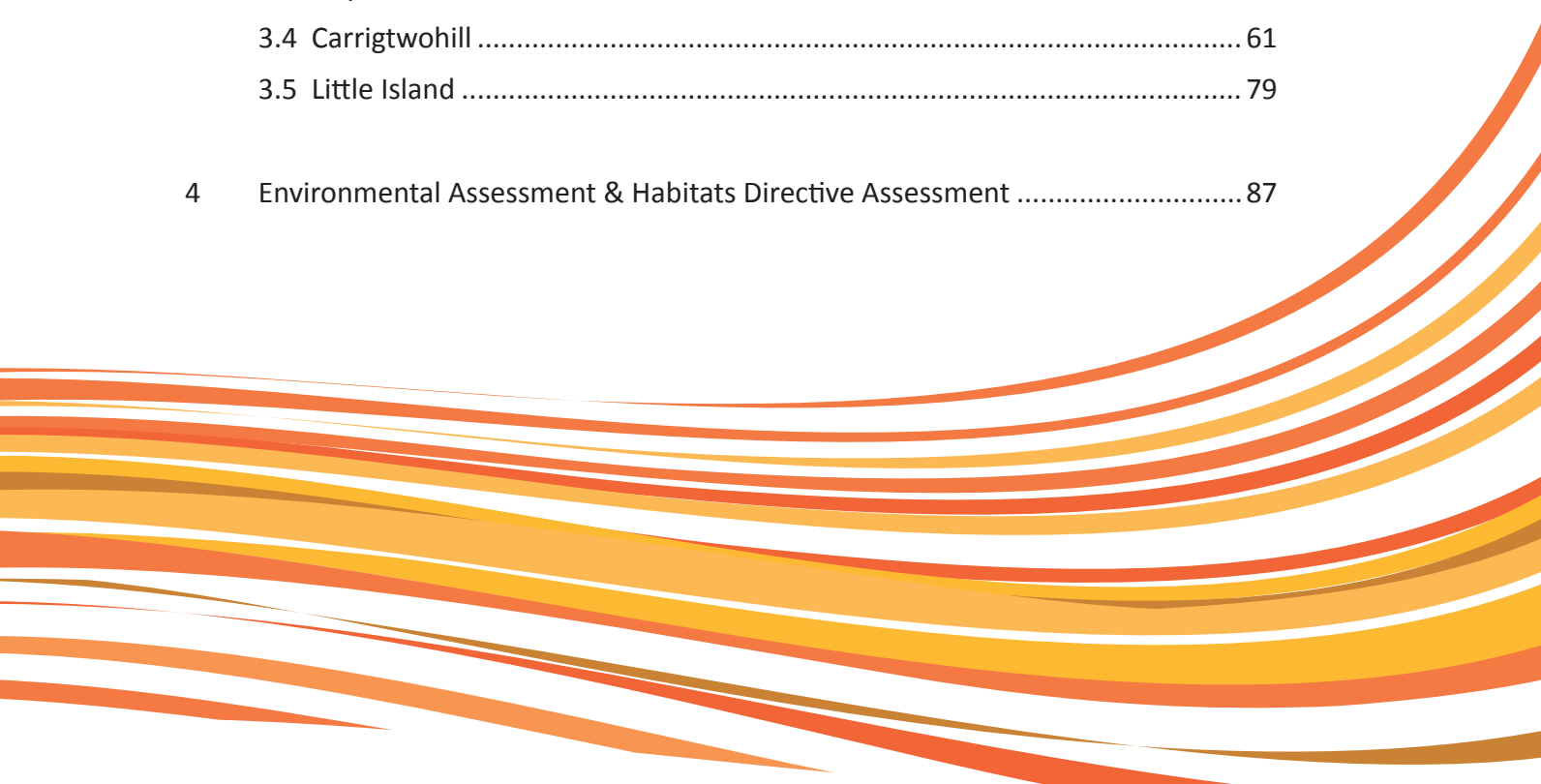
Public Consultation Document
14th December 2015



Cobh Municipal District

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Section 1

Introduction

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1.1 The Purpose of this Document

- 1.1.1 Cork County Council sets out its land use planning strategy for the development of the towns and villages of the county in a series of Electoral Area Local Area Plans. The most recent Local Area Plans were adopted in 2011. The Plans have a six year life and the Council is now commencing the process of reviewing the plans so that new plans will be in place by August 2017.
- 1.1.2 Following the re-organisation of local government in 2014 and the abolition of the town Councils, the electoral structure of the County is based on eight Municipal Districts, see Table 1.1 and Figure 1.1. A new Local Area Plan will be prepared for each of the eight Municipal Districts in the County. The plans will set out the detail of the planning strategy and land use zoning as appropriate for each town and village in each Municipal District. **The main purpose of this document is to provide a basis for consultation with the public on those aspects of the current LAP / Cobh Town Development Plan that are considered likely to change in the new draft plan to be prepared in 2016**
- 1.1.3 Cobh Town Council was abolished in 2014. Currently the Cobh Town Development Plan 2013 remains in force pending the making of the next Cork County Development Plan in 2020. Government has indicated that it intends to introduce legislation which would allow the Town Development Plans to be superseded by a Local Area Plan, and on this basis, it is proposed to include the former Town Council administrative areas within the Local Area Plan review. *Parties with an interest in lands within the former Cobh Town Council administrative area should consider the need to make a submission to the County Council as part of this consultative process.*

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

- 1.1.4 This document relates to the Cobh Municipal District Local Area Plan and highlights the main areas of change proposed by the Council in the next Local Area Plan, relative to the Local Area Plan adopted in 2011, and the Cobh Town Development Plan 2013. The document focuses on identifying the critical planning issues and choices now faced taking account of the amount of growth envisaged in each area, the available land supply, availability of the infrastructure required to facilitate development and the need to protect and conserve the environment.

Figure 1.1 Cork Municipal Districts



1.1.5 The publication of this document marks the commencement of the public consultation process in relation to matters that should be addressed in the preparation of the new plan. This document has been prepared in order to promote and generate interaction and feedback. It is intended that it will act as a tool to stimulate, guide and encourage debate and discussion on the current issues impacting upon the community, to flag important factors, and to encourage and assist the public in making submissions / observations to the Planning Authority in respect of the proposed Local Area Plan. **The Council is inviting feedback and suggestions in relation to the issues raised in the document and in relation to any other matters not specifically mentioned, which the public / stakeholders consider relevant to the future planning strategy for the area.**

1.1.6 Any formal submissions received by the Council during the consultation process will be considered in the preparation of the formal Draft Local Area Plan. This Plan is expected to be published for public consultation in the autumn of 2016, at which point people will have a further opportunity to comment and make submissions on the specific proposals contained in the Draft Plan. A more detailed timeline of the plan making process is set out in Table 2.

1.2 Structure of Document

1.2.1 This document is set out in four sections. Section One provides an introduction to the process of preparing the new Local Area Plan and sets out the scope of this document.

1.2.2 Section Two of this report provides an overview of the Municipal District and outlines the strategy for the future development of the Municipal District, its towns and villages, in line with the Core Strategy set out in the County Development Plan 2014.

1.2.3 Section Three deals in detail with the Main Towns of the Municipal District and outlines the main issues which need to be considered in the formulation of the new Local Area Plan. Where changes to the zoning of land are being considered by the Planning Authority this is highlighted for each town. **It is important to note that this is not a definitive list of changes and as the review process continues**

other changes may arise. It is intended that the new plan will provide more detailed guidance on some issues such as the development of the town centre and proposals in this regard are also discussed in Section 3.

1.2.4 Section Four of the report deals with issues in relation to the need for SEA and HDA of the new plan.

1.3 Other Issues Affecting the Preparation of the New Local Area Plan

1.3.1 **Flood Risk Management:** the Government issued Guidelines to Planning Authorities on the “The Planning System & Flood Risk Management” in 2009 and the subsequent Local Area Plans made by the County Council in 2011 were subjected to Flood Risk Assessment broadly in accordance with the guidelines. The County Council used information from the following sources to carry out that assessment:

- Draft River Lee Catchment Flood Risk Assessment and Management Study (Lee CFRAMS) (OPW)
- Floodmaps.ie (OPW); and
- Flood Hazard Mapping for fluvial and tidal area commissioned by Cork County Council from Consultants JBA Associates.

1.3.2 Since 2011, OPW have commissioned new detailed CFRAMS studies for several locations in the County and, once complete, will be used by the County Council to supersede the JBA Associates Flood Hazard Mapping used by the County Council in the making of the 2011 LAP's, in the locations where the information is available. Although these new CFRAMS studies are at an advanced stage, their final outputs were not available when this document was prepared. Therefore, in this document, references to flood risk are based on the flood risk data used in the preparation of the 2011 Local Area Plans. It is anticipated that the new CFRAMS studies will be available to inform the preparation of the draft plans themselves in 2016. The Draft Plan will also take account of the new flood risk study for Carrigtwohill, prepared in 2012.


1.3.3 Because the 2011 Local Area Plans were subjected to a detailed flood risk assessment in line with the Government's guidelines to planning authorities, the majority of zonings in those plans are not affected by significant flood risks and can therefore be considered for inclusion in the new Draft Local Area Plans in 2016, if appropriate. However, a small number of zonings from the 2011 Local Area Plans and some zonings originating in Town Council Development Plans carry a residual element of flood risk. Where possible, it is intended to draw attention to those zonings in this document so that the justification for their inclusion in the new Draft Local Area Plan in 2016 can be re-assessed.

1.3.4 **Habitats Directive Assessment:** Similarly, because the 2011 Local Area Plans were subjected to a detailed Habitats Directive assessment in line with the Government's guidelines to planning authorities, zonings in those plans are unlikely to be considered as posing risks to the integrity of Natura 2000 sites through their inclusion in the new Draft Local Area Plan in 2016. However, some of zonings originating in Town Council Development Plans were not subjected to Appropriate Assessment when those plans were made. Where possible, it is intended to draw attention to those zonings in this document so that the justification for their inclusion in the new Draft Local Area Plan in 2016 can be re-assessed.

1.3.5 **Approach to zoning:** Many existing town development plans use 'established' zoning categories to define the appropriate use in existing areas of development e.g. 'established residential' to denote existing residential areas. In the Local Area Plans adopted in 2011 the use of 'established' zoning categories was discontinued in favour of an 'existing built up area' classification. In preparing the new local area plans this approach will be applied to the developed areas within the former town council administrative areas.

1.4 Process of Making a Local Area Plan

1.4.1 The legal process for making a local area plan is set out in Section 20 of the Local Government Planning and Development Act 2000, as amended. The main stages of the process of making a Local Area Plan are summarised in Table 1.2 below.

Stage	Actions	Timeframe
Preliminary Stage This is the stage we are at now. 	<ul style="list-style-type: none"> ➤ Brief Elected Members at Development Committee. ➤ Brief Planning Special Policy Committee. ➤ Brief Municipal District Committees. ➤ Publish Consultation Documents. ➤ Invite submissions and observations from the public and interested bodies. ➤ Present Chief Executive's report on Submissions Received to Municipal District Committees / Development Committee 	September 2015 to March 2016
Draft Local Area Plan Stage	<ul style="list-style-type: none"> ➤ Prepare proposed Draft Plans. ➤ Brief Members on Proposed Draft Plans. ➤ Commence Formal Public Consultation on Draft Plans. ➤ Invite submissions and observations from the public and interested bodies. ➤ Issue Chief Executives Report to Members. ➤ Members consider Chief Executive's Report. 	April 2016 to March 2017
Draft Local Area Plan Amendment Stage	<ul style="list-style-type: none"> ➤ Consider need to Amend plans ➤ Publication of Amendments as appropriate ➤ Commence Formal Public Consultation on Amendments ➤ Invite submissions and observations from the public and interested bodies ➤ Issue Chief Executive's Report to Members. ➤ Consideration of Issues by members and Adoption of Local Area Plans 	April 2017 to July 2017 Adopted Monday 24th July 2017.

1.4.2 Throughout the preparation / review of this electoral area plan, the Acts state that the Elected Members of the Council are restricted to considering only the following matters:

- The proper planning and sustainable development of the area;
- The statutory obligations of any local authority in the area; and
- Any relevant policies or objectives for the time being of the Government or of any Minister of the Government.

1.5 How to make a submission

1.5.1 The Cobh Municipal District Preliminary Consultation Document is available from the Council website at www.corkcoco.ie. If required, a hard copy of the document may be inspected between the hours of 9.30 a.m. and 4.00p.m, from **Monday 14th December, 2015 to 4.00p.m on Monday 25th January, 2016** at the following locations:

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

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

1.5.3 Submissions or observations regarding the Preliminary Consultation document are hereby invited from members of the public, children, or groups or associations representing the interests of children and other interested parties during the period Monday 14th December, 2015 to 4.00p.m on Monday 25th January, 2016.

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

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

OR

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

1.5.5 All such submissions lodged within the above period and prior to the close of business at 4.00pm on Monday 25th January, 2016, will be taken into consideration in the preparation of the Cobh Municipal District Draft Local Area Plan.

The Council regrets that for technical reasons, submissions by email cannot be accepted.

Section 2

Planning Strategy

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2.1 Local Area Plan Context

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

2.2 County Development Plan Strategy for Cobh Municipal District

- 2.2.1 The Cobh Municipal District straddles two Strategic Planning Areas for which the County Development Plan 2014 sets out differing objectives. The majority of the District, and all the main settlements, are within the Metropolitan Strategic Planning Area, while part of the more rural northern section of the district including villages like Glenville and Rathduff are within the Greater Cork Ring Strategic Planning Area.
- 2.2.2 'Metropolitan Cork' is designated as a 'Gateway' by the National Spatial Strategy and it is the main engine of population and employment growth for the South West Region. 'Metropolitan Cork' includes Cork City, the suburban areas and Metropolitan Towns¹ within the county administrative area that adjoin the city and the surrounding villages and rural areas. The 'County Metropolitan Cork Strategic Planning Area' includes the parts of Metropolitan Cork that fall within the County Council's administrative area. Ambitious population targets for been established for Metropolitan Cork and have been allocated to Cork City and the County part of the Metropolitan Area through the Regional Planning Guidelines. In support of the development of the Gateway function of Metropolitan Cork within the Cobh MD, the County Development Plan seeks to:
- a) Recognise the importance of the role to be played by Metropolitan Cork in the development of the Cork 'Gateway' as a key part of the Atlantic Gateways Initiative and, in tandem with the development of Cork City, to promote its development as an integrated planning unit to function as a single market area for homes and jobs where there is equality of access for all, through an integrated transport system, to the educational and cultural facilities worthy of a modern and vibrant European City;
 - b) Prioritise development to provide the homes and jobs that are necessary to serve the planned population in Carrigaline, Middleton, Carrigtwohill, Ballincollig, North Environs, Glanmire, Blarney, Monard and Cobh.
 - c) Maximise new development, for both jobs and housing, in the Metropolitan Towns served by the Blarney – Middleton/Cobh rail route and to enhance the capacity of these towns to provide services and facilities to meet the needs of their population;
 - d) Provide an enhanced public transport network linking the City, it's environs, the Metropolitan towns and the major centres of employment.

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

- e) Facilitate the development of the villages as set out in the local area plans so that the rate of future population growth compliments the strategy to achieve a critical mass of population in the towns and provide protection for those areas recognised as under pressure from urban development;
- f) Maintain the principles of the Metropolitan Cork Greenbelt to protect the setting of the City and the Metropolitan Towns and to provide easy access to the countryside and facilities for sports and recreation;
- g) In the Cork Harbour area generally, to protect and enhance the area's natural and built heritage and establish an appropriate balance between competing land-uses to maximise the areas overall contribution to Metropolitan Cork while protecting the environmental resources of the Harbour

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

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

2.3 The Cobh Municipal District

- 2.3.1 In 2011 the population of the Cobh Municipal District stood at 53,544. This population is spread across the north environs of Cork City and a network of settlements including three towns, 23 villages and the open countryside, as detailed in Table 2.1.
- 2.3.2 The District also includes the proposed new town of Monard which was designated by the Government as a Strategic Development Zone (SDZ) in 2010 with the aim of accommodating a new town of 5,000 houses. The proposal to create a new town at Monard is part of a wider planning process following on from the Cork Area Strategic Plan (CASP) which established the case for the suburban rail project, and selected the areas for urban expansion on the rail corridor. These included Midleton, Carrigtwohill and Blarney, as well as Monard. Cork County Council prepared and adopted a Planning Scheme for Monard in 2012 but this was later refused on appeal to An Bord Pleanála. A second Scheme was made in August 2015 and is currently on appeal to An Bord Pleanála.
- 2.3.3 The Cobh District also includes Little Island which is identified as a Strategic Employment Centre. Little Island also has a small local population but it is not a centre for population growth.

