

# MIDLETON ELECTORAL AREA LOCAL AREA PLAN



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**1**

Volume 1

**Main Policy Material**

Cork County Council  
Planning Policy Unit



# Midleton Electoral Area Local Area Plan

2<sup>nd</sup> Edition

This second edition of the Local Area Plan includes:

## SCHEDULE

| <u>Issue</u>            | <u>Date</u>       | <u>Containing</u>                               |
|-------------------------|-------------------|---|
| 1 <sup>st</sup> Edition | August 2011       | Adopted Midleton Electoral Area Local Area Plan |
| Amendment No.1          | 8th December 2014 | Housing Density Changes                         |

**Note:** Each of the above amendments have been subject to the SEA process. The SEA Statements are not included in this volume but are available as separate documents.



# Midleton Electoral Area Local Area Plan

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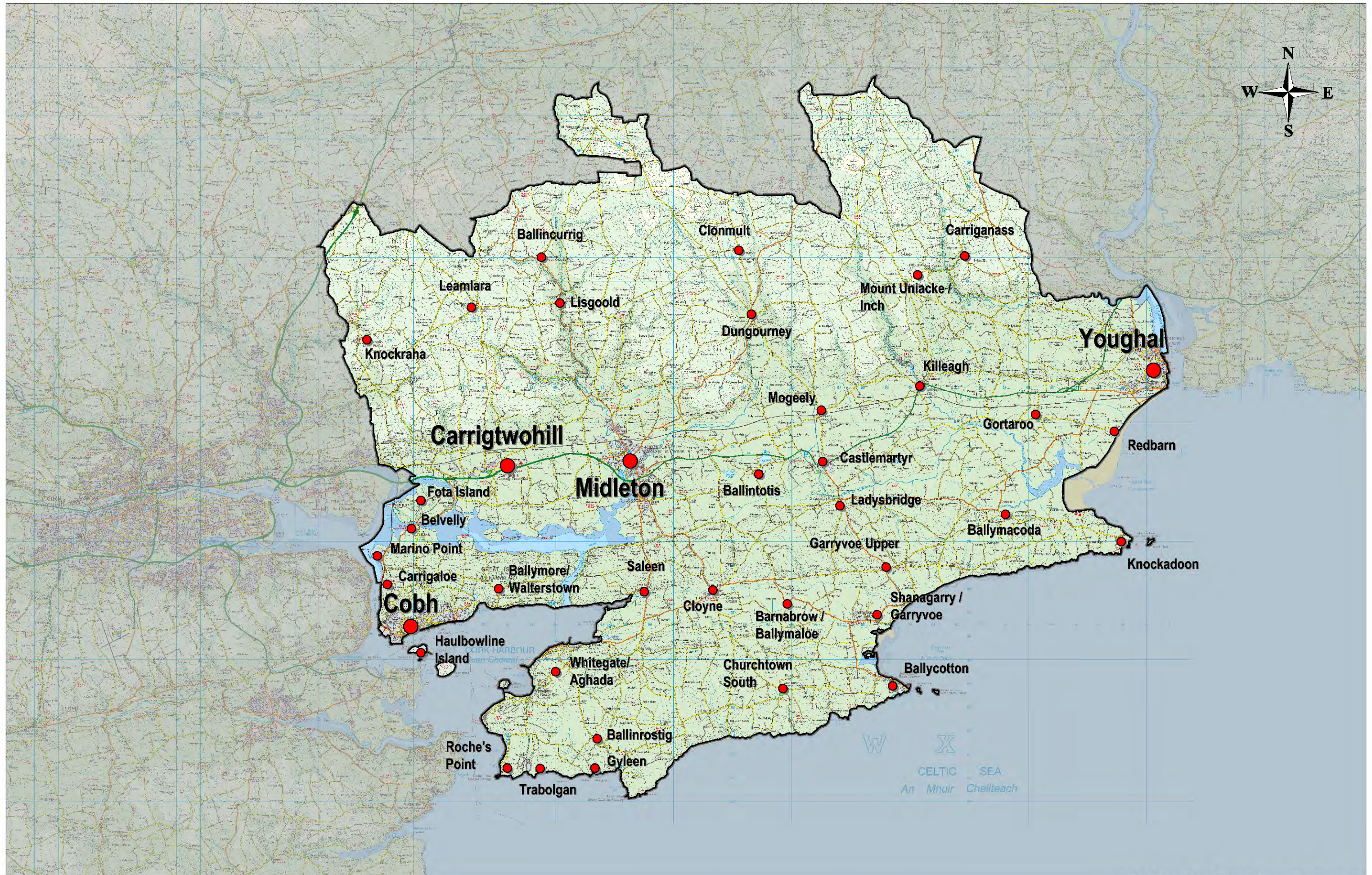
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# Midleton Electoral Area Local Area Plan 2011



Midleton Electoral Area



## Section 1 Introduction to the Midleton Electoral Area Local Area Plan

### 1.1 Introduction

**1.1.1.** This Local Area Plan has been prepared in accordance with the Planning and Development Acts and was formally made by Cork County Council at its meeting on the 25<sup>th</sup> of July, 2011.

**1.1.2.** The preparation of this Local Area Plan is an important part of the planning process and focuses on the local-level implementation of the overall strategy for the County set out in the County Development Plan 2009, with which, in law, it is obliged to be consistent. It must also adhere to the core strategies set down in higher level plans such as the National Spatial Strategy and the Regional Planning Guidelines for the South West Region.

**1.1.3.** This plan has been prepared taking the year 2020 as its 'horizon' year so that there can be the best degree of alignment with the Regional Planning Guidelines for the South West Region 2010, the Cork Area Strategic Plan (Update) 2008 and the County Development Plan 2009 and its adopted Variations. The Planning & Development Acts make provision for the review of this plan, normally commencing at the latest 6 years after the making of the plan. However in certain circumstances formal commencement of the review of the plan can be deferred for up to a maximum of 10 years from the date on which the plan was originally made. It is intended that this plan will remain in force, subject to the provisions of the Acts, until such time as the County Council give formal notice of its intention to review the plan and for the whole of the appropriate period allowed for that review under the Acts.

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

**1.1.5.** The main changes to the Local Area Plans since 2005 are:

- The assessment and management of flood risks in relation to planned future development and the inclusion of 'Indicative Flood Extent Maps' for the settlements of this electoral area.
- Residential Zonings in villages have been discontinued and replaced with objectives in each village which set out the total number of new dwellings likely to be built in the village during the lifetime of the plan and give guidance on the size, and in some cases location, of individual developments.
- The introduction of 'Business Use' Zonings which will replace the former 'commercial' category based on a wider set of definitions.
- Zoned areas in the 2005 Local Area Plan that have been developed are now shown as part of the 'existing built up area' and the principle of 'established uses' has been discontinued.
- The Local Area Plans have been subjected to 'Strategic Environmental Assessment' and 'Appropriate Assessment' screening.

### 1.2 The Form and Content of the Plan

**1.2.1.** This plan consists of two volumes. Volume 1 includes both a written statement and relevant illustrative material including maps, diagrams and plans. There are three main sections in Volume 1, these are:

- **Section 1: Introduction:** This section outlines the local area plan process and explains the background to the plan and core principles that have contributed to its preparation. This section also details the settlement network of the Electoral Area.
- **Section 2: Local Area Strategy:** This section sets out the overall strategy for the Electoral Area as a whole including growth and population targets and key environmental considerations.
- **Section 3: Settlements and Other Locations:** This section sets out the planning proposals for the settlements of the electoral area including a description and assessment of the issues faced by individual settlements. The main proposals are illustrated on a map.

**1.2.2.** Volume 2 includes three sections, these are:

- **Section 1: Habitats Directive Assessment, Natura Impact Report**

- **Section 2: Strategic Environmental Assessment Statement**
- **Section 3: Strategic Flood Risk Assessment**

**1.2.3.** Under the provisions of the Planning and Development Acts this plan was subjected to 'Strategic Environmental Assessment' and 'Appropriate Assessment' screening. The environmental assessment ('SEA') was carried out at Draft Plan and Amendment stage to determine whether the implementation of the plan would be likely to cause significant effects on the environment. The recommendations from this assessment were taken into consideration during the making of this plan.

**1.2.4.** In addition the plan was also screened to determine whether or not its implementation would give rise to any significant negative effects on 'Natura 2000' sites. The results of these assessments are contained in the Natura Impact Reports and the recommendations arising from the 'Appropriate Assessment' were incorporated into this plan.

### 1.3 Purpose of the Plan

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

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

**1.3.2.** In addition, local area plans must also:

- Through their core strategy, take cognisance of the County Development Plan and relevant aspects of the Regional Planning Guidelines in terms of population projections, housing strategy, settlement strategy, economic development, flood risk assessment, climate change and biodiversity strategies etc.



- Include policies and objectives which provide guidance on climate change and support the conservation of biodiversity which are essential components of sustainable development.
- Must be consistent with the planning guidelines issued by the Minister for the Environment Heritage and Local Government under Section 28 of the Planning and Development Acts.
- Comply with appropriate regulation regarding the Strategic Environmental Assessment and Appropriate Assessment of the plan in accordance with Article 6 of the Habitats Directive. The SEA & AA processes for a local area plan should be informed by & incorporate the relevant results & findings of the SEA & AA for higher level plans.

#### 1.4 The Process That Has Been Followed

1.4.1. Since the preparation of the original electoral area Local Area Plan in September 2005, there have been significant changes in a number of key areas affecting the preparation of this plan, particularly:

- Radical changes in the global and national economic outlook;
- Changes in the overall approach to the financing of public investment in the provision and future maintenance of critical infrastructure;
- An increase in concerns that the content of Development and Local Area Plans should reflect a more sustainable approach to the provision of development, particularly new housing;
- A significant increase in concerns over the incidence and effects of flooding;
- Changes in the framework of European and National legislation concerning the effects of planning decisions on protected habitats, biodiversity and the environment generally;
- Amendments to the Planning and Development Acts that govern the preparation of Local Area Plans;
- Numerous changes to Government policy particularly affecting sustainable housing in urban areas, sustainable transport, flood risks, the assessment of the effect of plans on protected habitat/species and the environment.

1.4.2. In addition, the last major review of the detailed planning objectives for the County's main towns was carried out in the course of preparing the County Development Plan 2003, therefore, these objectives were especially in need of review so that they could be

brought up to date and better reflect the changes in the overall planning context for the County that have occurred since that time.

#### Public Consultation

1.4.3. Following a wide ranging and detailed public consultation exercise at the preliminary stage of this process which included the publication of an 'Outline Strategy' for the electoral area, the Midleton Electoral Area Local Area Plan, Public Consultation Draft, was published on the 22nd of November 2010 and was made available to the public until the 12th of January 2011 in Council offices throughout the county. In addition the plan in its entirety and the accompanying Environmental Report and Natural Impact Report (1) were made available in DVD format and for download from the County Council's Web-site. Full copies of the draft were also sent to a range of statutory bodies (including Government Departments, adjoining planning authorities and other agencies) as required under the Planning and Development Acts.

1.4.4. Following the receipt of 99 submissions from the public during the consultation period on the Midleton Electoral Area Draft Local Area Plan, the County Council met at a special meeting held on 30th & 31st March 2011 to determine the need to make material amendments to the draft plans. Following this, the proposed amendments, 811 in the county as a whole, were published for consultation between 21st April & 18th May 2011.

1.4.5. There were a total of 21 submissions received during the public consultation period on the proposed amendments to the Draft Midleton Electoral Area Local Area Plan. Following this, a Managers Report was published on the 15<sup>th</sup> of June on the issues raised by the submissions on the proposed amendments.

1.4.6. The County Council met at a special meeting held on Tuesday the 19<sup>th</sup> of July to facilitate discussion on the issues raised in the Managers Report on the amendments. The plan was formally adopted at a Council meeting on the 25<sup>th</sup> of July and came into effect on the 22<sup>nd</sup> of August 2011.

### 1.5 Overall Approach

#### Role of the County Development Plan 2009

1.5.1. The Planning and Development Acts require that local area plans must be consistent with the County Development Plan. The relevant County Development Plan for the purpose of preparing this plan is the Cork County Development Plan 2009 which was made by the County Council in January of that year.

1.5.2. A variation to the County Development Plan has been adopted to ensure that the policies and objectives contained in the ten Electoral Area Local Area Plans are consistent with the objectives of

the County Development Plan and to strengthen or amend the objectives of the County Development Plan where necessary. The Variation includes changes to chapters 2, 3, 4, 5, 6, 8 & 9 of the County Development Plan and includes the changes which have resulted from the introduction of a "Core Strategy" in accordance with the requirements of the Planning and Development (Amendment) Act 2010.

1.5.3. The "Core Strategy" has been prepared in order to ensure that the County Development Plan and the Local Area Plans are consistent with the Regional Planning Guidelines. Its main elements are to:

- Identify the quantum, location and phasing of development considered necessary to provide for the future population of the county over the plan period.
- Demonstrate how future development supports public transport/existing services etc.
- Ensure that the County Council and key stakeholders assess the needs and priorities for the area on a plan led basis, and
- Provide the framework for deciding on the scale, phasing and location of new development, having regard to existing services and planned investment over the coming years.

1.5.4. Chapter 2 ('Core Strategy') of the County Development Plan 2009 as varied sets out population and household targets which have been developed to reflect the annual growth rates proposed in the South West Regional Planning Guidelines, taking account of the 2020 horizon year used in this plan. Tables 2.5 - 2.7 set out the housing requirements and potential housing yield up to the year 2020 for the four main Strategic Planning Areas of the County. Tables 2.10 – 2.13 set out the population targets, housing requirements and potential yield for the period up to the year 2020 for the main towns and the villages and rural areas within each of the four Strategic Planning Areas.