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

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

* Village and Rural Area Populations are estimated figures

Figure 2 -1 Cobh Municipal District



2.4 Growth Strategy

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

Table 2.2. Cobh Municipal District

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

Current Estimated Strategic Land Reserve (LAPs and TCPs) for this Municipal District is 141.4 Ha
Source: Cork County Development Plan 2014- Appendix B, Table B 9

2.5 Water Services infrastructure

- 2.5.1 Water services, of the all the infrastructure requirements needed to facilitate new development, is the most critical, as in the absence of it, little development can take place.
- 2.5.2 Since January 2014 Irish Water is responsible for the operation of public water services (drinking water and wastewater) including management and maintenance of existing water services assets. Those intending to carry out development must now obtain consent to connect to Irish Water Infrastructure for new development. Irish Water also has responsibility for planning for future infrastructure needs and for the delivery of new infrastructure and future decisions in relation to investment in new water services infrastructure will be made by Irish Water. Developers must also satisfy themselves that Irish Water will make adequate services available in order to meet the needs of any development they propose.
- 2.5.3 The Cork County Development Plan, 2014 and the new Municipal District Local Area Plans are important documents that Irish Water should take into account in formulating its plans and programmes. As part of the review of the Local Area Plans it is proposed to prepare a companion document outlining the Water Services Infrastructural Investment needs in each Municipal District.

Approach to Water Services Provision

- 2.5.4 In this Municipal District modern, high quality drinking water and waste water infrastructure will be in place to serve the existing main towns of Carrigtwohill, Cobh and Glanmire by the time the new Local Area Plan comes into force in mid 2017 and it is anticipated that capacity will be available to accommodate planned development.

- 2.5.5 So far as the new settlement of Monard is concerned, the Strategic Development Zone Planning Scheme made by the County Council includes proposals to provide modern, high quality drinking water and waste water infrastructure in tandem with the implementation of the project.
- 2.5.6 So far as the Villages and smaller settlements are concerned, in many cases (see Table 2.4) the water services infrastructure needed to deliver the scale of growth envisaged by the 2011 Local Area Plan is often not in place. In general the Councils approach to this, which is summarised in Table 2.3, is that where Irish Water already have water services infrastructure in a town or village then Irish Water will need up upgrade that infrastructure as necessary to meet the demands of current and future customers in the settlement.

Table 2.3 : Strategy for Water Services Provision		
	Normally Expected level of Water Services	Policy Approach
Towns Key Villages	Public Drinking Water and Waste Water Treatment	Adequate water services infrastructure, if not already available, to be prioritised.
Villages	Public Drinking Water	Adequate drinking water services to be prioritised.
	Public Waste Water Treatment	Adequate waste water treatment facilities to be prioritised for villages which already have some element of public infrastructure. For smaller villages where services are not available or expected, development will be limited to a small number of individual houses with their own treatment plant.
Village Nuclei	Public Drinking Water	Where already present, adequate drinking water services to be maintained. In the absence of public drinking water, individual dwellings may be permitted on the basis of private wells subject to normal planning and public health criteria.
	Public Waste Water Treatment	In these smaller settlements within no public services, it is proposed to limit development to a small number of individual houses with their own treatment plant.

- 2.5.7 Therefore, while the current water services infrastructure cannot immediately deliver the scale of growth envisaged by the 2011 LAP, *the proposal is to retain the scale of growth with the expectation that the infrastructure will be delivered over time by Irish Water.* Settlements in this category are denoted by the letter 'R' in the final column of Table 2.4.
- 2.5.8 In some areas where water services infrastructure is not available, nor likely to be available, it may be necessary to adjust the scale of growth and limit development within such settlements to individual houses. Settlements in this category are denoted by the letter 'A' in the final column of Table 2.4. However, within the Cobh Municipal District, none of the settlements fall into the 'A' category as the scale of growth set in 2011 is already quite low and further adjustment is therefore unlikely to be needed.
- 2.5.9 In relation to the Villages, the County Development Plan 2014 indicates that, in the villages of this Municipal District, provision has been made for 1,045 units. An analysis of water services capacity in the villages indicates that without further investment in Water Services, it may only be possible to deliver 545 housing units.
- 2.5.10 Within the village network it is suggested that the new LAP should maintain the scale of growth established for the 2011 Local Areas Plan in order to respect the scale and character of the villages and because there are significant deficits in water services infrastructure. Ample land is available within the

development boundaries of the villages to accommodate the expected level of growth, and at this stage of the process it is not intended to alter the development boundaries of any of the villages. The main factor constraining development in the villages is likely to be inadequate water services infrastructure. As outlined above, there is enough land available within the towns of the Metropolitan Area generally to accommodate any development which cannot take place within the villages due to lack of infrastructure.

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

2.6 Summary of the proposed Development Strategy for the Villages of this District

- 2.6.1 In relation to the villages of this Municipal District the suggested approach for the new local area plans is as follows:
- a) Maintain growth at the level already provided for in the current 2011 Local Area Plans (LAPs). The main factor constraining development in the villages is likely to be inadequate water services infrastructure.
 - b) It is not intended to alter the development boundaries of any of the villages, except where changes may be required on foot of SEA / HDA assessment.
 - c) **Key Villages:** In some key villages the current water services infrastructure cannot immediately accommodate the scale of growth envisaged by the 2011 Local Area Plan and further investment will be required by Irish Water. However, it is proposed to retain the scale of growth envisaged for Key Villages at the level established by the 2011 Local Area Plan with the expectation that the infrastructure will be delivered over time by Irish Water.
 - d) **Villages:** There are five villages in this Municipal District and all of them have Irish Water drinking water and waste water treatment services,. For these settlements (see Table 2.4), it is proposed that the new LAP will generally retain the scale of growth as set out in the current 2011 LAP.
 - e) **Village Nuclei:** Village Nuclei are the smallest settlements in the network and are only intended to cater for individual dwellings (i.e. not housing estates). There are three village nuclei in this Municipal District and none of them have Irish Water waste water treatment infrastructure. The scale of growth envisaged by the 2011 LAP is already quite modest and is unlikely to require further adjustment.

Table 2.4: Cobh MD - Scale of future growth

Name	Existing no. of Houses 2015	Planning permissions. Q1 2015 (no. of houses)	Scale of Growth CDP 2014 & LAP 2011	DW Status	WW Status	Suggested Approach for new LAP
<i>Towns</i>						
Carrigtwohill	1,980		3,656			Target as per CDP 2014
Glanmire	3,535		1,320			
Cobh	5,509		1,778			
Little Island	537		0			
City - North Env.	2,443		2,281			
Monard	87		1,727			
			10,762			
<i>Key Villages</i>						
Glounthaune	506		400			R
Carrignavar	175		100			R
Glenville	166		100			R
			600			
<i>Villages</i>						
Kerry Pike	174		30			R
Killeens	258		30			R
Whitechurch	207		50			R
Knockraha	119		25			R
Upper Glanmire	151		20			R
			155			
<i>Village Nuclei</i>						
Ballymore / Walterstown	102		5	Private GWSS	None	R
Caherlag	31		5		None	R
Rathduff	18		5		None	R
			15			
			30			
Total			11,547			
<i>Water Services Key</i>	Irish Water Services in place with broadly adequate existing water services capacity.					
	Irish Water Services in place with limited or no spare water services capacity.					
	None – no existing Irish Water Services.					
<i>Suggested Approach Key</i>	R= It is intended to broadly retain the overall scale of growth as set out in current 2011 Local Area Plan					
	A = The overall scale of growth as set out in current 2011 Local Area Plan will need to be adjusted to reflect available water services capacity. Development will be limited to a small number of individual houses with their own treatment plant. (there are no settlements in this category in the Cobh MD).					

Strategic Land Reserve

- 2.6.2 A large part of this Municipal District is within 'Metropolitan Cork', which (together with Cork City) is considered to be 'a single market in terms of housing and jobs'. Here, it is important that the adequacy of the supply of land for housing is considered at a Strategic Planning Area level rather than at an individual main settlement level because of the local physical and infrastructure limitations that apply to different towns.
- 2.6.3 The purpose of maintaining a 'Strategic Land Reserve' is to provide choice in the housing market. In addition, it also provides a contingency in the event that, some of the larger sites in Metropolitan Cork are either not delivered or delayed and also to a lesser extent, where smaller settlements and rural areas do not deliver the housing units required, perhaps because of limitations in water services, but also in road and transportation infrastructure.
- 2.6.4 Core Strategy Table 2.2 of the Cork County Development Plan 2014 currently shows that there is 37% headroom of residentially zoned land across the County as a whole. However the headroom in the County Metropolitan Cork Strategic Planning Area is only 14% (153ha). This level of reserve (or 'headroom') is considered too low for the likely needs of the nation's second city and its Metropolitan Region. If the reserve remains at this level, then it is considered that, in future, this could restrain the supply of housing in the critical metropolitan area leading to unnecessary house price inflation and unplanned pressure for housing in other parts of the county. Taken together, these two issues could limit the competitiveness of Cork's recovery and the contribution that the city and its metropolitan region makes to national recovery.
- 2.6.5 The Development Plan Guidelines, issued to planning authorities by Government in 2007, state that in order to ensure continuity of supply of zoned and serviced residential land Planning Authorities should ensure that at the time they make a development plan, enough land will be available to meet residential needs for at least the next 9 years i.e. 150% of the amount of land required over the lifetime of the plan. The Guidelines also require Local Authorities to consider the provision of adequate zoned land in excess of the targets for each of their settlements (i.e. headroom).
- 2.6.6 These additional lands have yet to be identified but will be considered as part of the preparation of the Draft Local Area Plans for the relevant Municipal Districts, and may include additional lands within the Cobh Municipal District. At this stage, no firm locations have been identified but those which adjoin the main towns (or planned extensions to them), have access to Irish Water services (with capacity for future development) and can provide access to established public transport corridors will be considered for inclusion in the new Draft Local Area Plan to be issued in 2016.

2.7 Employment within the MD

- 2.7.1 Analysis of Census 2011 data for the Municipal District provides information in relation to the jobs that are located within the Municipal District, and on the place of employment of the people who live within the Municipal District. In 2011 there were 17,703 jobs within the District. Jobs located within the Municipal District fall into the following key categories:
- 31.3% Manufacturing, mining /quarrying, Electricity/Gas /Water Supply / waste management.
 - 22.8% - Wholesale, Retail, Transportation and Storage, Accommodation and Food service activities.
 - 17.7 % Education, Human Health and Social Work Activities.
- 2.7.2 Within the District 22,105 persons were at work in 2011. This includes home, mobile and 'uncodeable' workers and corresponds to 41.3% of the population of the District. These jobs were distributed across and outside the county as follows:
- 31% work within the Municipal District (including 1,018 home workers).
 - 34% work within Cork City.
 - 39 % work within the County Metropolitan Area (this includes the part of the MD).

- 2.7.3 In terms of travel to work, 80% of employees who live within the District travel to work by driving a car, van lorry or other vehicle. Only 3.2% of employees living within the District travel to work by bus or train while 5.9% travel on foot / by bicycle.
- 2.7.4 Within the District Analysis of Census 2011 at DED level shows the greatest concentration of employment is at Little Island / City North Environs and Glanmire which recorded 11,616 jobs in 2011, followed by Carrigtwohill at 3,407 and Cobh 2,726. These figures include home workers.
- 2.7.5 There is a strong supply of employment land within the Municipal District as detailed in Table 2.5. The new Local Area Plan should seek to ensure that lands identified for employment use can be readily developed for such and address any barriers to development.

Table 2.5 Employment Land Supply (hectares) (Current LAP / TDP Zonings)			
<i>Settlement</i>	<i>Business</i>	<i>Industrial</i>	<i>Enterprise</i>
Cobh	17	16.5ha*	0
Glanmire	0	17	0
City North Environs	42 ♦		29 ♦
Carrigtwohill	30	201	20
Little Island	43**	91	0
Monard	0	0	0
Marino Point (Port related development)	0	46	0
* Rushbrook Dockyard.			
** Business use as part of X-01 site (estimated)			
♦ includes an estimate of what may be accommodated on the Kilbarry lands X-02.			

Section 3

Main Settlements

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3.1 Introduction

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3.1 Introduction

3.1.1 Within the Cobh Municipal District there are five 'main settlements' – the three towns of Cobh, Glanmire and Carrigtwohill, the North Environs of the City and the Strategic Employment Centre of Little Island. This section outlines some of the key issues in relation to the main settlements which the new Local Area Plan will address. The section also identifies the main areas where changes are being considered relative to the plan that was adopted in 2011 and the issues which the Council would like to engage with the people/ stakeholders on. The main issues are:

- a) Where will people live – issues around the location of lands for new housing development;
- b) Where can people work?
- c) Are there sufficient community facilities and public spaces?
- d) How can the town centre be strengthened? Identifying opportunity sites & providing for a mix of uses which promote vibrancy and the viability of the town centre?
- e) Are the public spaces of the town attractive and accessible? Is the public realm of high quality?
- f) How to deal with congestion and improve movement for all modes within the town?
- g) What are the water services needs of the town and how can these be delivered?

Section 3.1

Cobh

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3.1.1 The Vision for Cobh

- 3.1.1.1 Cobh is located 15km south east of Cork City. It 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.
- 3.1.1.2 The town is prominently positioned on the south of Great Island commanding spectacular views over the western harbour as well as providing impressive views from the harbour 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.
- 3.1.1.3 As a Metropolitan town on the suburban rail corridor, Cobh forms part of the 'Cork Gateway', the engine of population and employment growth for the region, and has been identified for significant population and jobs growth. Proposals for development here 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.
- 3.1.1.4 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 will inform the preparation of the new Local Area Plan and it is envisaged that many of its provisions will be included in the LAP.
- 3.1.1.5 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.
- 3.1.1.6 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 capitalising on the attractiveness of the waterfront area and these will be reflected in the new Local Area Plan. Cobh also has a strategic dry dock facility at Rushbrooke which is an important economic asset for the town.
- 3.1.1.7 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. The 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.
- 3.1.1.8 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, promote greater self sufficiency within the town in terms of the role of the town centre and retail services, and seek to optimise the potential of the waterfront and the heritage of the town as a platform for economic growth.

3.1.2 Residential Land Supply

- 3.1.2.1 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.
- 3.1.2.2 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 / 28HA approx) is located within the Ballynoe Valley land bank to the north of the town and a landuse framework needs to be prepared for its co-ordinated development. The provisions of this framework will be reflected in the Draft Local Area Plan in November 2016. In the immediate term the land supply is limited to approximately 33ha zoned residential which can deliver approximately 850 units.
- 3.1.2.3 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.
- 3.1.2.4 The residential land supply for the town is detailed in Table 3.1.1. The final column on the table details the suggested zoning strategy for the new Local Area Plan and indicates whether or not it is proposed, in broad terms, to retain a zoning either substantially in its present form or otherwise. **At present, it is proposed that the new Draft LAP will not make significant changes proposed to existing residential zonings originating in either the LAP 2011 or the Town Development Plan 2013 where the site remains undeveloped, with the exception of the preparation of the framework for the X-01 site.**

Table 3.1.1: Cobh Residential Land Supply			
Site Ref.	Area (ha)	Comment	Proposed Strategy
<i>Infrastructure available to facilitate development within 0-2 year timeframe</i>			
R-01 (Cobh TDP)	2.37	Expired permission for 65 units. Medium Density B.	Retain Zoning
R-02 (Cobh TDP)	1.16	Permission for 17 units. Medium density B.	Retain Zoning
R-02 (LAP 2011)	6	Valid permission for 167 units. Medium Density B.	Retain Zoning
R-03 (LAP 2011)	7.1	Expired permission for 235 units. Medium Density A	Retain Zoning
R-04 (LAP 2011)	9.6	Sports Pitch to be provided on site. Valid Permission on site for 180 units. Medium Density A	Retain Zoning.
R-05 (LAP 2011)	1.6	Expired permission for 46 units. Medium Density A	Retain Zoning
R-06 (LAP 2011)	4.6	Valid Permission on site for 210 dwelling units. Zoning objective includes requirement for nursing home. Medium Density A	Retain Zoning.
<i>Developable within 2-6 years subject to additional infrastructure provision</i>			
R-01 (LAP 2011)	7.1	LAP – Medium Density A	Retain Zoning
R-07 (LAP 2011)	4.2	LAP Medium Density B.	Retain Zoning.
<i>Infrastructure requirements suggest delivery more than six years down the line</i>			
X-01 (LAP 2011)	83.5	LAP (2011) requires preparation of a masterplan for this area which is to include 700 houses.	Retain zoning. Prepare landuse framework to inform Draft Plan.
Total	127.23		