1.5.5. The targets set out in these tables are based on population targets for the Irish Regions (including the South West Region) that were issued by the Department of the Environment Heritage and Local Government in February 2007. Since then, the Department has issued revised targets (October 2009) for the period up to 2022 and these have recently been included in the Regional Planning Guidelines for the South West Region that were adopted in 2010. Following the inclusion of the 'Core Strategy', the County Development Plan is consistent with the Regional Planning Guidelines.

1.5.6. In order to meet the requirement of the Planning and Development Acts and be consistent with the County Development Plan 2009, it is important that this Local Area Plan, together with the

cumulative effects of other Local Area Plans is broadly consistent with Tables 2.5-2.7 and Tables 2.10-2.13 of the County Development Plan.

**1.5.7.** A common observation in many of the submissions made during the preliminary stage of preparing this plan was to the effect that, given the economic down-turn of the last few years, the population targets are excessively optimistic. This issue was addressed by the Department in the review of the Regional targets undertaken in 2009 to inform the review of the Regional Planning Guidelines and the approach is to continue to use the targets for planning purposes so that when consistent growth returns to the economy, shortages of infrastructure capacity and development land supply that have, to an extent, overshadowed previous plans can, perhaps, be avoided in the future.

**1.5.8.** The medium-long term effects of the economic down-turn on the economy and demographics of the state are difficult to predict with any degree of reliability. When International and National conditions stabilise and when the results of the 2011 Census are known it may be appropriate to reconsider some of the assumptions on which earlier targets are based. The Planning and Development Act 2000 requires that the County Development Plan must be consistent with the Regional Planning Guidelines for the South West Region and any revision to the population targets for the county can only be undertaken as a reflection of a revision to the Regional Guidelines.

#### Settlement Network

**1.5.9.** In order to develop policies and objectives that are appropriate to the needs and future potential of particular settlements, this plan uses the concept of a 'network of settlements' to help ensure that the proposals for future development are matched to proposals for the provision of physical and social infrastructure. The principles for this approach are set out in Chapter 3 of the County Development Plan 2009.

**1.5.10.** The settlement network, in this electoral area, is made up of five main components:

- **4** Main Settlements comprising Carrigtwohill, Cobh Environs, Midleton Environs and Youghal Environs.
- **4** Key Villages/Specialist Employment centre comprising Whitegate/Agahda, Castlemartyr, Cloyne and Killeagh.
- **9** Villages comprising Ballycotton, Ballymacoda, Churchtown South, Dungourney, Knockraha, Ladysbridge, Mogeely, Saleen, Shanagarry/Garryvoe.
- **9** Village Nuclei comprising Ballincurrig, Ballymore/Waterstown, Ballinrostitig, Ballintotis, Clonmult,

Gortaroo (Gortroe), Leamlara, Lisgoold, Mount Uniacke/Inch/Ballymackibbot

- **14** Other Locations comprising Barnabrow/Ballymaloe, Belvelly, Carrigaloe, Carriganass, Fota Island, Garryvoe Upper, Gyleen, Haulbowline, Knockadoon, Marino Point, Redbarn, Roches Point, Spike Island, Trabolgan.

**1.5.11.** The main settlements include the main towns and in some areas, strategic employment areas. They are the main centres of both population and employment and benefit from the highest levels of existing infrastructure and services. Their hinterland or catchment often extends over a significant area including many smaller settlements within it. The services and infrastructure necessary to support future population growth can often be provided more efficiently in the main towns than in the smaller settlements.

#### Main Towns

**1.5.12.** The most significant material asset of this electoral area is its main towns. They represent the product of many decades of investment in buildings (including houses, businesses, commercial buildings etc.), hospitals and other health facilities, schools, social and community facilities and wealth of supporting infrastructure. Across the County as a whole, the 2006 census recorded that over 46% of the population lived in the main towns. In addition, many people who live in villages, smaller settlements or rural areas rely on the main towns for at least one important aspect of their daily lives (e.g. work, shopping, education etc.).

**1.5.13.** Main Towns will normally have the following facilities: A permanent resident population of over 1,000 persons, primary and secondary school(s), a significant choice of convenience and comparison shopping, industrial, service sector or office based employment, public library, significant visitor facilities (e.g. Hotels, B&B's), Church or other community facility, Post Office/ bank / ATM / building society, Garda station, Primary healthcare facilities (GP doctor / pharmacy), sports facility, mains sewerage, mains water, public transport, served by a regional or national road, traffic calming / management scheme / off street car parking, bring site/recycling facilities.

**1.5.14.** In line with the overall core strategy of the County Development plan 2009, it is a key component of this plan to set out objectives that will:

- Make best use of previous investments in built fabric or infrastructure in the main towns;
- Establish the main towns as the principal location for future investment in housing, jobs, infrastructure and social and community facilities.

- Identify land for future development that will meet the planned requirements for each main town and offer a reasonable choice of location to those intending to carry out development;
- Prioritise future investment in infrastructure to support the sequential or phased development of the land identified for the future needs of the town;
- Confirm the role of the town centre as the preferred location for future retail development; and
- Protect the setting of the town from sprawling or sporadic development by maintaining the existing 'green belt' where only limited forms of development are normally considered.

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

- Zoned areas in the 2005 Local Area Plan that have now been developed are now shown as part of the 'existing built up area'. This approach has been taken in order to allow a more positive and flexible response to proposals for the re-use or re-development of underused or derelict land or buildings particularly in the older parts of the main towns;
- In many cases the map base has been updated (although the most recent development may still not be shown for reasons beyond the County Council's control);
- A less complex 'zoning' regime has been employed in the preparation of the new maps with the intention of making the new plans easier to follow (see Section 1.6 below);

#### Key Villages, Villages & Smaller Settlements

**1.5.16.** The strategy of supporting rural settlements is based on the identification of a settlements network with a hierarchy of services so that investment in housing, transport, employment, education, shopping, health facilities and community services can be focussed on those locations that provide the best pattern of accessibility for those living outside the main towns.

**1.5.17.** 'Key Villages' often benefit from an existing level of infrastructure and service investment that, although less than the main towns, still offers a sound basis for future growth, particularly for those seeking to live or work in a more rural environment. 'Key Villages' also have significant hinterlands providing important services to a wider rural community.

**1.5.18.** Settlements designated as Key Villages will normally have the following facilities: A permanent resident population, primary school and / or secondary school, Church or other community facility, convenience shops, pubs and either comparison shops or other retail

services, industrial or office based employment, post office/ bank / ATM / building society, Garda station, primary healthcare facilities (GP doctor / pharmacy), sports facility, mains sewerage, mains water, public transport, served by a regional road, traffic calming / management scheme / off street car parking, bring site/recycling facilities.

**1.5.19. Villages** are settlements that provide a range of services to a local area but the range of services are not as broad as those provided by the key villages.

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

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

**1.5.22. Village Nuclei** are settlements where a limited range of services is provided supplying a very local need.

**1.5.23.** Settlements designated as Village Nuclei will normally have the following facilities: A permanent resident population and one of the following: a convenience shop, pub, post office, primary school, church, other community facility.

**1.5.24.** The Local Area Plans support the enhancement of services listed above in the various settlements and the provision of additional services in appropriate locations.

**1.5.25. Other Locations** may be identified in the Local Area Plans, such as places like holiday resorts, areas of individual houses in the Green Belt or other locations and places that do not have the level of service or permanent housing, for example, to warrant inclusion as a village nucleus. These "other" locations do not normally have the type or range of services that village nuclei, villages and key villages have.

**1.5.26.** Over recent years, concerns have arisen nationally and locally that the scale and character of development experienced in some villages was poorly aligned with the scale and character of the original village itself. The issue has recently been addressed in the Guidelines on 'Sustainable Housing in Urban Areas' issued under s28 of the Planning and Development Acts which planning authorities are obliged to take into account in the discharge of their functions.

**1.5.27.** In order to address these concerns and to give effect to the s28 Guidelines, this plan includes a number of key elements in its

approach to setting out planning policies for villages. The first of these is that, wherever possible, the plan sets out a development boundary for each village or smaller settlement. The definition set out in objective LAP2-2 of the County Development Plan 2009 applies to the development boundaries in this plan;

*"For any settlement it is a general objective to locate new development within the development boundary, identified in the relevant local area plan that defines the extent to which the settlement may grow during the lifetime of the plan"*

**1.5.28.** Specific zoning objectives are used in villages in this plan where it is important to retain a particular parcel of land for a particular planned development. However, in the majority of cases, their use in relation to new housing development has been discontinued. Instead, in each village or smaller settlement, in addition to the development boundary, there are one or more general objectives setting out:

- The total number of new dwellings likely to be built in the village during the lifetime of the plan;
- Guidance on the maximum size of an individual development, taking account of the existing scale, 'grain' and character of the village and other relevant considerations;
- Where appropriate, guidance on the preferred location(s) for particular types of development within the development boundary.

**1.5.29.** In summary, this plan does not create an 'automatic' presumption in favour of development anywhere within the development boundary. Rather, to be successful in securing the grant of planning permission, proposals need to adhere to the objectives of the plan especially those regarding the overall number of dwellings to be built in the settlement during the lifetime of the plan, the maximum size of an individual development and, where indicated, the preferred locations for the type of development, in addition to other relevant planning and sustainable development considerations.

## **1.6 Land Use, Zoning and Housing Density: A Revised Approach**

### **'De-Zoning'**

**1.6.1.** Both the County Development Plan 2003 and the 2005 Local Area Plans were prepared against a background of very rapid economic growth and strong inward migration. Whilst some national planning policy instruments (such as the National Spatial Strategy) were in place there was little clear guidance to local authorities on the approach that they should take to planning for future population. The emphasis was on meeting the seemingly insatiable demand for

serviced land for new housing in order to prevent a shortage of supply leading to unnecessary house price inflation.

**1.6.2.** Whilst many of the underlying demographic indicators suggest that in the medium/long term the demand for new housing may well return because of factors such as the trend towards smaller average household sizes, there have been concerns that the overall supply of 'zoned' land may well exceed what is likely to be required. In some locations maintaining the supply of land at these high levels may place impossible burdens on the public finances with regard to the costs of servicing etc.

**1.6.3.** In this plan the approach has been:

- To co-ordinate the supply of zoned land for future housing with the population targets set out in the County Development Plan 2009 and the South West Regional Planning Guidelines 2010;
- To focus the supply of zoned land on the main towns, where the provision of a good standard of social and physical infrastructure can often be achieved on a more cost effective basis than through encouraging large scale development in smaller settlements where the existing level of services and infrastructure may only be at a basic level;
- To discontinue the practice of specific zonings for housing development in villages; and
- To promote development in villages up to an overall maximum number of dwellings for that village in the lifetime of the plan taking into account the size and character of the existing village and level of services and infrastructure likely to be available.

**1.6.4.** Where the supply of zoned land from the previous plan still significantly exceeded the likely future requirement the possibility of using the land for another purpose consistent with the plan or phasing, or sequencing development so that excessive demands for servicing infrastructure are avoided has been examined in order to keep any de-zoning to a minimum.

### **Transitional Issues Affecting Development**

**1.6.5.** In some villages, the scale of future development envisaged for the village is now exceeded by the 'stock' of planning permissions granted under the previous plan and there are concerns regarding the affect of the new approach set out in this plan in cases where planning permission may have already been granted or building work may have already commenced for a larger scale development than is now envisaged in the plan.

**1.6.6.** The objectives in this plan indicating the ‘number of new dwellings likely to be built in the village during the lifetime of the new plan’ is intended to be a significant factor guiding the determination of planning applications during the lifetime of the plan. However, it is not intended that this should operate as a rigid ‘cap’ on the ‘stock’ of planning permissions applicable to a particular village at a particular time. Indeed, it could be generally undesirable for the existence of a small number of relatively large planning permissions, for a scale of development for which there may no longer be a ready market, to, in themselves, hinder or stifle new proposals for development at a scale more consistent with current market conditions and in keeping with the Ministerial Guidelines and the other objectives of this plan.

**1.6.7.** A further issue concerns the role of the new local area plans in the determination of applications for planning permission or the extension of an appropriate period in respect of a planning permission granted prior to the making of the new local area plan. Clearly, the new local area plans are not intended to undermine any formal commitment (e.g. through the grant of planning permission) that the County Council may have given to development during the lifetime of the previous local area plan. Indeed, many of these permissions may be entitled (on application and subject to certain conditions) to an extension of the appropriate period for the implementation of the permission, but the Planning & Development Acts do not include local area plans in the range of documents that can be considered in the determination of these applications.

**1.6.8.** However, taking account of current housing market uncertainties, it is possible that some developments, in villages and elsewhere, that have already commenced, may not reach completion before their respective planning permissions expire (even allowing for any extension to the appropriate period to which they may be entitled). Therefore, to ensure that the new local area plans do not inadvertently hinder the completion of developments that have commenced prior to the making of the plan the following objective has been included in the plan.

| Objective No. | <u>Completion of Existing Developments</u>  |
|---------------|---|
| CED 1-1       | Notwithstanding any other objectives in this plan, in the interests of the proper planning and sustainable development of the area, it is an objective of this plan to secure the satisfactory completion of any development for which planning permission was granted prior to the making of this plan where works were carried out pursuant to the permission prior to the making of this plan. |

**Zoning Definitions**

**1.6.9.** The land-use and zoning categories used in the Local Area Plans are based on a revised set of definitions and the explanatory text for these can be found in Variation No. 3 to the County Development Plan 2009. These definitions provide for a less complex zoning regime so it is easier to understand what development is likely to be permitted, or discouraged, in a particular area.