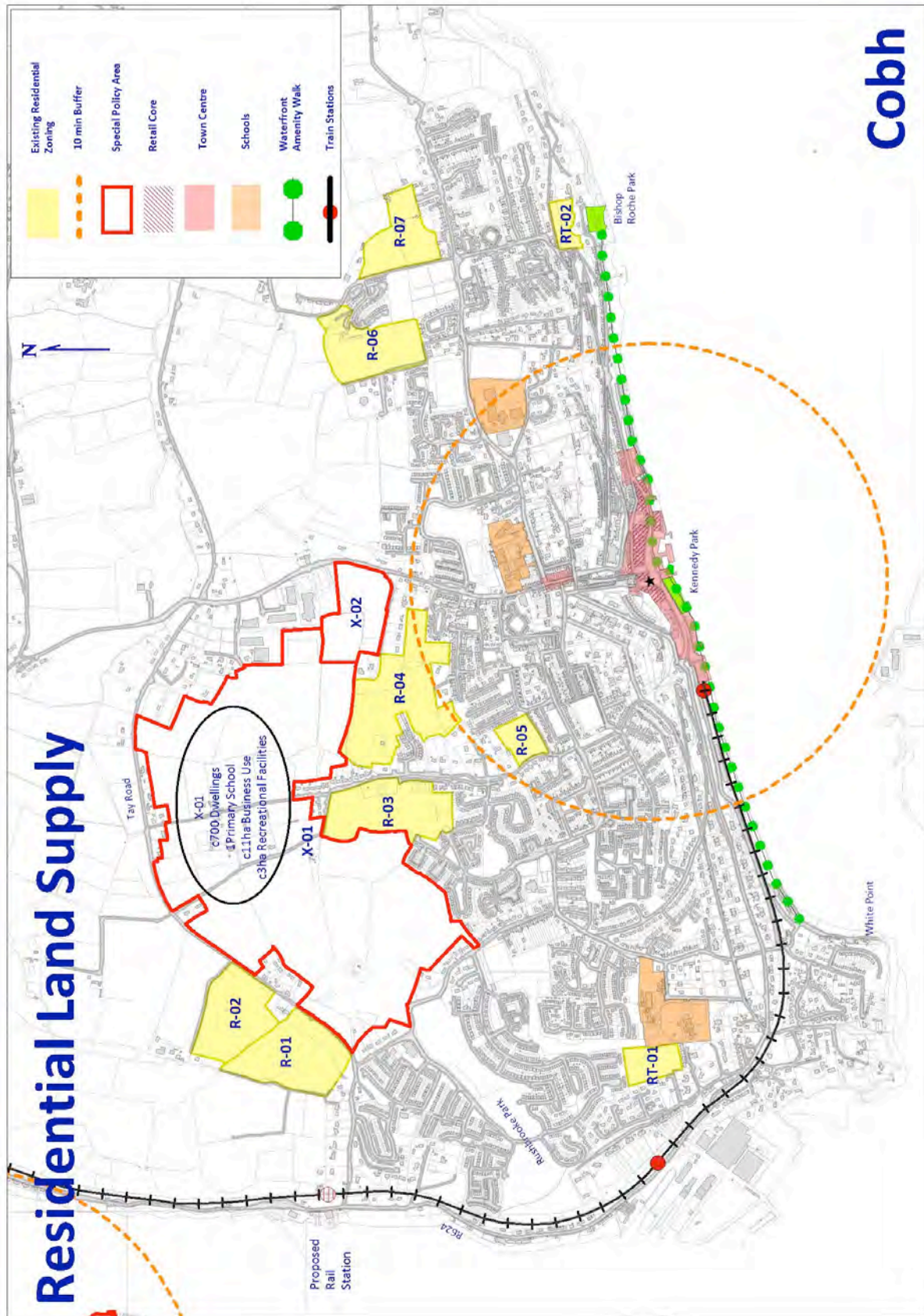


Figure 3.1.1: Cobh Residential Land Supply

3.1.3 Employment Land Supply

- 3.1.3.1 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.
- 3.1.3.2 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 was the largest employment sector, followed by commerce and trade.
- 3.1.3.3 The main location of employment in the town is within the town centre itself and at Rushbrooke Dockyard which provides a strategic, specialised 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 utilise the specialised infrastructure on site and accordingly zones it for marine related industrial use.
- 3.1.3.4 Marino Point, a largely brownfield industrial area located approximately 5 km north of Cobh adjacent to the 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 industrial 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.
- 3.1.3.5 There is potential to establish businesses in the town which would support or complement development at Rushbrooke and to provide synergies with other nearby established and proposed marine facilities (National Maritime College and MERC 3 research centre at Ringaskiddy).
- 3.1.3.6 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 optimised from the cruise liner industry and the town's position as a gateway to other harbour attractions including Spike Island.
- 3.1.3.7 As identified in the Town Development Plan, there is scope to accommodate small business, offices, restaurants and residential development within the town centre to reduce vacancy and improve vibrancy and this approach will be continued in the new Draft Local Area Plan. 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.

Review of Existing Zonings:

- 3.1.3.8 Under the current Town Development Plan for Cobh, lands specifically designated for employment use comprise the Rushbrooke dockyard.
- 3.1.3.9 Within the environs of the town provision is made by the Local Area Plan for business uses on lands east of existing development at Ticknock (Site B-01). This land remains undeveloped.
- 3.1.3.10 In addition the Local Area Plan makes provision for a minimum of 11ha of business use within the overall Ballynoe Valley /X-01 site which comprises 84ha in total and will also include a new residential neighbourhood and other uses. The Local Area Plan 2011 required the preparation of a masterplan to guide the development of this area but it has not been possible to complete one to date. It is intended that the Draft Local Area Plan to be published in November 2016 will put forward a framework for the development of the X-01 site, identifying lands within the overall 84 ha site for different uses including business. The draft Plan will also consider what type of business uses are appropriate at this location.
- 3.1.3.11 Also within the Local Area Plan, an additional site south of Ticknock is currently zoned X-02 to accommodate a range of uses including a primary healthcare centre, convenience retail, garden centre and children’s activity centre. It is unclear at this time if there remains a need for this specific range of uses. This site is also important in terms of providing access to the Ballynoe valley / X-01 site. It is intended that the Draft Plan will review the range of uses considered appropriate on this site and propose a strategy for its development, taking account of access requirements etc for the X-01 lands. The current zoning objective indicates that comparison retail or other town centre uses are not considered appropriate at this location and this remains the position.
- 3.1.3.12 Additional employment land in Cobh comprises infill development and reuse of vacant sites within the town centre area.

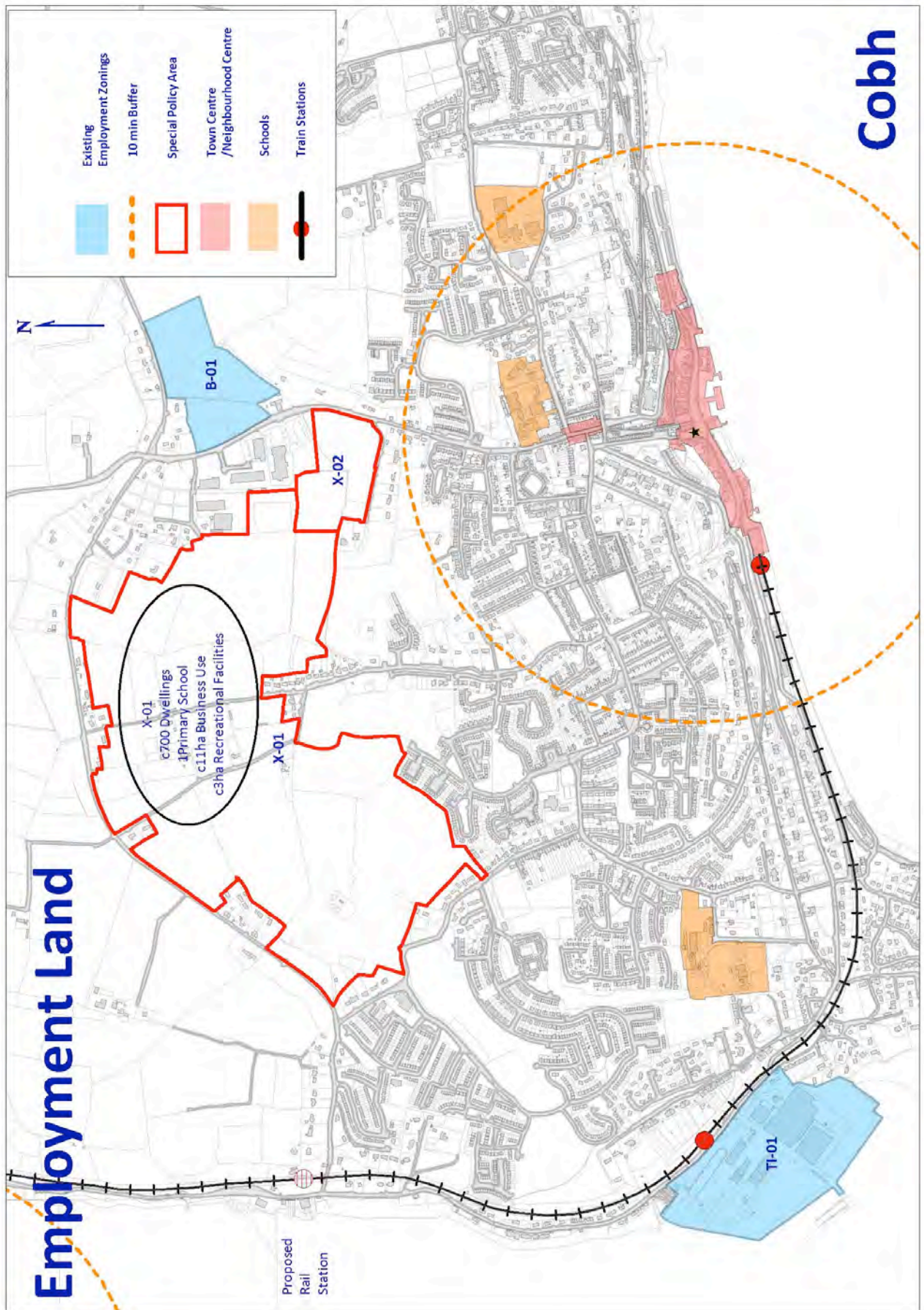
Table 3.1.2 Cobh Employment Land Supply

Site Ref	Comment	Proposed Approach
B-01	Current zoning provides for business development, to exclude all forms of retail development including retail warehousing.	Retain zoning
X-01	Current zoning makes provision for a range of uses on site, including employment.	Review zoning
X-02	Current zoning makes provision for a range of uses including a primary healthcare centre, convenience retail, garden centre and children’s activity centre.	Review zoning

Marino Point

- 3.1.3.13 Marino Point, referred to above, is subject to a Special Policy Area zoning objective to facilitate the development of the area for port related industrial development. No changes are proposed to the objective for this site.

Figure 3.1.2: Cobh Employment Land Supply



3.1.4 Town Centre / Retail

- 3.1.4.1 The Cobh Town Development Plan 2013 addresses town centre issues in some detail and sets out a strategy to strengthen the role of the town centre as the focus for the community. It is not considered that there are any significant changes that would lead to revision of these at this stage. In line with the requirements of the Retail Planning Guidelines it is proposed however to define the 'Retail Core' of the town in the new Local Area Plan and this is reflected in the town centre map. The retail core is the primary shopping area.
- 3.1.4.2 In terms of convenience multiples the town is served by Supervalu, Lidl and Aldi, all of which are located 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 built up area. As the town grows there may well be demand for additional modern convenience floor space. The current LAP makes provision for additional convenience space within the area zoned as X-02.
- 3.1.4.3 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.
- 3.1.4.4 There is a proposal in the current town plan for a multistorey car park in the town centre which will allow for reduction and rationalisation of on street parking and contribute to public realm enhancements.
- 3.1.4.5 The new Local area Plan also needs to look at ways to enhance connectivity between the town centre and peripheral residential and commercial areas and between different parts of the Waterfront.

3.1.5 Community Facilities / Green Infrastructure

Community Facilities

- 3.1.5.1 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.
- 3.1.5.2 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.
- 3.1.5.3 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. The 2011 Local Area Plan zones over 13HA of passive open space in an area including Rushbrooke Park. It indicates 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.
- 3.1.5.4 Additional recreation facilities will be required at Ballynoe. The current X-01 objective requires for a minimum of 3HA to be provided for recreation, sports and leisure facilities. Identification of recreational land at Ballynoe will be considered 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 in the X-01 Ballynoe could also be examined as part of the preparation of the Draft plan.

- 3.1.5.5 There is an opportunity for a waterfront amenity walkway/cycleway from the western shore of Whitepoint to the eastern end of the Mall at Bishop Roche Park. This is identified in the Cobh Town Development Plan which contains an existing 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.
- 3.1.5.6 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. The new Plan will seek 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.

Green Infrastructure

- 3.1.5.7 The future development of the town presents opportunities to develop an integrated green infrastructure strategy which can perform a number of functions including passive and active amenity areas, wildlife corridors and carbon filters to offset impacts of increased development and traffic within the town.
- 3.1.5.8 The current Town Development Plan and Local Area Plan contain a number of open space zonings. Among these the Town Development Plan 2013 includes an objective to provide a continuous waterfront amenity in the town from Whitepoint to Bishop Roche Park. The Local Area Plan 2011 identifies an extensive area of passive open space which includes Rushbrooke Park. Both of these areas contribute significantly to the green infrastructure of the town. The potential to augment Rushbrooke Park through the provision of recreational land in the X-01 Ballynoe area needs to be explored in the Local Area Plan. Both current plans also zone existing recreational facilities.
- 3.1.5.9 The Town Development Plan 2013 recognized that some of the areas it zoned as open space are privately owned or inaccessible and it indicated the need for an audit of open space in the town. The Town Development Plan also zoned areas of open space within residential estates. This approach will be reviewed as part of the Local Area Plan.

Table 3.1.3: Green Infrastructure		
Element	Function	Comment
Waterfront	This is an important amenity corridor in the town and provides the town's attractive setting. Within the town centre it performs an important public realm function. There is an objective in the Town plan to provide a continuous waterfront link from Cove Fort / Bishop Roche Park to Whitepoint. The waterfront area comprises a number of individual open space zonings in the 2013 Town Development Plan including Kennedy Park.	Retain zoning objective for waterfront pedestrian /cycle link and retain zoning of individual open space elements along the waterfront (see below).
Kennedy Park	This provides an important amenity and public realm function in the town. It is a significant node on the waterfront corridor.	Retain zoning.
Cove Fort / Bishop Roche Park	This marks the eastern edge of the town and is potentially a significant node on the waterfront corridor.	Retain zoning.
Rushbrooke Park	This area makes a significant contribution to the attractiveness of longer distance views from across the harbor as well as providing an important amenity function for the town. Zoned in 2011 Local Area Plan.	Retain zoning.
O-03, O-04, O-05 and O-06	Existing pitches fulfilling important recreational function – zoned in 2011 Local Area Plan.	Retain zoning.
Additional open spaces identified in 2013 Town Development Plan	These areas of open space comprise various elements including organized recreation facilities, ecological corridors and scenic amenity elements.	Retain zonings of parks, promenade, and organized recreational facilities. Consider need for retention of other zonings on case by case basis.

3.1.6 Transport and Mobility

- 3.1.6.1 **Rail Service:** This is an important asset to the town. Measures to increase its use, such as facilitating easier access to the station, require exploration in the Local Area Plan. There is provision in the existing Local Area Plan for a new station near the passenger ferry at Ballynoe – whether this remains a viable objective needs to be considered.
- 3.1.6.2 **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.
- 3.1.6.3 **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.

- 3.1.6.4 **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.
- 3.1.6.5 **Road improvements:** Roads infrastructure within the town needs to be improved to facilitate development
- 3.1.6.6 **Tour Bus Access:** Tour bus access and parking needs to be addressed to enhance the cruise liner aspect of Cobh's tourism industry. In the long term, enhanced access to the cruise terminal and, in the interim, improved coordination of rail services with visiting cruise liners will help to alleviate traffic management issues.
- 3.1.6.7 **Town Centre:** Congestion and car parking issues impact on the town centre and previous plans have put forward measures to address them including developing a site for a multi story car park. Development of this site would facilitate a rationalisation of parking in the town and is necessary to allow enhanced public realm in the town centre as referred to above.

3.1.7 Water Services

- 3.1.7.1 Completion of the Cork Lower Harbour Scheme will provide high quality waste water treatment capacity for the town by the time the new LAP comes into force in 2017. Drinking water supply is sufficient to meet the needs of the town.

3.1.8 Surface Water

- 3.1.8.1 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.

3.1.9 Flooding

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

3.1.10 Key Issues for the Draft Local Area Plan for Cobh

3.1.10.1 The following issues have been identified as key issues which needed to be considered further, and fully scoped in terms of Strategic Environmental Assessment and Habitat Directive Assessment, as part of the preparation of a draft Plan for Cobh.

3.1.10.2 Changes under consideration relative to the existing plan are also highlighted in the table. This is not an exhaustive list and additional items may arise as the review process progresses.