**1.6.10.** The most dramatic change in the zoning approach for the new Local Area Plans is the introduction of a new land use class for ‘business’ uses. This definition has replaced the former ‘commercial’ category and is based on wider range of uses. The new ‘business’ category can be found in many more locations than the former ‘commercial’.

**1.6.11.** The new ‘business’ land-use category will be attractive to many new business that have become typical in the modern economy and would include: light-industry, wholesale and non-retail trading uses, car-showrooms, small/medium scale manufacturing / repairs / warehousing/distribution uses. Other uses that could be included in certain specific circumstances could include retail warehousing and office development not suited to town centre or edge of centre locations. Uses specifically excluded from the business category include waste management activities and general retail development. Retail warehousing could be accommodated where the specific zoning objective allows.

**1.6.12.** The ‘industry’ category is retained and intended to focus on medium or larger scale development where the process or activities carried on may not be consistent with the higher environmental standards likely to become prevalent in ‘business’ developments. ‘Industry’ will include manufacturing, repairs, warehousing and distribution development including waste management activities but excluding landfill or incineration. Land zoned for ‘industry’ may be made the subject of a long-term reservation for large-scale or stand alone industry as part of the strategic supply of land for these specialist developments.

**1.6.13.** The ‘enterprise’ land use category has been reserved for a very limited number of very high quality specialist office and office based industry developments where a high quality specialist environment that is protected from other forms of employment development is an essential ingredient of a successful development. Locations for this form of development are likely to be limited to named locations within Metropolitan Cork, the ‘hub’ town of Mallow and Clonakilty which has been designated an ‘integrated employment centre for West Cork’.

**1.6.14.** Another significant change relates to open space for which there is now only one type of zoning that is applied either:

- To protect an existing area of open space (e.g. sports grounds or facilities, informal areas of open space or agricultural land within development boundaries that is not considered suitable for development) from development during the lifetime of the plan; or
- To reserve an area of land for open space uses (such as sports grounds or facilities, parks or informal areas of open space) in the future
- For the avoidance of doubt, ‘allotments’ are included within the list of uses appropriate to areas ‘zoned’ for open space uses.

**1.6.15.** Generally, the ‘established’ zoning categories used in previous plans to define the uses appropriate in existing areas of development have been discontinued in the new plans. Proposed changes of use will be assessed in relation to:

- The objectives of the County Development Plan 2009 and its variations;
- Any general objectives in the local area plan that apply to the particular location;
- The character of the surrounding area; and
- Other planning and sustainable development considerations considered relevant to the proposal or its surroundings.

**1.6.16.** In special cases the local area plans may define ‘Special Policy Areas’ where an objective may be established to address particular issues, encourage or discourage certain forms of development.

**Housing Density**

**1.6.17.** The County Development Plan 2014 introduced significant changes to the County’s policy on residential densities. These policies respect the Governments wish to deliver a sound return on infrastructure investment particularly in relation to public transport, but at the same time provide flexibility for developers to adapt to new market conditions and broaden the range of house types that can be built on zoned land so that, in future, more households will be attracted to locate in the County’s towns, especially in the County Metropolitan Areas.

|          | <u>Min Net Density</u> | <u>Max Net Density</u> |
|----------|------------------------|------------------------|
| High     | 35                     | No Limit               |
| Medium A | 20                     | 50                     |
| Medium B | 12**                   | 25**                   |

\*\* The maximum density for 'Medium B' zonings can be extended to 35 dwellings per ha in smaller towns outside Metropolitan Cork where considered appropriate i.e. on sites near the town centre. Densities of < than 12 dwellings per ha will also be considered where an exceptional market requirement has been identified.

**\*This table should be read in conjunction with County Development Plan Objective HOU 4-1 (Housing Density on Zoned Land), Chapter 3: Housing, Volume 1, Cork County Development Plan 2014**

### Masterplans

**1.6.17.** In some locations the specific 'zoning' objective in this plan, whilst designating land for particular forms of future development, calls for the preparation of a 'masterplan'. In these cases the key principles of these developments are set out in the objectives of this local area plan (e.g. the number of dwellings, the mix of other land uses, the overall approach to transportation etc.). It is the intention of the County Council that these masterplans will provide important additional detailed information on the overall approach to the implementation of the relevant core objectives in this local area plan. It is intended that they will remain non-statutory plans (i.e. they will not become formal local area plans in their own right) but they will normally be subject to appropriate public consultation and will be taken into account as a material consideration in the determination of planning applications. However, the primary objectives which set the framework for future development proposals are those set out in this plan.

### 1.7 Infrastructure and Community Facilities

**1.7.1.** Securing the timely provision of infrastructure and community facilities is an important element of any local area plan. In order to help deliver tangible benefits to the greatest number of people the 'network of settlements' described in Chapter 3 of the County Development Plan 2009, is used as an important foundation to this plan to help obtain the best value from public investment. The effect of this approach is to prioritise in favour of investment in the larger settlements such as the 'main towns' and 'key villages' where, often, investment can benefit a wider area or hinterland. However it is also

important to sustain the viability of the many smaller settlements and individual investment decisions need to reflect this balance.

**1.7.2.** In the past, the County Council has encouraged the concept of partnership with developers in order to secure the provision of critical infrastructure (such as waste water treatment facilities), particularly in the smaller settlements where it was proving difficult to provide adequate infrastructure through the prioritisation of public funds. However, this proliferation of smaller treatment plants is resulting in a maintenance burden for the County Council that will be difficult to sustain in the current economic climate.

**1.7.3.** The proposals in this plan provide for the balanced development of the electoral area in line with the strategy set out in the County Development Plan 2009. However, in the current economic climate, it is necessary to 'tailor' development more closely to the current or likely future overall capacity of particular settlements so that the lack of critical infrastructure does not result in unacceptable consequences for the environment, communities or the public finances.

**1.7.4.** To achieve this end, where there are significant uncertainties regarding the provision of critical infrastructure or key community facilities in the smaller settlements, alternative provision, particularly for new housing development, has been made in the larger settlements so that no overall shortage should arise in the lifetime of the plan.

## 1.8 Flood Risks

### Overall Approach

**1.8.1.** The County Council, in preparing its strategy for the management of flood risks set out in the following paragraphs, has had regard to its obligations under section 28 of the Planning and Development Acts in relation to the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management' issued by the Minister for the Environment, Heritage and Local Government and the Minister of State at the Department of Finance with special responsibility for the OPW in November 2009.

**1.8.2.** Volume 2 of this plan includes the Strategic Flood Risk Assessment that explains in detail the overall approach to flood risk management that has been followed. It is important to read this document in conjunction with Volume 1 of the plan. The County Council has also conferred with officials of the OPW, the lead agency for flood risk management in Ireland, in the preparation of its strategy.

**1.8.3.** The assessment and management of flood risks in relation to planned future development is an important element of this local area plan. The majority of towns, villages and smaller settlements have a river or stream either running through the built-up area or close by

and are inevitably exposed to some degree of flood risk when those rivers or streams overflow their normal course. Similarly, in coastal areas flooding can periodically occur following unusual weather or tidal events.

**1.8.4.** To comply with the EU Floods Directive introduced on 26<sup>th</sup> November 2007, and in line with the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management' issued by the Minister of the Environment, Heritage and Local Government under section 28 of the Planning & Development Acts an assessment of flood risks has been formally taken into account in the preparation of this plan.

**1.8.5.** In this plan the approach is to:

- Avoid development in areas at risk of flooding; and
- Where development in floodplains cannot be avoided, to take a sequential approach to flood risk management based on avoidance, reduction and mitigation of risk.

**1.8.6.** The overall objectives are addressed in the following paragraphs of this section. With regard to specific settlements, the relevant sections of the plan include objectives, some of which relate to specific land parcels, giving effect to this overall approach.

**1.8.7.** In order to provide information about possible flood risks to the public generally and to those contemplating development, the County Council, in close association with the OPW, has compiled a series of indicative maps showing areas that could be at risk from flooding. The intention is to make these maps available to the public for the whole of the County but, to facilitate the preparation of the local area plans, the areas close to recognised settlements have been prioritised, and flood risk information here is made available for the first time through the publication of this plan. The Information about flood risks that has been used in the preparation of this plan has been collated from a number of sources including:

- Draft River Lee Catchment Flood Risk Assessment and Management Study (Lee CFRAMS) commissioned and published by the Office of Public Works. The CFRAM study for the River Lee catchment is one of three such studies being carried out as 'pilots' for a national programme of similar studies to be implemented over the coming years. The methodology of the CFRAM Study is based on 'best international practice' for the assessment and management of flood risks and includes data for the fluvial and tidal flood risks in the catchment. At the time of publication this study remains at 'Draft Stage'.
- 'Floodmaps.ie' – The national flood hazard mapping website operated by the Office of Public Works, where information about past flood events is recorded and made available to the

public. 'Flood point' information is available on this site and has been noted.

- 'Draft Flood Hazard Mapping' for fluvial and tidal areas commissioned by Cork County Council from Consultants JBA Associates. These indicative flood extent maps provide flood extent information for river catchments where a more detailed CFRAMS study is not currently available.

**1.8.8.** In line with advice from the OPW, the County Council has amalgamated the information from these sources into a single 'Indicative Flood Extent Map' for the settlements of this electoral area. The map has been used as the basis for the flood risk assessment of this plan and extracts from it appear on the various maps prepared for the settlements of this electoral area. When this work is complete for the whole county, including rural areas outside settlements, it is intended to make this available for public inspection.

**1.8.9.** The Indicative Flood Extent Map shown on the zoning maps in this plan provides information on two main areas of flood risk:

- **Zone A – High probability of flooding.** Most areas of the County that are subject to flood risks fall into this category. Here, most types of development would be considered inappropriate. Development in this zone should be avoided and/or only considered in exceptional circumstances, such as in major urban or town centres, or in the case of essential infrastructure that cannot be located elsewhere. A Justification Test set out in Ministerial Guidelines applies to proposals in this zone. Only water-compatible development, such as docks and marinas, dockside activities that require a waterside location, amenity open space, outdoor sports and recreation, would be considered appropriate in this zone.
- **Zone B - Moderate probability of flooding.** In most parts of the County this designation applies only to limited areas of land. In only a few locations do significant sites fall into this category. Here, highly vulnerable development, such as hospitals, residential care homes, Garda, fire and ambulance stations, dwelling houses and primary strategic transport and utilities infrastructure, would generally be considered inappropriate. Less vulnerable development, such as retail, commercial and industrial uses, sites used for short-let for caravans and camping and secondary strategic transport and utilities infrastructure, and water-compatible development might be considered appropriate in this zone.

**Elsewhere** – Localised flooding from sources other than rivers and the coast can still occur and may need to be taken into account at the planning application stage.

**1.8.10.** Notwithstanding the approach taken to the preparation of the 'Indicative Flood Extent Maps', in a relatively small number of

settlements across the County as a whole, there is some evidence of possible anomalies in the flood risk mapping resulting in the possibility of inaccuracy at the local level. Having considered these issues in some detail, both OPW staff and the Consultants retained by the County Council are of the view that some anomalies will inevitably occur especially at the local level in this type of broad scale modelling. These may appear most significant in a few localised areas of relatively flat terrain but they do not undermine the credibility of the maps and their value as an appropriate basis for the spatial planning decisions made in this Local Area Plan. Reference is made within the individual settlement chapters of the plan identifying those locations where such localised uncertainties may exist and policies and objectives set out in the following paragraphs provide an appropriate basis for the resolution of any issues that may arise.

#### Flood Risks and 'Zoning'

**1.8.11.** In the course of preparing this plan, so far as proposals for new zoning are concerned, the 'Indicative Flood Extent Maps', shown on the zoning maps, have been used as one of the relevant considerations in determining whether or not a particular parcel of land should be zoned. Generally where proposals for new zoning significantly conflicted with the 'Indicative Flood Extent Maps' they have not been included as zoned land unless the proposed use or development satisfied the 'Justification Test for Development Plans' set out on page 37 of the Ministerial Guidelines.

**1.8.12.** With regard to zonings inherited from the 2005 Local Area Plan, some of these may have been discontinued where there was a significant conflict with an issue relevant to the proper planning and sustainable development of the area (e.g. conflict with a Natura 2000 site, other heritage designation or a significant change in the overall approach to development in the settlement concerned). Where a flood event has been recorded on a site, particularly since the 2005, then, generally, the zoning has been discontinued in this plan.

**1.8.13.** However, where no flood event was recorded and the sole issue in relation to the zoning was conflict with the 'Indicative Flood Extent Maps', in this plan the zoning has generally been retained (either as a 'zoning' or as un-zoned land within the development boundary) but with a revised specific objective setting out the steps that will be appropriate at the project stage to determine the level of flood risk in relation to the site.

**1.8.14.** In line with the approach set out in the Ministerial Guidelines, areas 'zoned' for town-centre development comprise the main category of future development 'zoning' that often satisfy the requirements of the 'Justification Test for development plans' and in many cases these zonings have been retained notwithstanding the indication of significant risks of future flooding. Development proposals in these 'town-centre zonings' will need to follow the procedures indicated in paragraph 1.8.19 at the planning application

stage with a view to developing appropriate flood-mitigation measures at the project stage.

#### Applications for Planning Permission in Areas at Risk of Flooding

**1.8.15.** In this plan, a number of specific sites that are identified for development and many parcels of land without a specific zoning objective but within the development boundary of a town or village, are also affected by the 'Indicative Flood Extent Maps' shown in the plan.