Table 3.1.4: Key Issues/Changes under consideration for the Draft Local Area Plan for Cobh	
Topic	Issues / Changes
Housing	<ul style="list-style-type: none"> a) Promote increased residential land use close to the Town Centre as part of infill /redevelopment schemes. b) Set out detailed proposals for the Ballynoe Land bank including open space, community facilities and delivery of roads and transport infrastructure.
Economy	<ul style="list-style-type: none"> c) Identify/zone land to provide opportunities for new business development including clarification of provision within the Ballynoe land bank. d) Opportunity to consider measures to support the redevelopment of Marino Point for port related development.
Town Centre	<ul style="list-style-type: none"> e) Re-enforce the town centre as the preferred location for new retail/public service development. f) Provide a sequential approach to manage the development of non-town centre sites for retail uses. g) Explore opportunities to enhance the public realm. h) Consider options to improve car parking. It has been suggested that a car park could be provided at West View.
Road Improvements	<ul style="list-style-type: none"> i) Consideration of the issues regarding the R624. j) Need for local road improvements and new roads infrastructure to facilitate development. k) Considered enhanced provision for cycling within the town.
Public Transport	<ul style="list-style-type: none"> l) Consider measures to improve access/parking at rail stations. m) Promote the provision of a bus service within the town and possibly to Cork City/Environs, Carrigwohill/Midleton.
Water Services Infrastructure	<ul style="list-style-type: none"> n) The completion of the Lower Harbour Towns Waste Water scheme will assist the town in achieving its development potential.

Section 3.2

Glanmire

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3.2.1 The Vision for Glanmire

- 3.2.1.1 Glanmire is located just 7km east of Cork city centre and comprises three villages which have grown together and developed into an important, largely residential suburb of the city, enjoying a scenic location within the wooded valley of the Glashaboy River. The population of Glanmire has grown by an estimated 40% in the period since 2000 to a population of 8,924 in 2011.
- 3.2.1.2 Glanmire form part of the Cork Gateway and the County Metropolitan Strategic Planning Area and the strategy for the area is to achieve moderate population growth in tandem with incremental retail growth improved transport links and the delivery of improved social and community facilities while protecting the attractive woodland setting.
- 3.2.1.3 Within this context the preparation of the new Local Area Plan for Glanmire offers the opportunity to take stock in terms of our vision of what kind of town Glanmire can be, the lessons learned over recent years and the landuse framework that should be put in place to help us progress towards achieving that vision.

3.2.2 Residential Land Supply

- 3.2.2.1 The strategy for Glanmire, as set out in the Cork County Development Plan 2014, provides for the population of the town to grow to 10,585, representing growth of 1,661 people (or 19%) on the 2011 levels (8,924). In order to accommodate this level of population growth, an additional 1,320 new housing units are required. The County Development Plan has identified a net housing land requirement of 53.0ha to cater for this level of housing provision.
- 3.2.2.2 The current Local Area Plan (LAP 2011) for Glanmire makes provision for a residential land supply of 58ha with the capacity to provide approximately 1,321 units. This supply is detailed in Table 3.2.1 below and is shown on the attached current LAP zoning map. Water Services Infrastructure is currently available to facilitate development of these lands.

Site Ref.	Area (ha)	Comment	Suggested Zoning Approach
R-01	5.6	No planning application.	Retain zoning
R-02	2.0	Permission granted for 35 units and 2 serviced sites	Retain zoning
R-03	1.2	Current planning application being processed (Q4 2015) for 24 dwellings	Retain zoning
R-04	.9	Permission granted for 15 dwellings.	Retain zoning
X-01	48	Dunkettle / Ballinglanna Lands. Current LAP provides for 1,200 houses. Previous refusals of planning permission. (Overall site area is 75ha)	Retain provision for housing on this site. See discussion below
<i>Total</i>	<i>57.7</i>		

- 3.2.2.3 The Dunkettle / Ballinglanna lands have to date been the subject of two unsuccessful planning applications and have been refused on appeal for a range of issues, most notably the potential impact on the national road network and the Dunkettle Interchange and the deficiencies in the local road network within Glanmire. The Council is undertaking a traffic and transportation study of the area to examine the traffic impacts of a range of development scenarios on the lands and what additional roads and transportation investment may be required to cater for the development. It is proposed to work out a framework for the development of the X-01 site in time for inclusion in the Draft Local Area Plan to be published in November 2016. The framework will provide for two phases of development. Phase One, which will be supported by local road improvements within Glanmire, will be completed in

advance of the upgrading of the Dunkettle Interchange, while Phase Two will be delayed until the interchange upgrade has been completed. The framework will also detail the additional infrastructure required to facilitate the development.

3.2.3 Employment Land Supply

- 3.2.3.1 Glanmire is not a significant employment centre although there are some business uses at Sallybrook and to the east at Brooklodge and the main retail centre is located at the Hazelwood Centre. Employment data from the 2011 Census indicates that the daytime working population of the town is approximately 1,257, while amongst the overall population of the town, there are 4,465 people at work. The wider jobs market for residents of Glanmire would include Cork City, Little Island and the wider metropolitan area which is easily accessible via the N40/ N25 and could include significant employment locations like Carrigtwohill or Ringaskiddy.
- 3.2.3.2 In terms of a land supply to accommodate further employment uses, the current LAP identifies two sites at Brooklodge comprising approximately 17ha (I-01 and I-02). Both of these sites are east of the M8 and do not have direct access to national road network.

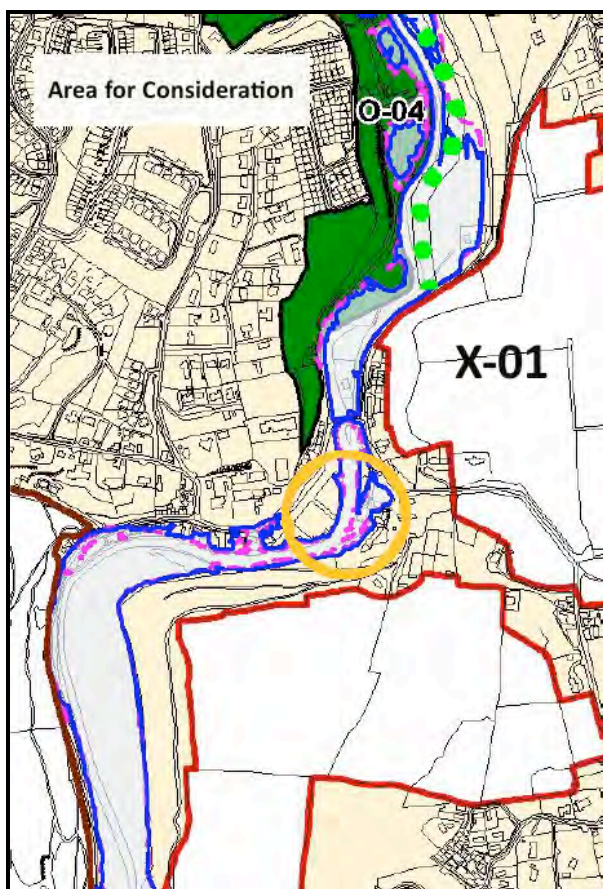
Table 3.2 2: Glanmire Employment Land Availability

Site Ref	Area	Comment	Suggested Zoning Approach
I-01	12.3ha	Undeveloped site zoned for Industrial estate development- small to medium sized industrial units.	Retain Zoning
I-02	4.6ha	Undeveloped site. Permission granted for two warehouses on site.	Retain Zoning

3.2.4 Town Centre Development

- 3.2.4.1 The settlement of Glanmire as defined in the LAP is a series of individual villages that have merged over time. Historically the village of Glanmire, located at the southern end of the settlement had a small village centre with some shops / pubs/ Garda station. The volume of through traffic and the lack of off street parking in this area makes it very difficult to trade at this location today and Barry's Shop has been closed for a number of years with the demand now met by the forecourt shop of the adjacent petrol station. The former industrial site south of Glanmire Bridge also 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. The area, highlighted within the yellow circled area, in the figure below, is currently designated as part of the existing built up area. Visually the appearance of this former industrial park detracts from the amenities of the village centre and the site is ripe for regeneration, although it is at risk of flooding.

Figure 3.2.1 Glanmire Opportunity site for Regeneration (shown with yellow circle)



- 3.2.4.2 The existing LAP identifies two town centre areas in Glanmire – the Hazelwood Shopping centre as T-01 and the area around Riverstown village as T-02 which includes the site of the former John Barleycorn Hotel which has been demolished. Existing retail use in T-02 is limited to a boutique and a pharmacy. There is also a bookies, take away and a public house at Riverstown. Redevelopment has commenced on a former brownfield site within T-02 for a discount store. At present there is no direct pedestrian connection between the T-01 and T-02 sites and this should be explored as a priority as part of the preparation of the new LAP in order to enhance the potential for increasing footfall in the T-02 area. .

3.2.5 Transportation

- 3.2.5.1 The main local access to Glanmire is via the R639 from the N8 and Dunkettle roundabout to the south of the town and via Mayfield / the R615 from the west. Access is also available from the M8 north of Glanmire at Junction 18. Peak time congestion at the Dunkettle Interchange results in a lot of traffic diverting cross country through Glanmire in order to avoid the interchange. This through traffic, in addition to the local Glanmire traffic, causes significant rush hour congestion on the local road network in Glanmire which is ill equipped to deal with such high traffic volumes. In many areas the local road network is deficient in terms of capacity, width, alignment, public lighting and pedestrian facilities (footpaths and crossing points).
- 3.2.5.2 Plans to upgrade the Dunkettle Interchange were approved by An Bord Pleanála in May 2013 and when complete will enhance access to Glanmire and Little Island and allow for free-flowing traffic in north-south directions in addition to the current east-west free flow. This should help ease congestion within Glanmire itself.

- 3.2.5.3 Upgrades of the local road network are also required, particularly in the provision of footpaths and enhanced provision for pedestrians. Additional traffic management measures may also be needed to manage traffic flow. These issues are being considered as part of ongoing traffic studies in the area, the results of which will inform the preparation of the draft Plan.
- 3.2.5.4 In terms of public transport, Glanmire is served by two bus routes, the 221 from Parnell Place Bus Station to Knockraha and the 245 from the Parnell Place Bus Station to Fermoy. An improved bus service providing cross city links and links to employment centres at Little Island, Ringaskiddy or along the N40 may help to enhance the use of public transport and reduce congestion in the area. These may also include a route from Glanmire to Mayfield and on into the city centre or the extension of the bus route from Kent station to Glanmire. Proposals for enhanced cycle connectivity between Glanmire and the City centre are also being examined and will inform the preparation of the draft plan.

3.2.6 What community facilities / amenities are available?

- 3.2.6.1 Community facilities are located throughout the town including a library, garda station, a community centre/sports hall, GAA clubs, football, hurling and camogie, basketball, badminton, boxing and bowling, playground, and 3 no. churches.
- 3.2.6.2 There are four primary schools serving the Glanmire area. These include Scoil na nÓg (An Irish Language, boarding and day boarding Primary School, founded in 1958), Scoil Naomh Iosaf (Saint Joseph's - Riverstown), Scoil Chill Ruadháin (Brooklodge Primary School), and Gaelscoil Uí Drisceoil which opened in 2006 in the former IBIS Hotel at Dunkettle. Glanmire has two secondary schools. Glanmire Community College (GCC), established in 1997, is located on a twelve-acre site in Brooklodge. The college accommodates a pupil enrolment of approximately one thousand with a new extension being built. The Coláiste an Phiarsaigh, opened in 1973, is located in Glanmire Village. It holds around 550 students - both day students and weekly boarders.
- 3.2.6.3 There is passive open space in the circus field at Hazelwood/ Riverstown. This space is underutilised and the LAP will consider how best it could be utilised going forward.

3.2.7 Water Services

- 3.2.7.1 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.
- 3.2.7.2 Glanmire is served by the Carrigrennan Waste Water Treatment Plant located in Little Island and capacity is available to cater for the planned growth of Glanmire.

3.2.8 Surface Water

- 3.2.8.1 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.

3.2.9 Flooding

- 3.2.9.1 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 north / south through of the town and are illustrated on the attached LAP zoning map.

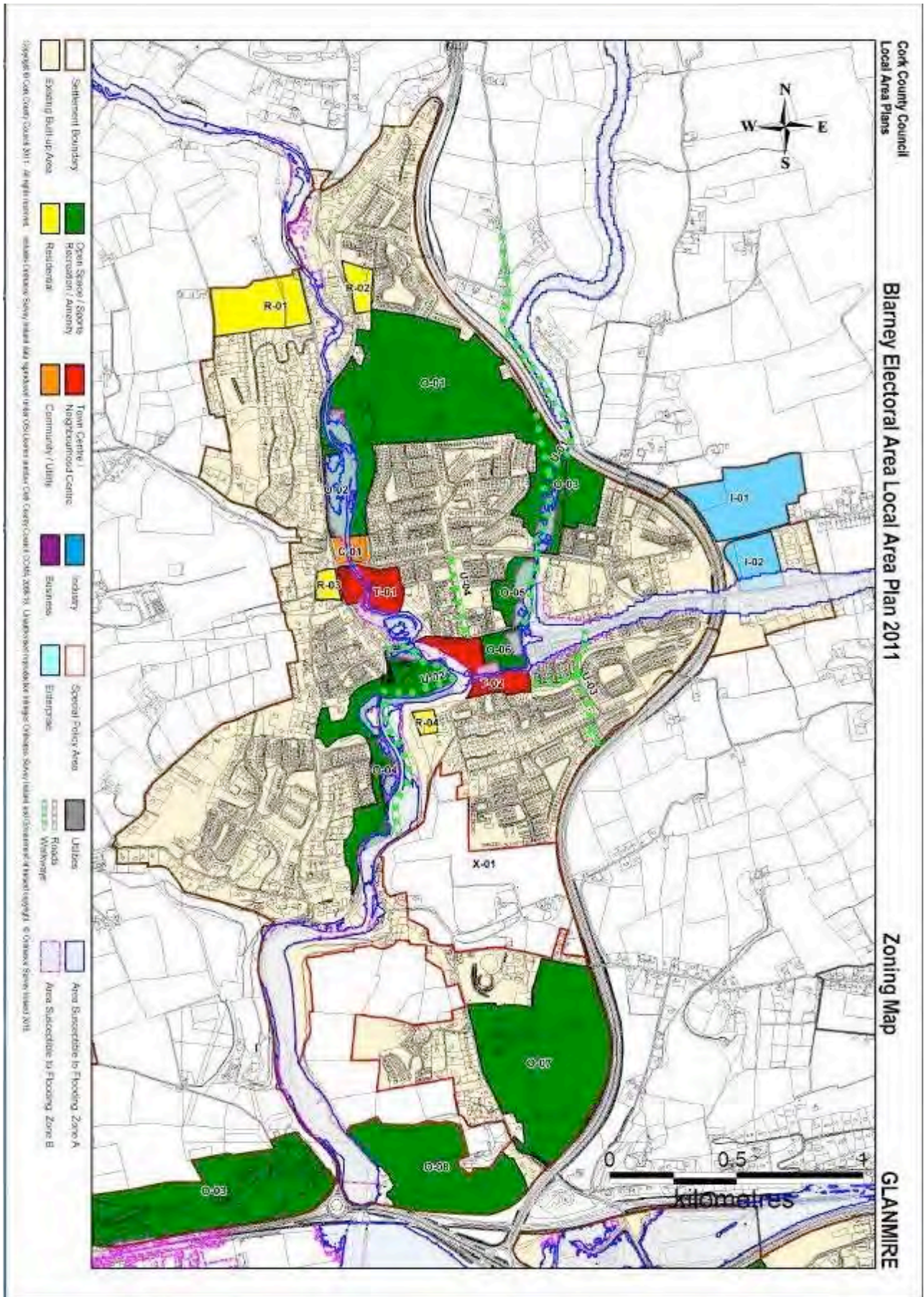
3.2.10 Main Proposals for the Draft Local Area Plan

3.2.10.1 The following issues have been identified as key issues which needed to be considered further, and fully scoped in terms of Strategic Environmental Assessment and Habitat Directive Assessment, as part of the preparation of a draft Plan for Glanmire.

3.2.10.2 Changes under consideration relative to the existing plan are also highlighted in the table. This is not an exhaustive list and additional items may arise as the review process progresses.