**1.8.16.** In these areas, all applications for planning permission falling within flood zones 'A' or 'B' will need to comply with Chapter 5 of the Ministerial Guidelines – 'The Planning System and Flood Risk Management and, in particular, a site-specific flood risk assessment will be required.

**1.8.17.** In order to reflect the possibility that the 'Indicative Flood Extent Maps' in this plan may inevitably include some localised uncertainties, the site-specific flood risk assessment process is divided into two stages. The initial stage in the process is intended to be capable of being carried out relatively quickly and at modest expense involving a desk-top review of relevant flood risk information, where applicable the preparation of site levels or cross sections, the preparation of a commentary on site specific issues including the nature of any localised uncertainty in existing sources of information and, finally, a recommendation on the appropriate course of future action.

**1.8.18.** It is recommended that intending applicants for planning permission should carry out this first stage of the site-specific flood risk assessment process well in advance of the submission of their application for planning permission and that its recommendations should be brought to the attention of Council staff as part of a pre-planning meeting.

**1.8.19.** Where the first stage of the site-specific flood risk assessment indicates further study then the normal course of action will be to carry out a detailed site specific flood risk assessment in line with Chapter 5 of the Ministerial Guidelines before an application for planning permission can be considered. Where the County Council have indicated in writing that they are in agreement with any proposals for avoidance or that the initial study shows satisfactorily that the site is not at risk of flooding then, subject to other proper planning considerations, an application for planning permission may be favourably considered.

The first stage in the assessment process will include:

- An examination of all sources of flooding that may affect a particular location – in addition to the fluvial and tidal risk represented in the indicative flood risk maps.
- A review of all available flood related information, including the flood zone maps and historical flood records (from www.floodmaps.ie, and through wider internet / newspaper / library search/local knowledge of flooding in the area).
- An appraisal of the relevance and likely accuracy / adequacy of the existing information. For example, if the outline is from CFRAM or other detailed study they can be relied on to a greater extent than if they are from other sources.
- Site cross sections or spot levels, including the river and surrounding lands.
- Description of the site and surrounding area, including ground conditions, levels and land use.
- Commentary on any localised uncertainty in the existing flood mapping and other sources of flood risk information and the site area.
- Proposal as to the appropriate course of action which could be either:
  - further study;
  - revision of proposals to avoid area shown at risk of flooding; or
  - continue with development as proposed (if the site is clearly demonstrated to be outside flood zones A or B and has been shown to be not at flood risk).

**1.8.20.** Where it can be satisfactorily shown in the detailed site-specific flood risk assessment that the proposed development, and its infrastructure, will avoid significant risks of flooding in line with the principles set out in the Ministerial Guidelines, then, subject to other relevant proper planning considerations, permission may be granted for the development.

**1.8.21.** Where the site does not benefit from a specific zoning objective in this plan and there are significant residual flood risks to the proposed development or its occupiers, conflicting with the approach recommended in the Ministerial Guidelines, it is unlikely that permission will be granted unless all of the following are satisfied:

- The proposal is within an urban settlement, targeted for growth under the National Spatial Strategy, regional planning guidelines, and statutory plans (including this local area plan).

- The development of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:
- Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement;
- Comprises significant previously developed and/or under-utilised lands;
- Is within or adjoining the core of an established or designated urban settlement;
- Will be essential in achieving compact and sustainable urban growth; and
- There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.

| Flood Risks – Overall Approach |  |
|--------------------------------|--|
| FD 1-1                         | <p>It is an objective of this plan to take the following approach in order to reduce the risk of new development being affected by possible future flooding:</p> <ul style="list-style-type: none"> <li>• Avoid development in areas at risk of flooding; and</li> <li>• Where development in floodplains cannot be avoided, to take a sequential approach to flood risk management based on avoidance, reduction and mitigation of risk.</li> </ul> |
| FD 1-2                         | <p>In areas where there is a high probability of flooding - 'Zone A' - it is an objective of this plan to avoid development other than 'water compatible development' as described in section 3 of 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' issued in November 2009 by DoEHLG.</p>  |

|        |  |
|--------|--|
| FD 1-3 | <p>In areas where there is a moderate probability of flooding - 'Zone B' - it is an objective of this plan to avoid 'highly vulnerable development' described in section 3 of 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' issued in November 2009 by DoEHLG.</p> |
|--------|--|

| Development in Flood Risk Areas |   |
|---------------------------------|---|
| FD 1-4                          | <p>It is an objective of this plan to ensure that all proposals for development falling within flood zones 'A' or 'B' are consistent with the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. In order to achieve this, proposals for development identified as being at risk from flooding will need to be supported by a site-specific flood risk assessment prepared in line with paragraph 1.8.19 of this plan.</p>   |
| FD 1-5                          | <p>Where the planning authority is satisfied that it can be satisfactorily shown in the site-specific flood risk assessment required under objective FD 1-4 that the proposed development, and its infrastructure, will avoid significant risks of flooding in line with the principles set out in the Ministerial Guidelines, then, subject to other relevant proper planning considerations, permission may be granted for the development.</p>   |
| FD 1-6                          | <p>Where the the site specific flood risk assessment required under FD 1-4 shows that there are significant residual flood risks to the proposed development or its occupiers, conflicting with the approach recommended in the Ministerial Guidelines, it is an objective of this plan to, normally, avoid development vulnerable to flooding unless all of the following are satisfied:</p> <ul style="list-style-type: none"> <li>• The development is within an urban settlement, targeted for growth under the National Spatial Strategy, regional planning guidelines, and statutory plans (including this local area plan).</li> <li>• The development of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:</li> </ul> |

| Development in Flood Risk Areas |   |
|---------------------------------|---|
|                                 | <ul style="list-style-type: none"> <li>Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement;</li> <li>Comprises significant previously developed and/or under-utilised lands;</li> <li>Is within or adjoining the core of an established or designated urban settlement;</li> <li>Will be essential in achieving compact and sustainable urban growth; and</li> </ul> <p>There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.</p>   |
| FD 1-6                          | <p>Where the the site specific flood risk assessment required under FD 1-4 shows that there are significant residual flood risks to the proposed development or its occupiers, conflicting with the approach recommended in the Ministerial Guidelines, it is an objective of this plan to, normally, avoid development vulnerable to flooding unless all of the following are satisfied:</p> <ul style="list-style-type: none"> <li>The development is within an urban settlement, targeted for growth under the National Spatial Strategy, regional planning guidelines, and statutory plans (including this local area plan).</li> <li>The development of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:                     <ul style="list-style-type: none"> <li>Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement;</li> <li>Comprises significant previously developed and/or under-utilised lands;</li> <li>Is within or adjoining the core of an established or</li> </ul> </li> </ul> |

| Development in Flood Risk Areas |  |
|---------------------------------|--|
|                                 | <ul style="list-style-type: none"> <li>designated urban settlement;</li> <li>Will be essential in achieving compact and sustainable urban growth; and</li> </ul> <p>There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.</p> |

### 1.9 Green Belts Around Towns

#### Background

1.9.1. The County Development Plan 2009 sets out the policy context for Green Belts as established by the National Spatial Strategy for Ireland and the Regional Planning Guidelines and outlines the planning principles of a Green Belt as including some or all of the following: -

- Maintenance of distinction in character between the town or city and rural areas by the prevention of unrestricted sprawl of urban areas into the countryside;
- Prevention of individual settlements merging into one another,
- To focus attention on lands within settlements which are zoned for development and likely to contribute to the regeneration of areas;
- Provision of a source of recreation and amenity and to allow for open countryside to be within easy reach of most built-up areas; and
- Retention of land in agriculture, forestry or other uses, which would otherwise be susceptible to inappropriate development.