Table 3.2.3: Key Issues/Changes under consideration for the Draft Local Area Plan for Glanmire	
Topic	Issues / Changes
Residential	<ul style="list-style-type: none"> ➤ It is proposed to retain existing residential zonings R-01 to R-04. ➤ It is proposed to develop a framework for the Dunkettle/Ballinglanna lands (X-01 site) and to include this in the Draft Plan to be published in November 2016. The Framework will provide for two phases of development. Phase One, which will be supported by local road improvements within Glanmire, will be completed in advance of the upgrading of the Dunkettle Interchange, while Phase Two will be delayed until the interchange upgrade has been completed. The framework will also detail the additional infrastructure required to facilitate the development.
Employment	<ul style="list-style-type: none"> ➤ No changes are proposed to the existing employment zonings.
Town Centre/Retail	<ul style="list-style-type: none"> ➤ No changes proposed to existing town centre zonings. ➤ Explore measures to promote connectivity from the existing T01 to T-02. ➤ Opportunities to improve the public realm. ➤ Opportunity to identify former industrial site, south of Glanmire Bridge and opposite the Garda Station, as an opportunity site for regeneration.
Community Facilities/Green Infrastructure	<ul style="list-style-type: none"> ➤ Opportunity to consider if any additional community facilities are required in the town and where should they be located.
Transport and Mobility	<ul style="list-style-type: none"> ➤ Upgrading of Dunkettle Interchange needed to ease traffic congestion and reduce levels of through traffic. ➤ Enhanced provision for pedestrians and cyclists is also required particularly from residential areas to the Town Centre.
Flooding	<ul style="list-style-type: none"> ➤ Emerging information from the Glashaboy flood relief scheme will inform the preparation of the Draft Local Area Plan.

Figure 3-2-2 Glanmire Zoning Map



Section 3.3

Cork City North Environs.

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3.3.1 The Vision for Cork City North Environs

- 3.3.1.1 Cork City North Environs refers to the northern suburbs of Cork City, which lie outside the area administered by Cork City Council. It forms part of the Cork Gateway and the County Metropolitan Strategic Planning Area. The Cork County Development Plan 2014 aims to facilitate growth in both the population and in the level of employment in the area so that the Cork Gateway can compete effectively for investment and jobs. It is envisaged that future development in the North Environs will complement and consolidate the development of the city as a whole and provide enhanced potential to rebalance the City in line with the strategic objectives of both the Cork County Development Plan and the Cork Area Strategic Plan Update 2008.

3.3.2 Residential Land Supply

- 3.3.2.1 The strategy for the North Environs, as set out in the Core Strategy of 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 would require an additional 2,281 housing units to be provided in the North Environs. The County Development Plan has identified a net housing land requirement of 91 hectares to cater for this level of housing provision.
- 3.3.2.2 The existing Local Area Plan includes four sites zoned for residential development (R-01 – R-04) totalling 24 hectares and it is proposed to retain these lands for residential use in the new Plan (see below re R-04).
- 3.3.2.3 Provision for an additional 3,600 dwellings was made on the special policy site (X-01) at Ballyvolane. This site comprises 280ha in total, of which approximately 120 ha (net) will be used for housing. The Local Area Plan required the preparation of a masterplan to guide the development of these lands but it has not been possible to complete one to date. It is intended that the Draft Local Area Plan to be published in November 2016 will put forward a framework for the development of the X-01 lands.
- 3.3.2.4 Access to the R-04 lands is difficult and consideration may be given to including the R-04 lands as part of the X-01 masterplan area in order to achieve better access.

Table 3.3.1: Cork City North Environs Residential Land Supply

Site Ref.	Area (ha)	Comment	Proposed Strategy
R-01	5.6	Vacant site	Retain zoning
R-02	5.1	Vacant Site to south of Nash's Boreen	Retain residential zoning
R-03	3.7	Vacant Site	Retain residential zoning
R-04	8.0	Vacant Site	Consider including site within X-01 masterplan area to provide better access
X-01	120	LAP provides for the provision for up to 3,600 housing units on the overall site	Draft LAP to set out framework for development of this area
<i>Total</i>	<i>142.4</i>		

3.3.3 Employment Land Supply

- 3.3.3.1 The importance of Cork City North Environs as an employment location was highlighted in the CASP Update 2008, which stated that both Ballyvolane and Kilbarry should be centres for employment led development, underpinned by the provision of high quality public transport. The suburban rail strategy also proposed the provision for a new rail station at Kilbarry. The County Development Plan identifies the North Environs as a “Strategic Employment Location” and this is also reflected in the current local area plan includes 58hectares of land at Kilbarry for development as a strategic employment centre to include enterprise and business uses. Two additional sites comprising 12.5ha are zoned for business uses. It is proposed to continue this approach in the new local area plan.

Site Ref.	Area (net)	Comment	Proposed Strategy
X-02	58.5	Special Policy area to include business & enterprise uses Sothern part of site includes an existing IDA estate.	Retain zoning
B-01	3.8	Business uses	Retain zoning
B-02	8.7	Business use to include improvements to local road network	Retain zoning
Total	71.0		

3.3.4 Retail

- 3.3.4.1 The Retail Strategy set out in the Cork County Development Plan 2014 identifies Ballyvolane as a proposed District Centre where it is an objective to ensure the provision of an appropriate range of retail and non retail functions to serve the needs of the community, while protecting the primacy of Cork City Centre. Planning permission for a significant retail development was approved by Cork County Council in March 2015 but is now the subject of an appeal. It remains the intention of Cork County Council to provide appropriate retail facilities in Ballyvolane with the T-01 site the preferred location.

Site Ref.	Comment	Proposed Strategy
T-01	Site is the subject of an application for a significant retail development that is now the subject of an appeal. Part of the site is an risk of flooding.	Await outcome of appeal. Retain provision for retail use.

3.3.5 Transport and Mobility

- 3.3.5.1 One of the key obstacles to development in the North Environs is the road infrastructure serving the area. Connectivity with the city centre is also constrained by the network of narrow streets, many with on street parking that impede traffic flow and the delivery of effective public transport.
- 3.3.5.2 The delivery of the Northern Ring Road is essential to remove national through traffic from the area but the local non national road network will also need to be upgraded. The proposed Northern Ring Road included provision for a dedicated junction serving the Kilbarry, Ballyvolane and Monard areas.

- 3.3.5.3 In addition to the Northern Ring Road, there is a need to deliver a high quality public transport corridor connecting the Kilbarry/Ballyvolane area, and the wider northern city environs, with the city centre in order to ensure a more sustainable pattern of growth in the area.

3.3.6 Water Services

- 3.3.6.1 Additional investment will be required in public drinking water supply infrastructure and waste water treatment infrastructure to cater for planned developments within the City North Environs Area, particularly to facilitate development of the Ballyvolane site.

3.3.7 Main Proposals for the Draft Local Area Plan

- 3.3.7.1 It is not envisaged that the strategy adopted in the Blarney Electoral Area Local Area Plan 2011 for Cork City North Environs will change significantly during the preparation of the Draft Cobh Municipal District Local Area Plan.
- 3.3.7.2 The new local area plan will need to set out a strategy that will support the orderly and sustainable development of the North Environs. This strategy will need to address the following issues;

Table 3.3.4 Key Issues for the Draft Local Area Plan for the North Environs	
Topic	Issues
Residential	<ul style="list-style-type: none"> ➤ No changes are proposed to the existing residential zonings in the North Environs. ➤ It is proposed to develop a framework for the development of the Ballyvolane land (X-01) and to include this in the Draft Plan to be published in November 2016.
Employment	<ul style="list-style-type: none"> ➤ No changes are proposed to existing employment zonings in the North Environs.
Town Centre/Retail	<ul style="list-style-type: none"> ➤ In general no changes are proposed in terms of the provision for retail development within the North Environs. However the outcome of the current appeal to An Bord Pleanála will be considered as part of the preparation of the draft plan.
Transport and Mobility	<ul style="list-style-type: none"> ➤ Delivery of the Northern Ring Road remains a priority.

Figure 3.3.1 Cork City North Environs Map

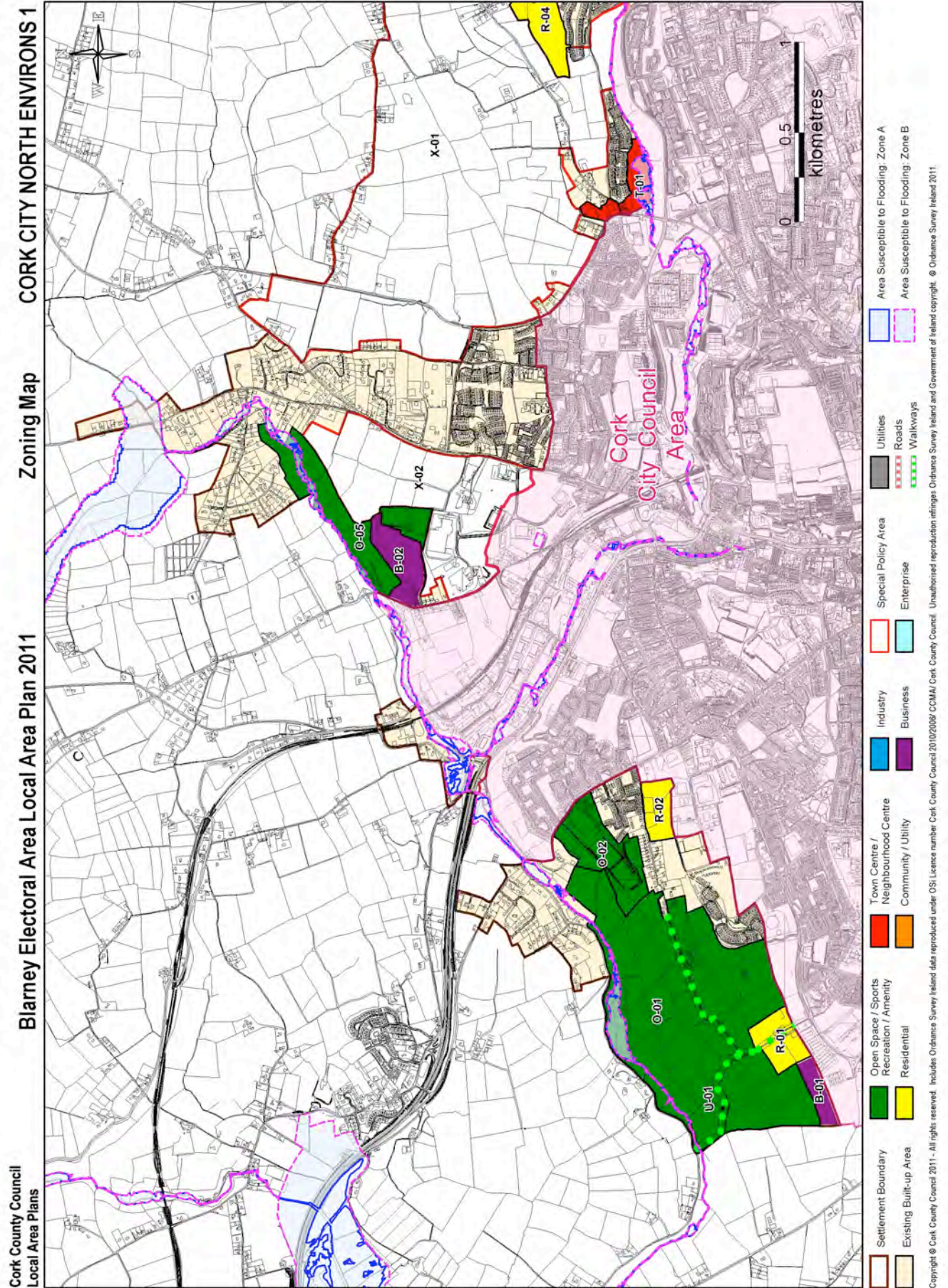
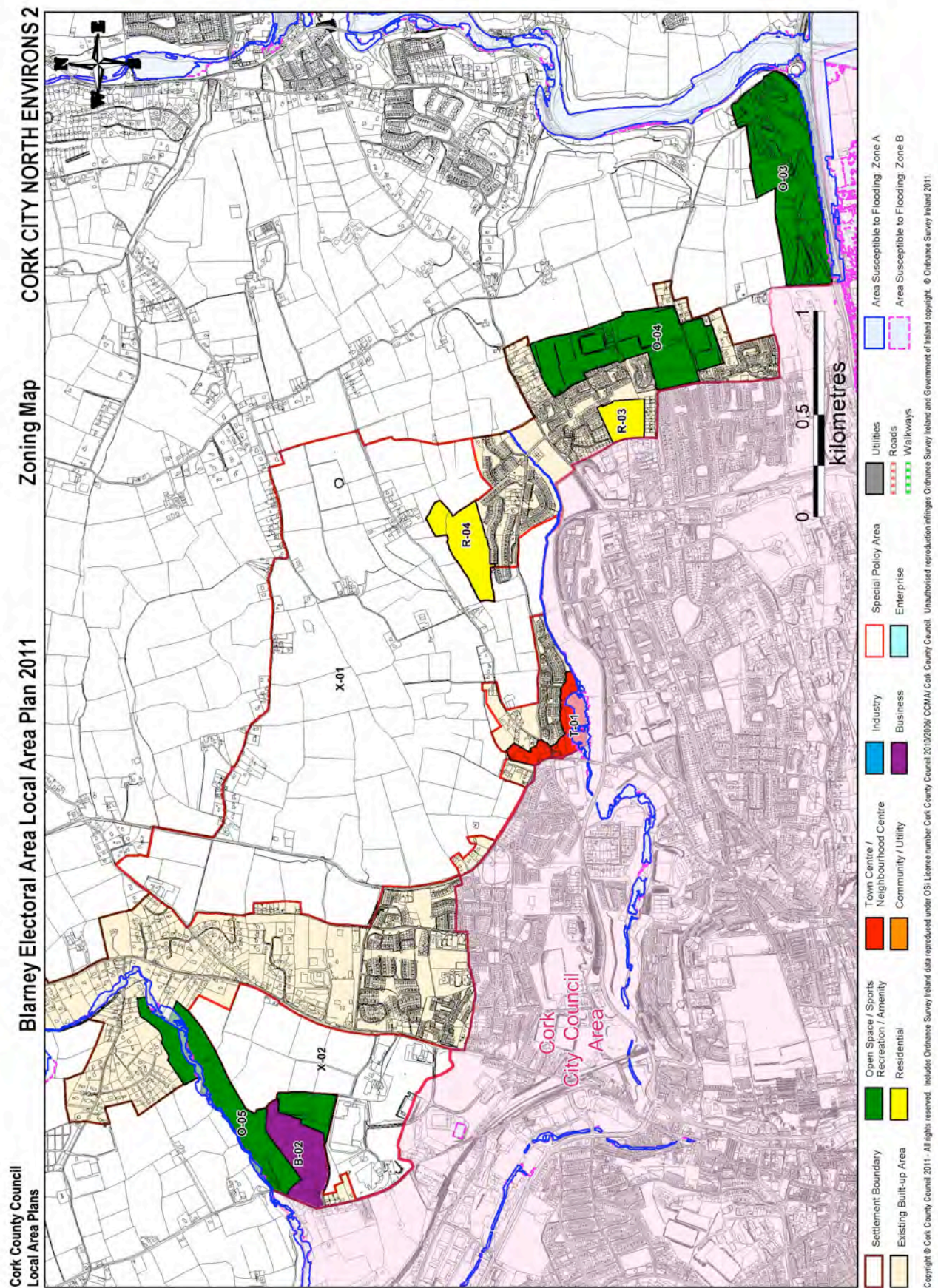


Figure 3.3-2 Cork City North Environs



Section 3.4

Carrigtwohill

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3.4.1 The Vision for Carrigtwohill

- 3.4.1.1 The Cork Area Strategic Plan 2001 established the case for rebalancing the spatial development pattern of the city to the north and east along the rail corridor and identified the potential for significant urban expansion in the settlements along the rail corridor at Blarney, Cobh, Carrigtwohill, Midleton and the proposed new town at Monard, complimented by similar increases in employment in the City Docklands.
- 3.4.1.2 In response to this strategy, successive development / local area plans have made provision for growth in Carrigtwohill. Significant new housing and employment related development has taken place in the town in the period since 2001 and the population has grown more than three fold since 2002. The rail corridor to Midleton was reopened in 2009 providing new stations at Carrigtwohill and Midleton. Additional stations are proposed in Carrigtwohill and Midleton in the future as new areas are developed.
- 3.4.1.3 In addition to being an area targeted for significant population and housing growth, Carrigtwohill is a significant employment centre and is identified in the County Development Plan as a Strategic Employment Area and should see further employment growth in the future.
- 3.4.1.4 Despite the significant population and employment growth, Carrigtwohill town centre has yet to experience significant development. While permission has been granted for number of new retail schemes they have not taken place due to the economic downturn. As a key growth area it is essential that Carrigtwohill develops an attractive vibrant urban centre of its own with shops, services and public spaces to meet the needs of the local population. A key priority for the future is to provide a strategy to guide the coherent development of the town centre to ensure the successful delivery of an attractive urban environment to support the growing population.
- 3.4.1.5 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.
- 3.4.1.6 The new local area plan for the town will seek to continue the strategy of developing Carrigtwohill as a major centre for population and employment growth and will set out the measures needed to co-ordinate such development in a sustainable way, delivering a high quality environment for the community.

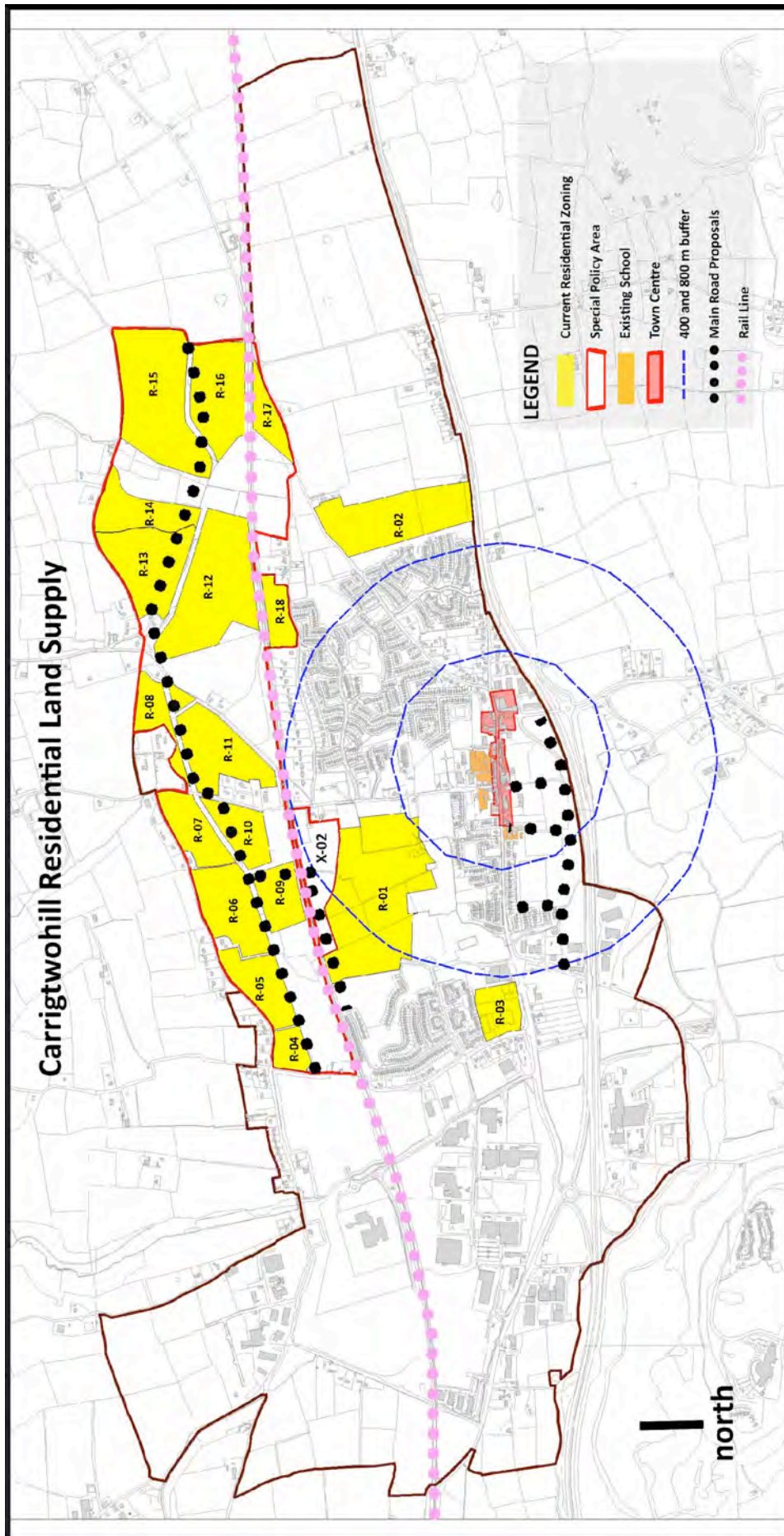
3.4.2 Residential Land Supply

- 3.4.2.1 Carrigtwohill has a population target of 11,618 persons, representing growth of 7,067 persons / 61% on the 2011 population (4,551). In order to accommodate this level of population growth, the Core Strategy in the Cork County Development plan 2014 requires an additional 3,656 housing units need to be provided. This level of growth equates to approximately 11.8% of total housing growth in the County Metropolitan Area. Previous plans for Carrigtwohill have made provision for a residential land supply of 128ha with the capacity to meet the housing requirement as identified in the County Development Plan
- 3.4.2.2 To the north of railway line at Terry's Land / Polaniska a site of 138 ha has been zoned to provide a new residential neighbourhood including 2,500 houses, new schools and a mixed use 'station quarter' in two phases. The existing Local Area Plan has recently been amended to set out a detailed framework for the development of these lands (X-01) in accordance with the Carrigtwohill North Framework Master Plan. In addition, three sites comprising 30ha (R-01- R-03) have been provided south of the railway line adjoining existing residential areas.
- 3.4.2.3 Table 3.4.1 below details the residential zonings currently in Carrigtwohill. Water Services Infrastructure is available to facilitate development. Where it is proposed to retain a zoning this refers to the land use category only – the detailed objective for a site may change. Some of the lands are at risk of flooding and as part of the preparation of the Draft Plan a detailed flood risk assessment will need to be undertaken and proposed zonings objectives tested against the provisions of the Guidelines on Flood Risk Management. Proposals outlined below may be subject to change as a result of more detailed flood risk assessment.

Site Ref.	Area (ha)	Comment	Proposed strategy
R-01	15	Unfinished development. Medium A density .	Retain Zoning
R-02	8.6	Live permission	Retain zoning
R-03	2.8	Existing business uses on site	Retain zoning
R4-R18	100	Previously site X-01. LAP amendment 2015 (now identifies site as R-04 to R19)	Retain zoning as per LAP amendment 2015
X-02	1.4	Station Quarter South to include a mix of uses including high density residential development.	Review Zoning.
<i>Totals</i>	<i>127.8</i>		

- 3.4.2.4 A key challenge for the future development of Carrigtwohill will be to ensure the pace of new residential development is such that it can be matched by the provision of appropriate town centre and community facilities and that a good mix of housing is provided. The LAP will consider what measures may be needed to ensure new residential developments are well connected to the town centre and offer good permeability generally between existing and new development..

Figure 3.4.11 Carrigtwohill Residential Land Supply



3.4.3 Employment Land Supply

- 3.4.3.1 Carrigtwohill has long been an important economic location within Metropolitan Cork and is designated as a Strategic Employment Area in the County Development Plan. Many pharmaceutical /medical technology/ engineering and service related companies have premises in the IDA Business Park to the west of the town, including GE Healthcare, Stryker Corp., PAS Technologies, Merck Millipore, Abbott Laboratories, Gilead Sciences and Rockwell-Proscion. The re-opening of the Cork-Midleton Suburban Rail Line enhances the potential attractiveness of the town as an employment location.
- 3.4.3.2 Many of the employees working in Carrigtwohill commute from other parts of the county to work. Analysis of Census 2011 POWSCAR data at DED level shows 3,280 jobs within the DED which includes Carrigtwohill (excludes home workers). 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 (which would also include the Carrigtwohill DED). 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.
- 3.4.3.3 In recognition of its importance as an employment centre, the current local area plan includes approximately 201 hectares of land zoned for industrial use, including 56 hectares zoned for a 'stand alone' industrial development. This site is one of the few within the county that has been reserved for 'stand alone' use. The LAP also provides 26 hectares of zoned land for business uses.
- 3.4.3.4 Carrigtwohill has also been identified as one of the principle locations for enterprise related developments in County Cork and 20 hectares of land are currently zoned for enterprise use. 'Enterprise' developments included activities such as software development, IT, university and commercial research and development, data processing and telemarketing.
- 3.4.3.5 Table 3.4.2 sets out the current situation in relation to the land zoned for employment uses.

Table 3.4.2 Carrigtwohill Employment Land Supply

Site Ref	Comment	Suggested Zoning Approach
I-01	Vacant Site, NW of Carrigtwohill	Retain site and specific objective
I-02	Top portion of site is available for development. Permission granted in 2012 for biopharmaceutical facility	Retain zoning. Consider amending site boundary to reclassify developed land as part of the existing built up area
I-03	Vacant Site, east of Carrigtwohill	Retain site and specific objective
I-04	Vacant Site	The review of the LAP now affords the opportunity to consider the most appropriate form of employment related development that can be accommodated on this site.
I-05	IDA business and Technology park. some sites available within park	Retain zoning and specific objective particularly in relation to boundary treatments.
I-06	Merck Millipore	Retain .
B-01	Vacant site	Consideration should be given to amending this zoning. Its peripheral location, with poor accessibility and the topographical constraints make it a difficult site to develop.
B-02	Vacant Site SW of Carrigtwohill	Retain site and specific objective
B-03	Vacant Site SW of Carrigtwohill	Retain site. Site was previously deemed to be at risk of flooding. New analysis has shown that this is no longer the case
B-04	Vacant Site SW of Carrigtwohill	Retain site. Site was previously deemed to be at risk of flooding. New analysis has shown that this is no longer the case. Permission granted in 2013 for an extension of duration to an application for 10 light industrial units.
E-01	Vacant site, West of Carrigtwohill	Site is at risk of flooding. Consideration should be given to reviewing this zoning. The site may be more suited to business uses.
E-02	Vacant site, West of Carrigtwohill	Consideration should be given to reviewing this zoning. The site may be more suited to business uses.
E-03	Vacant site, west of Carrigtwohill	Site was previously deemed to be at risk of flooding. New studies have shown that this is no longer the case. Consideration should be given to reviewing this zoning. The site may be more suited to business uses.
E-04	Vacant site, West of Carrigtwohill	Site was previously deemed to be at risk of flooding. New studies have shown that this is no longer the case. Consideration should be given to reviewing this zoning. The site may be more suited to business uses.

Employment land Supply - Issues for consideration

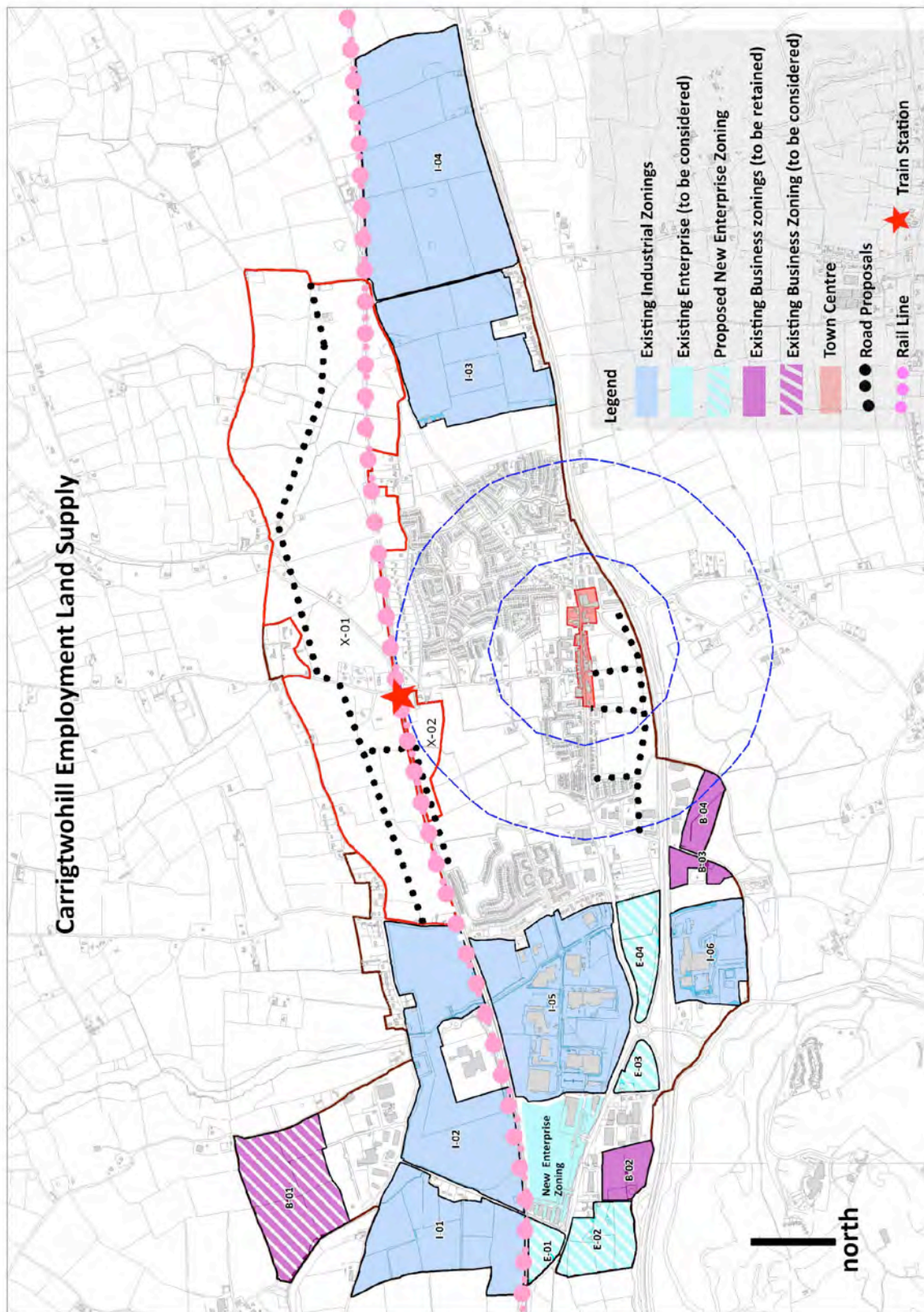
- 3.4.3.6 Carrigtwohill has a large supply of land zoned for industrial / business / enterprise uses. As a location for new business, it is well connected with national roads and suburban rail. The review of the plan for Carrigtwohill offers the opportunity to review the overall employment land supply to determine if the land supply and range of uses provided for remains appropriate in terms of attracting further employment investment to the area.
- 3.4.3.7 As part of the review of the LAP, consideration will be given to the need to retain the four sites zoned for enterprise use in Carrigtwohill – these lands may be more useful for business uses. In addition the appropriateness of retaining the I-04 site for a ‘stand alone’ industrial use will be reviewed.
- 3.4.3.8 The review also offers the opportunity to consider what measures may be needed to manage the employment land supply and ensure it is developed in an orderly and sequential way while developing good links to the rest of the town and to the existing and proposed rail stations.
- 3.4.3.9 The Fota Business Park is currently designated as part of the ‘existing built up area’ but large parts of it remain undeveloped. Consideration will be given rezoning the land for a specific use.

Special Policy Area

- 3.4.3.10 The 2011 LAP identifies an area adjacent to the Railway station as X-02 - ‘Station Quarter South’ with an objective to provide appropriate uses including high density residential development, small scale retail, commercial and community uses.
- 3.4.3.11 A Station Quarter North has also been identified north of the railway line as part of the Carrigtwohill North Framework Masterplan Study. It is proposed to review the objective for the area south of the railway line in line with the review of the adjoining Town Centre Zonings.

Table 3.4.3 Carrigtwohill Special Policy Area		
Site Ref	Comment	Suggested Zoning Approach
X-02	Station Quarter South to include a mix of uses including high density residential.	Review Zoning

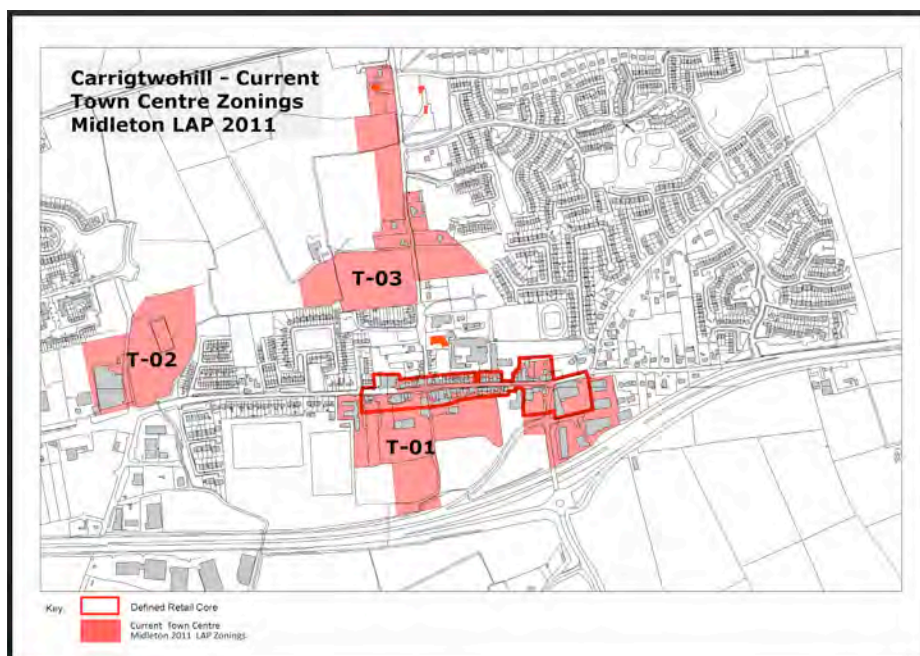
Figure 3.4.2 Carrigtwohill Employment Land Supply



3.4.4 Town Centre/Retail

- 3.4.4.1 Historically, Carrigtwohill primarily functioned as a small rural village with a limited residential and retail function. The townscape of the central area, in terms of the scale and quality of the buildings, is also typical of a rural village. The reopening of the Cork Suburban Rail Line and the growth strategy set out in County Development Plan and the Local Area Plan has resulted in significant population and employment growth in the town since 2002. While new retail facilities (Aldi) have been provided to the west of the town centre, significant regeneration of the town centre itself has yet to take place and the current retail / service offer in the town is limited.
- 3.4.4.2 The retail hierarchy set out in the County Development Plan identifies Carrigtwohill as a 'smaller metropolitan town' and seeks to strengthen its retail role and function in accordance with its planned growth in order to serve its own population and the local catchment area.
- 3.4.4.3 The existing Local Area Plan has zoned a substantial amount of land north and south of the Main Street for further town centre expansion and there are some existing planning permissions on lands zoned T-02 and T-03.
- 3.4.4.4 As a key growth area within Metropolitan Cork it is essential that Carrigtwohill develops an attractive vibrant urban centre of its own with shops, services, attractive streets, buildings and public spaces to meet the needs of the local population, attract investment to the area and send a positive signal to investors about the importance of Carrigtwohill as a key growth centre for the future. A key priority for the future therefore, is to develop a strategy to guide the coherent development of the town centre in terms of land use and urban design, addressing issues such as the range of uses to be accommodated, priority areas for development, improved pedestrian facilities, traffic and connectivity issues and improvements to the public realm. It is suggested that this strategy be prepared during the lifetime of the next Local Area Plan.
- 3.4.4.5 Residential development has been permitted on some of the lands zoned for town centre expansion. As part of the preparation of the draft plan, it is proposed to review the extent of the areas zoned for town centre uses in Carrigtwohill, particularly that extending along station road.

Figure 3.4.3 Carrigtwohill Town Centre Zoning



3.4.5 Community Facilities

- 3.4.5.1 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 on the main street is a substantial building available for a wide variety of activities including sports, drama and meetings. Immediately south of the community centre is a relatively new community playground and further south trees have been planted in parts, however there is no public lighting and the grasslands have been poorly maintained. This site has the potential to be a key asset to the town and its completion to an appropriate standard is desirable.
- 3.4.5.2 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 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 on lands to the south west of the community centre capable of accommodating four 5-a-side pitches or one full size pitch. .
- 3.4.5.3 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.
- 3.4.5.4 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. Phase Two of the development of the area north of the railway line provides for the provision of a new secondary school for the town which will address the current lack of provision for boys.

3.4.6 Transport and Mobility

- 3.4.6.1 Carrigtwohill, like Midleton, has many positive attributes in relation to transport and mobility. The reopening of the Cork Suburban rail line has provided the town with a new rail station and peak time 30m train service to Kent Station. A second station is proposed to serve Fota Business Park. The rail service offers an ideal opportunity for delivering more sustainable transportation patterns for the future population in Carrigtwohill.

Walking/Cycling

- 3.4.6.2 The relatively flat nature of Carrigtwohill lends itself to the creation of an attractive pedestrian and cycle friendly environment. 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.
- 3.4.6.3 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.
- 3.4.6.4 In addition, improvements to pedestrian and cycle facilities connecting existing residential facilities along Carrigane Road and with the recent developments at Castl lake area required.

Road Improvements

- 3.4.6.5 The future road and street hierarchy of Carrigtwohill will be characterised by two infrastructure and development issues. The first is the possible upgrade of the N25 which will redefine access to the town and the second will be the development of the major land banks at Castlelake and Terry's Land created by the recent reopening of the Carrigtwohill Railway Station.
- 3.4.6.6 The N25, which runs to the south of Carrigtwohill, functions as a by-pass for the town. A program of on line improvements were proposed as part of a development proposal on the I-04 site. These improvements, if delivered, will have an impact on access to and from the east of Carrigtwohill and consequently on the road hierarchy for the town.
- 3.4.6.7 In addition, proposed developments in Carrigtwohill North will require significant improvements to the local road network particularly along Station Road, Wyse's road and Carrigane Road. These improvements will improve accessibility specifically to the eastern and western fringes of the town.

Town Centre Circulation

- 3.4.6.8 The main street in Carrigtwohill functions primarily as a means of accommodating the movement of motor traffic and offers little as a pedestrian friendly environment. The aim of this plan as highlighted in Section 2.5 above is to create a town centre environment that, it is envisaged will have higher pedestrian movements. Pedestrian and cycle facilities should therefore provide for convenient and safe access within and throughout the town centre and improve accessibility with the train station. The more attractive the town centre becomes for pedestrians, the more social, commercial and community activities will take place contributing to a vibrant town centre environment.
- 3.4.6.9 Key to the creation of a more pedestrian orientated town centre is the delivery of the new town centre street to the south of existing main street but to the north of the N25. This will have two benefits for the town; firstly it will remove significant traffic volumes from Main Street and limit the quantum of through traffic in the town centre. Secondly it will return a significant land bank to the town centre which could be developed for an appropriate use.
- 3.4.6.10 The possibility of removing on street parking from one or both sides of Main Street should be explored in an attempt to create a more pedestrian focused town centre environment.

3.4.7 Water Services

- 3.4.7.1 An upgrade to the existing Carrigtwohill Waste Water Treatment plant is under construction and due for completion in 2015. This plant will have sufficient capacity to cater for the existing and projected future growth of Carrigtwohill. A water supply is available to cater for the planned growth of Carrigtwohill.

3.4.8 Surface Water

- 3.4.8.1 The preferred approach to addressing the issue of stormwater collection and disposal is through the requirement to provide Sustainable Urban Drainage System (SuDS) for future developments.

3.4.9 Flooding

- 3.4.9.1 The Draft Lee CFRAMS report identified areas at risk of flooding in the south of Carrigtwohill Town and recommended that a more detailed flood risk assessment be undertaken for the whole town. This more detailed assessment has been completed as part of the preparation of the Framework Masterplan for X-01 site in Carrigtwohill North. This information will inform the review of the LAP for Carrigtwohill.

Figure 3.4.4 Carrigtwohill Transport Diagram

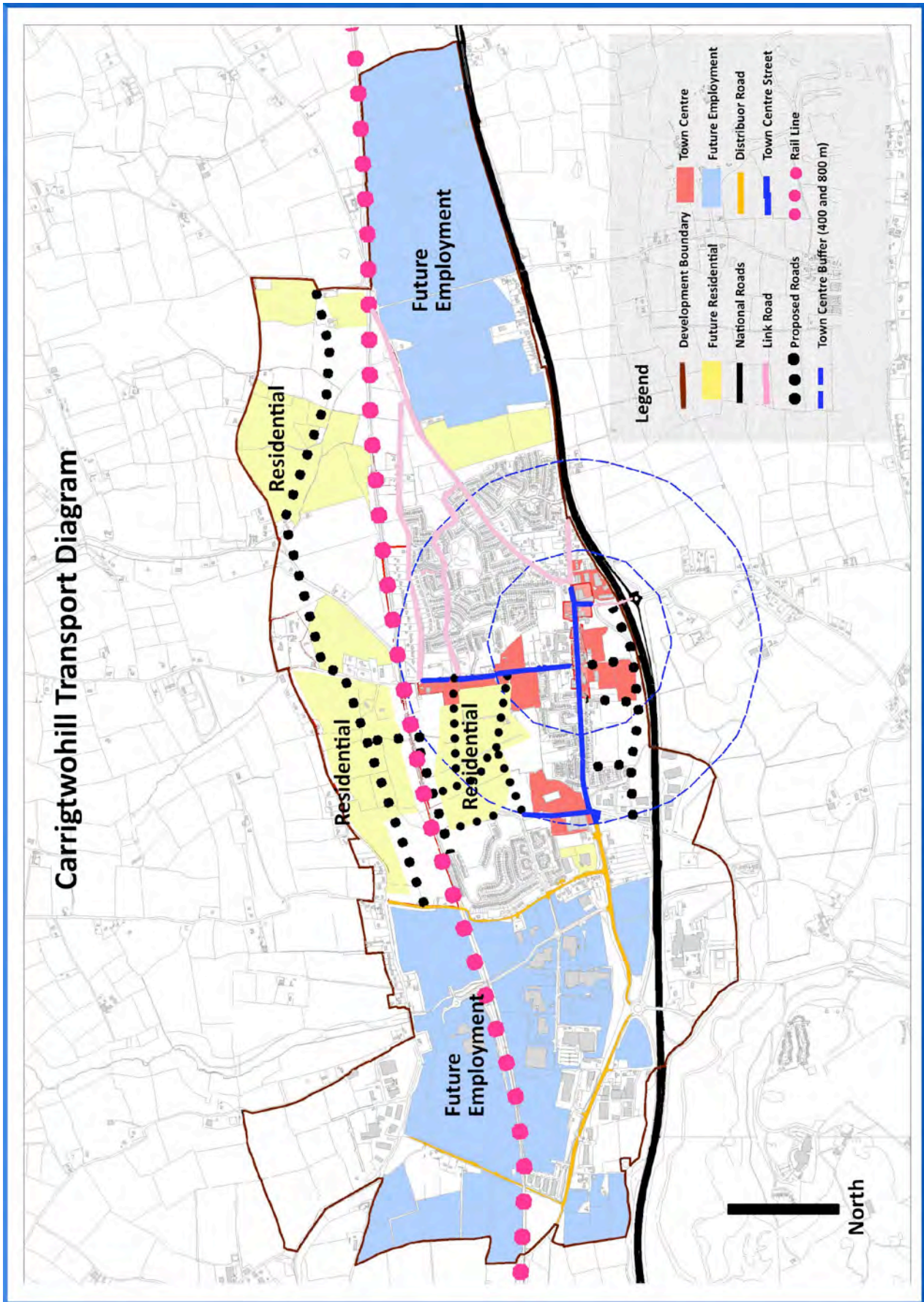
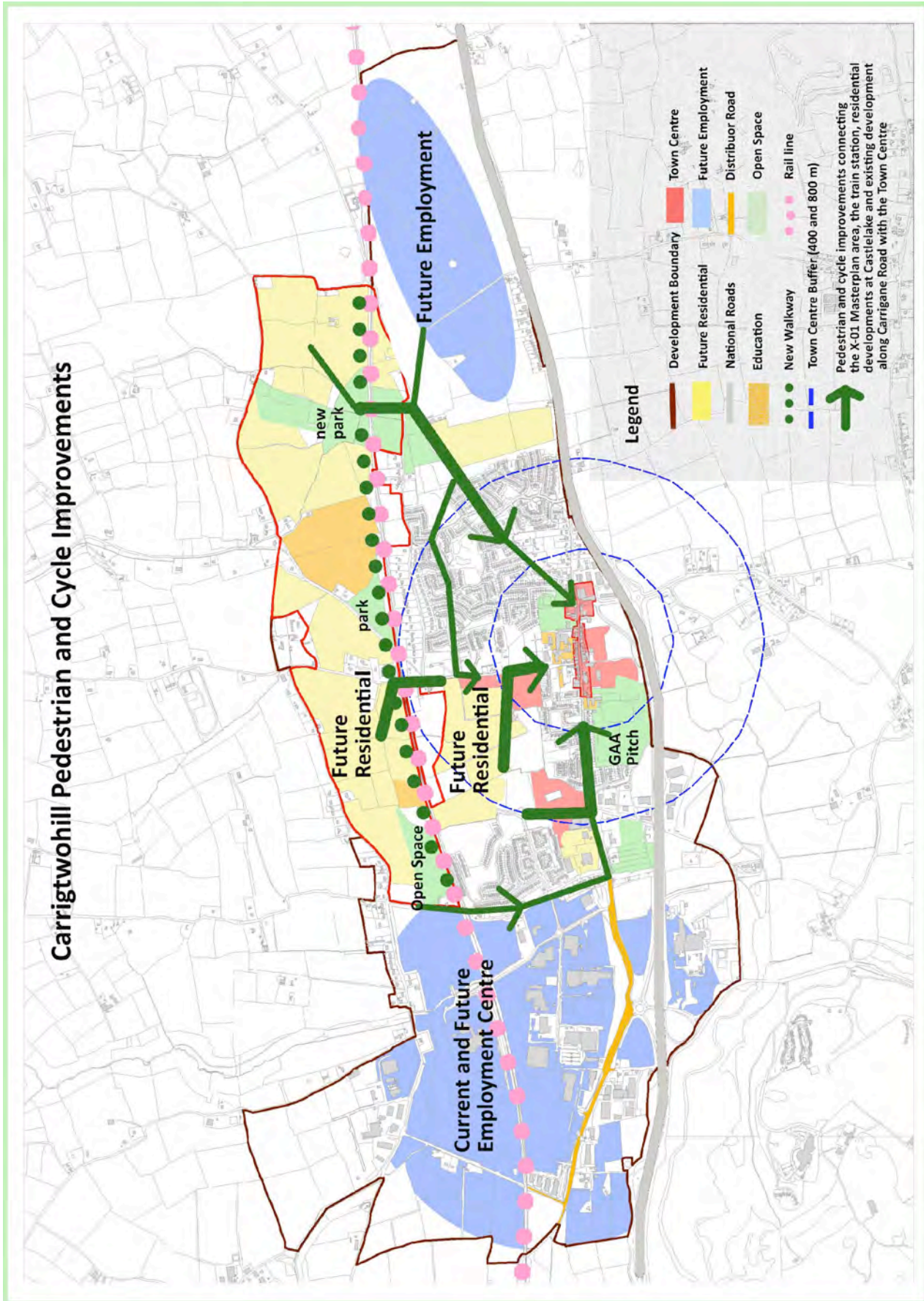


Figure 3.4.5 Carrigtwohill pedestrian and Cycle Improvements



3.4.10 Key issues for the Draft Local Area Plan for Carrigwohill

3.4.10.1 The following issues have been identified as key issues which needed to be considered further, and fully scoped in terms of Strategic Environmental Assessment and Habitat Directive Assessment, as part of the preparation of a draft Plan for Carrigwohill.

3.4.10.2 Changes under consideration relative to the existing plan are also highlighted in the table.

Table 3.4.4: Key Issues/Changes under consideration for the Draft Local Area Plan for Carrigwohill	
Topic	Issue / Suggested changes
Residential	<ul style="list-style-type: none"> ➤ It is proposed to retain all lands currently zoned for residential use.
Employment	<p>Opportunity to review current employment zonings in Carrigwohill including:</p> <ul style="list-style-type: none"> ➤ appropriateness of retaining enterprise zonings (E-01 to E-04). These lands may be more suited to business use. ➤ Identification of a suitable zoning objective for the undeveloped portion of the Fota Business Park. ➤ appropriateness of the B-01 zoning to the north west of the town. ➤ appropriateness of objective on the I-04 site to the east of the town for large scale stand alone use.
Town Centre/ Retail	<ul style="list-style-type: none"> ➤ It is proposed to prepare a planning and urban design framework for the town centre during the lifetime of the Local Area Plan to guide future development. ➤ Opportunity to consider the extent of the current town centre zonings in Carrigwohill, particularly that extending along the length of Station Road where residential development has been permitted.
Transport and Mobility	<ul style="list-style-type: none"> ➤ Opportunity to identify local road improvements needed to facilitate development, enhance connectivity to the town centre / schools and to the train station.
Flooding	<ul style="list-style-type: none"> ➤ A new flood study has been completed in Carrigwohill since the adoption of the current LAP and this will inform the review of the plan.

Section 3.5

Little Island

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3.5.1 The Vision for Little Island

- 3.5.1.1 Little Island is one of the key employment locations in Metropolitan Cork and is designated as a Strategic Employment Area in the County Development Plan. According to the CSO POWSCAR data from the 2011 census, there are approximately 5,693 persons working in Little Island, with 1 in 5 employed as employers and managers.
- 3.5.1.2 Current Local Area Plan policy for the area is to reaffirm Little Islands function as a strategic centre of general business development while protecting the amenity enjoyed by existing residential communities.
- 3.5.1.3 Little Islands enjoys a strategic location on the N25 and stands to benefit from improved access as part of the upgrading of the Dunkettle Interchange. Its location on the suburban rail corridor is also significant and as further population growth takes places along this corridor at Carrigtwohill and Midleton, demand for development in Little Island may further increase.
- 3.5.1.4 Regeneration of Cork City Docklands is a key part of the CASP strategy for the development of Metropolitan Cork. In order to achieve this industries and businesses located within the docklands need to be able to relocate to other industrial / business areas and it is recognised that Little Island offers significant potential in this regard. It is proposed to explore this role for Little Island further in the new Local Area Plan.
- 3.5.1.5 The preparation of the new local Area Plan for Little Island offers the opportunity to take stock in terms of its role as an strategic employment location in Metropolitan Cork and our vision of what kind of employment focus it should retain into the future and to set out the landuse framework that should be put in place to help us progress towards achieving that vision.

3.5.2 Existing Employment

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

3.5.3 Future Employment and Land Supply Requirements

- 3.5.3.1 The Blarney Electoral Area Local Area Plan 2011 zoned 91 hectares of land for industrial related development. Additional land was provided for business use as part of the mixed use redevelopment of Harbour Point Golf Club. A significant portion of this land supply is still available to accommodate future growth as outlined in Table 3.5.1. (see attached copy of current LAP zoning Map for locations).

Site Ref	Current Status	Proposed Strategy
I-01	Site remains predominately in open space	Retain zoning. A number of applications (Ext of Durations) have been granted on the eastern portion of the site for a three storey corporate office, a distribution facility, steel storage and processing and to facilitate road improvements.
I-02	Currently Vacant	Retain zoning. Permission (Ext of Duration) granted in 2012 for site development works to facilitate future industrial development.
I-03	Vacant	Retain zoning. Permission granted (ext of Duration) for two light industrial units on the southern part of the site. The northern portion remains undeveloped.
I-04	Partly vacant	Retain zoning. Permission granted in 2009 for two storey extension to adjacent Wexport laboratories.
X-01	Vacant Harbour Point Golf Club	Retain zoning and specific objective.

3.5.4 Population and Housing

- 3.5.4.1 According to the CSO Small Area Population Statistics, the population of Little Island in 2011 was approximately 1,015 persons. The centre of Little Island has a small residential community with a church, a primary school and sports facilities. Other services such as cafes and shops are in place in an existing neighbourhood centre at the entrance to the Eastgate Business Park to serve the needs of both local residents and those working in the employment areas.
- 3.5.4.2 In relation to future growth, the Cork County Development plan does not envisage significant growth. The aim of this Local Area Plan will be to ensure that the amenity and quality of life experienced by the existing communities will not be comprised by the growth of Little Island as a strategic employment centre.

3.5.5 Transport and Mobility

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

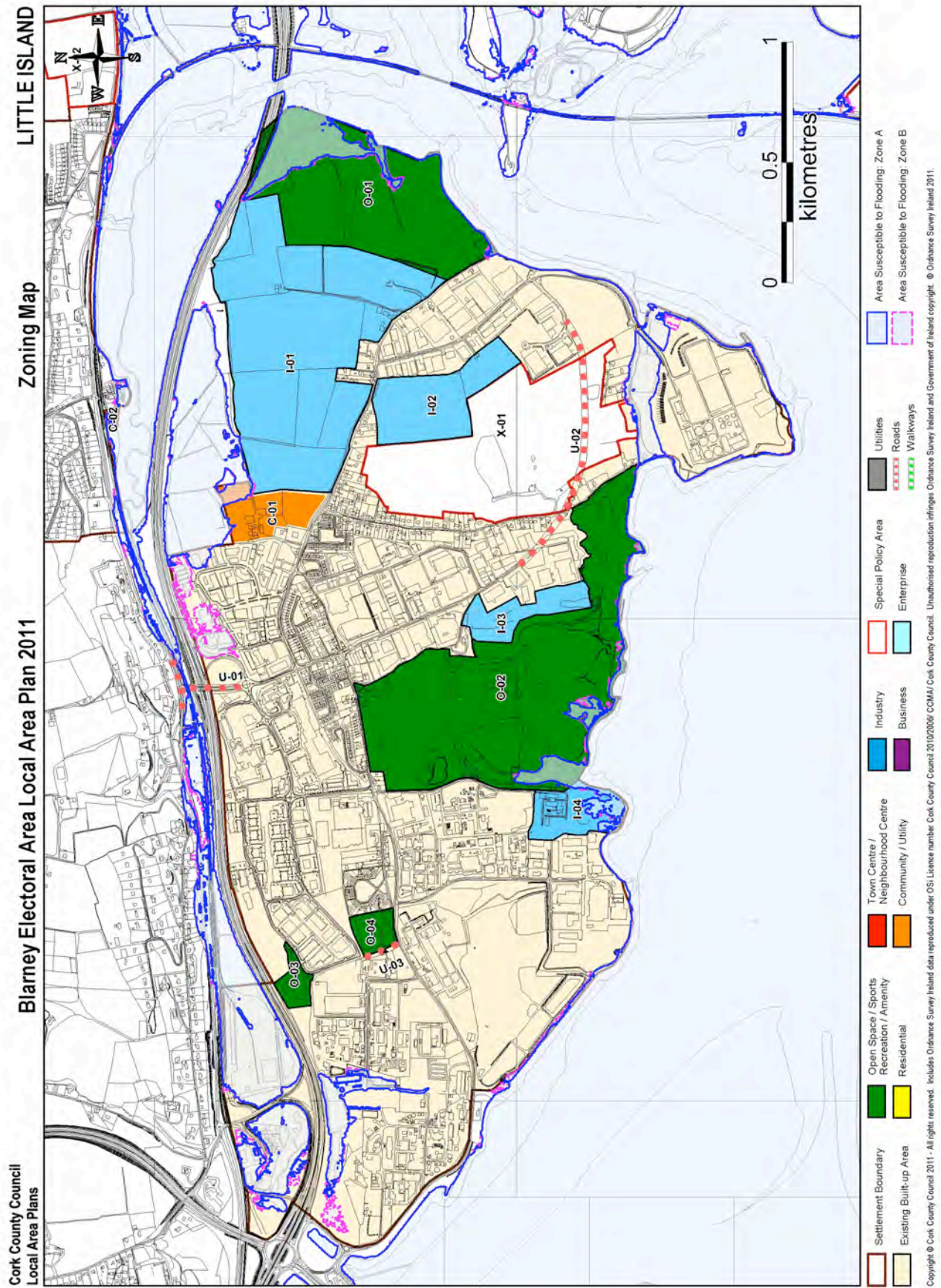
- 3.5.5.2 Provision was made in the 2011 LAP to upgrade the existing junction with the N25. These improvements have not been implemented and traffic congestion at peak hours remains a concern. In 2013, An Bord Pleanála approved a major upgrade to the Dunkettle Interchange. As part of the upgrade, a new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

3.5.6 Main Proposals for the Draft Local Area Plan

- 3.5.6.1 The new local area plan for will need to address the following issues;

Table 3.5.2: Key Issues/Changes under consideration for the Draft Local Area Plan for Little Island	
Topic	Issues / Change
Employment	<ul style="list-style-type: none"> ➤ It is proposed to retain all existing employment zonings in the area. ➤ The review of the LAP also affords the opportunity to identify a number of brownfield opportunity sites within Little Island for specific employment related activities.
Transport and Mobility	<ul style="list-style-type: none"> ➤ Delivery of the upgrade to the Dunkettle interchange remains a priority. ➤ Opportunity to consider measures to improve public transport circulation within Little Island and enhancing connectivity with the train station.

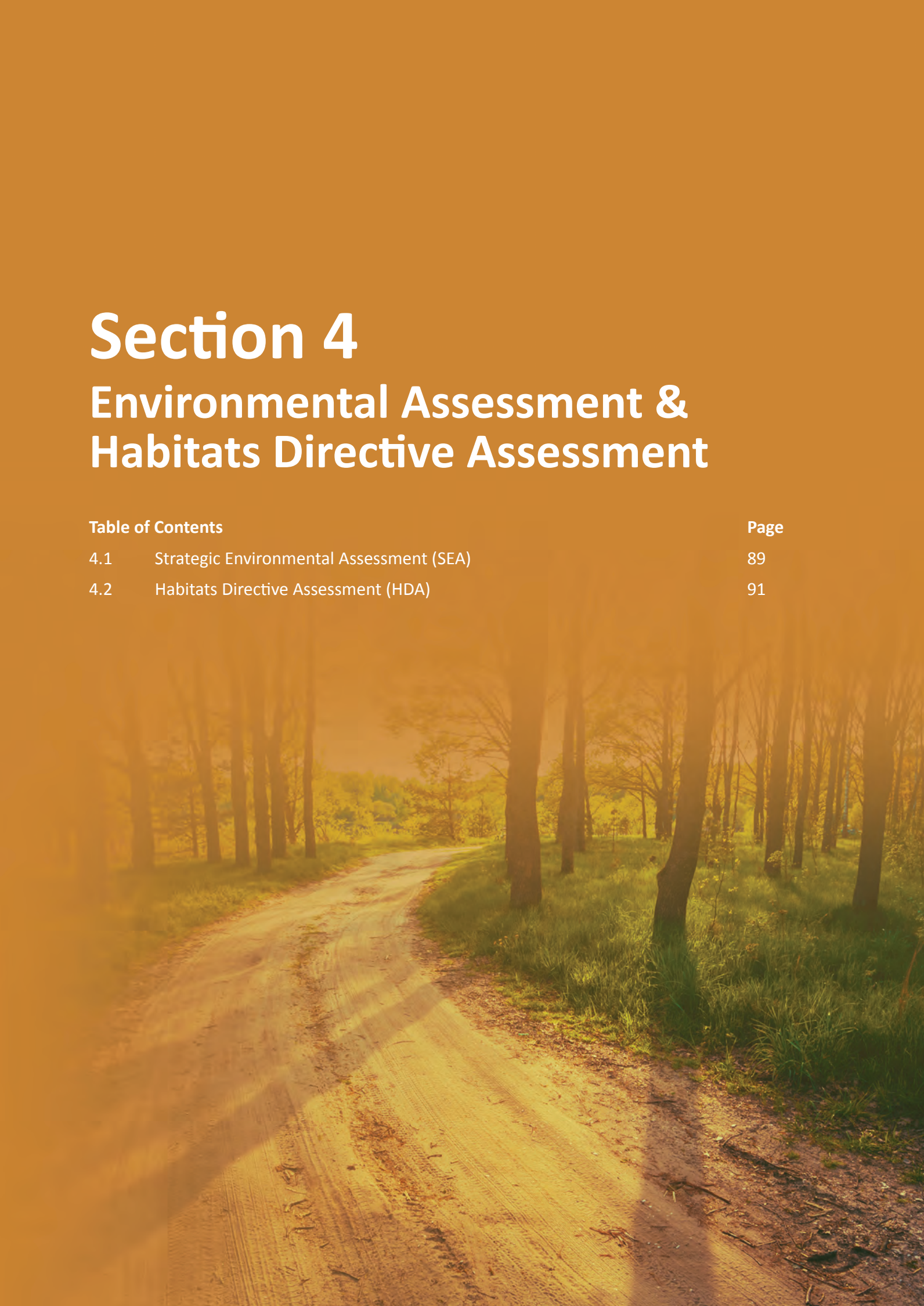
Figure 3.5.1 Little Island Zoning Map



Section 4

Environmental Assessment & Habitats Directive Assessment

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4.1 Strategic Environmental Assessment (SEA)

- 4.1.1 Environmental assessment is a procedure that ensures that the environmental implications of decisions are taken into account before the decisions are made. Strategic Environmental Assessment, or SEA, is the term which has been given to the environmental assessment of plans, and other strategic actions. SEA is a systematic process of predicting and evaluating the likely environmental effects of implementing a proposed plan, or other strategic action, in order to insure that these effects are appropriately addressed at the earliest appropriate stage of decision-making on a par with economic and social considerations.
- 4.1.2 Under Article 14 B of the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011, a full Strategic Environmental Assessment is mandatory for the preparation of Local Area Plans for an area with a population in excess of 5,000 persons.
- 4.1.3 In addition, as part of the review of the current Local Area Plans and in order to meet the needs of the Strategic Environmental Assessment process, and the requirements of the Department of the Environment, Heritage and Local Government / Office of Public Works Guidelines, "The Planning System and Flood Risk Management" (2009), Cork County Council will carry out a county wide Strategic Flood Risk Assessment (SFRA) to inform the preparation of the next draft local area plans.

The SEA Process

- 4.1.4 The current Local Area Plans adopted in 2011 were subject to Strategic Environmental Assessment. This Preliminary Consultation stage of the LAP review process is concerned with identifying those areas of the existing plans where changes may need to be considered. Those changes will then be fully considered and assessed, including Strategic Environmental Assessment, as part of the next stage of the process, which relates to the preparation of the Draft Local Area Plan. The SEA process will be carried out alongside the preparation of the Local Area Plan so that the findings of the SEA will be integrated into the Plan thus minimising the potential for significant negative environmental effects arising from implementation of the plan.
- 4.1.5 As highlighted in this Preliminary Consultation Document, it is envisaged that the majority of the zonings and policies contained in the current 2011 Local Area Plans, which have already been subject to the SEA process, will continue into the new Draft Plans. It is envisaged that the scale of growth for the villages, as provided for in the current plans, and the development boundaries of the villages, will be carried forward, other than where the scale of growth needs to be adjusted to take account of the lack of water services infrastructure. It is envisaged that this approach will generally have a positive or neutral environmental impact as it will not result in an increase in zoned land or development potential.
- 4.1.6 Where the need for changes to a zoning has been identified in Section 3, it is generally related to the reduction or omission of a zoning or a rezoning to a less intensive land use category such as open space, in response to an environmental/ heritage/ flooding constraint. Such changes will have a positive environmental impact.
- 4.1.7 Within the Metropolitan Cork Strategic Planning Area the need to identify additional development land to form part of a Strategic Land Reserve has been identified. These additional lands have yet to be identified. When they are identified their suitability for development will be assessed in the normal way as part of the SEA process for the Draft Plan.

SEA Methodology

4.1.8 The methodology for the SEA is outlined in the table below.

Table 4.1: SEA Methodology	
Stage	Action
Screening	The purpose of screening is to determine if SEA is necessary. This stage is not required as a full SEA is mandatory for the preparation of a Local Area Plan for an area with a population in excess of 5,000.
Scoping	The purpose of scoping is to determine what environmental issues need to be considered. In advance of the preparation of the Draft Plan and the SEA Environmental report, a scoping report will be prepared outlining the environmental issues that will need to be considered during the preparation of the Environmental report. The Scoping Report will form a basis for consultation with the statutory environmental authorities..
Consultation with Environmental Authorities	The scoping report will be sent to the environmental authorities for their comment.
Prepare Environmental Report	An Environmental report will be prepared examining the effects on the environment of implementing the objectives and policies contained within the Draft Local Area Plan. The Environmental Report is submitted to the Elected Members at the same time as the Draft Plan. The preparation of the Environmental Report is a parallel but separate process to that of producing the Local Area Plan.
SEA of Proposed Amendments	An environmental assessment will be undertaken of proposed amendments to determine their likely environmental impact
SEA Statement	At the end of the process, a statement will be issued by the Council summarising: <ul style="list-style-type: none"> • how environmental considerations have been integrated into the plan, • how the environmental report and the submissions and observations made to the planning authority on the Proposed Plan and Environmental Report have been taken into account during the preparation of the plan. • the reasons for choosing the plan, as adopted, in the light of the other reasonable alternatives dealt with, and • the measures decided upon to monitor the significant environmental effects of implementation of the plan.
Monitoring of Local Area Plan	Monitoring significant environmental effects over the lifetime of the Local Area Plan

4.2 Habitats Directive Assessment (HDA)

- 4.2.1 Habitats Directive Assessment is an iterative process which is intended to run parallel to and inform the plan making process. It involves analysis and review of the plan as it develops during each stage of plan making, to ensure that its implementation will not impact on sites designated for nature conservation, nor on the habitats or species for which they are designated. Within this process, regard is had to the potential for the plan to contribute to impacts which on their own may be acceptable, but which could be significant when considered in combination with the impacts arising from the implementation of other plans or policies.
- 4.2.2 The process may result in the development of new policy areas and/or the modification or removal of certain elements of the plan. The results of this analysis and review are presented in reports which are produced for each stage of the plan making process.
- 4.2.3 The current Local Area Plans adopted in 2011 were subject to Habitats Directive Assessment. This Preliminary Consultation stage of the LAP review process is concerned with identifying those areas of the existing plans where changes may need to be considered. Those changes will then be fully considered and assessed, including Habitats Directive Assessment, as part of the next stage of the process, which relates to the preparation of the Draft Local Area Plan. The HDA process will be carried out alongside the preparation of the Local Area Plan and the SEA Environmental Report so that the findings of the HDA will influence the preparation of the Draft Plan, thus minimising the potential for significant adverse effects arising from implementation of the plan.
- 4.2.4 As the 2011 Local Area Plans were subjected to a detailed Habitats Directive assessment in line with the Government's guidelines to planning authorities, zonings in those plans are unlikely to be considered as posing risks to the integrity of Natura 2000 sites through their inclusion in the new Draft Local Area Plan in 2016. However, some of zonings originating in Town Council Development Plans were not subjected to Appropriate Assessment when those plans were made. Where possible, these zonings have been flagged in Section 3 of this document and will be further considered as part of the preparation of the new Draft Plan. Such changes will have a positive environmental impact as it will ensure that zonings with the potential for significant adverse impacts on designated sites are reconsidered and revised as appropriate.