1.9.2. In order to achieve these principles, the County Development Plan 2009 recognises that it is beneficial for smaller towns to have reasonably strict controls in their immediate hinterland, as this has helped to maintain the identity of the towns and has encouraged more development activity within the development boundaries. The plan further recognises that the character of all settlements can be undermined by linear roadside frontage development on the main roads leading out into the countryside. Apart from the obvious servicing inefficiencies, road safety problems and public health issues, such patterns erode the important clear distinction between

the built up area and open countryside. Such development also raises important sustainability issues.

1.9.3. It is important to recognise that planning controls do not necessarily have a negative effect on established rural communities and in many respects play a positive role in the sustainable development of an area. The existence of this kind of control around towns has helped encourage redevelopment within the towns and in the villages and smaller settlements of the area.

#### Housing in Rural Locations

1.9.4. Following on from the tradition established in successive County Development Plans policies in relation to rural housing are tailored to reflect the varied demands, pressures and circumstances that exist in each of the four strategic planning areas of the County and the provisions of the Cork Area Strategic Plan and North and West Cork Strategic Plan. Central to these policies is the key objective of sustaining rural communities and accommodating rural housing needs within rural areas where this is possible in accordance with the principles of proper planning and sustainable development. Provision is made to sustain communities by allowing people to build in their local area on suitable sites. This is expressly stated in objective RCI 9-3 of the County Development Plan. It is also an objective of the County Development Plan to recognise the individual housing needs that may arise from time to time, of people who have lived for a period in excess of 7 years in a particular area.

1.9.5. The demand for the building of individual houses in rural locations continues at a high level and whilst it is recognised that this type of development is an important part of the overall provision of new housing there are concerns that, in the longer term, unless steps are taken to encourage a greater proportion of this development to take place near established settlements, particularly the main towns, then serious difficulties will arise in providing the services to such a dispersed population.

#### Green Belts around the Ring and County Towns

1.9.6. In the ring towns / county towns and smaller settlements the plan recognises that development should be discouraged in the immediate surroundings of the settlements in order to prevent sprawl near towns and to control linear roadside development.

1.9.7. The Local Area Plans define the extent of individual Greenbelts around the ring and county towns and any of the larger villages where this approach is considered appropriate.

1.9.8. The boundaries of these Greenbelts will generally follow readily identifiable physical features and the definition of their physical extent should reflect:

- The visual setting of the town;



- The main approach routes;
- The need to maintain strategic gaps with other settlements;
- Areas of designated landscape importance; and
- Areas of known nature conservation value.

**1.9.9.** Within these Greenbelts, the Local Area Plans will generally reserve land for agriculture, open space or recreation uses. Exceptions to this (as stated in objective GB 1-1 of the Local Area Plans) will only be allowed in the case of an individual who can demonstrate a strong family tie to a specific location and a genuine housing need, or in the circumstances referred to in paragraphs 4.8.5 (long established uses) and 4.8.6 (development of a strategic and exceptional nature) of the County Development Plan 2009.

**1.9.10.** However, in some areas as a further attempt to provide for those aspiring to build individual houses, areas may be delineated in local area plans where there is capacity to accommodate a limited number of individual houses. The Local Area Plans have identified and provided guidance on these areas designated under Zoning Objective GB 1-2. The aim is to provide a realistic alternative to building individual houses in the countryside, in locations rural in character but close to towns to ease the pressure to provide or enhance services in relatively remote rural areas. The intention is, where possible, to give favourable consideration to proposals for individual houses in an appropriate setting rather than to encourage the development of low density suburbs or satellite settlements. Because of the exceptional pressure for development in Metropolitan Cork, it is inappropriate to adopt this more flexible approach within the Metropolitan Cork Greenbelt.

**1.9.11.** Those intending to build houses within the Green Belts around the ring and county towns are advised to consult the Cork Rural Design Guide for advice on site choice, design and landscaping at an early stage in their preparations.

| Green Belts Around the Ring and County towns |   |
|--|---|
|  | <p>(b) It is an objective to reserve generally for use as agriculture, open space or recreation uses those lands that lie in the immediate surroundings of towns. Where Natura 2000 sites occur within greenbelts, these shall be reserved for uses compatible with their nature conservation designation.</p> <p>(c) It is an objective in particular to prevent linear roadside frontage development on the roads leading out of towns and villages.</p> <p>(d) It is an objective to establish green belts around the main towns in each electoral area, with strict controls on urban generated housing in the areas that are under most pressure for development. The green belts are shown on detailed maps.</p> <p>(e) It is an objective to discourage strongly new individual housing from being located within the green belts around the main towns in each electoral area (except within established villages or village nuclei). This restriction is relaxed in principle for local rural housing needs in accordance with objective RCI 9-3 of the Cork County Development Plan 2009.</p> |
| <b>GB 1-2</b>                                | <p>In some parts of the Green Belts established in this plan it will be possible to accommodate limited numbers of individual houses in an appropriate rural setting providing:</p> <p>(a) The character of the area as a whole will remain predominantly rural and open;</p> <p>(b) Proposals will not cause linear roadside frontage development (ribbon development); and</p> <p>(c) The proposal is consistent with the proper planning and sustainable development of the area.</p>  |

intended for development but nevertheless form part of the structure of the town.

**1.9.13.** Youghal's complex topography, natural and built heritage, coastal and landscape setting are important characteristics of the town. Youghal has experienced significant growth and development pressure in recent years. Having regard to the coastal location of Youghal, the urban area of the town has expanded to the north, south and west of the town centre.

**1.9.14.** The steeply sloping hillsides and prominent ridges to the west of the town, in the vicinity of and to the north, south and west of the new Youghal By-pass, contribute significantly to the town's setting and provide an attractive rural backdrop to the town. It is considered that these steeply sloping lands and prominent ridges, which form an important part of the principal approach roads and setting for the town are inappropriate locations for new development.

**1.9.15.** There are a number of important approach roads to the west of the town, including the N25 and the road between Youghal and Ballyvergan, which is situated on a hillside to the north of the bypass, and is designated as part of the County's network of scenic routes as the S46. These important approach roads and lands in the vicinity are not generally suitable for development.

**1.9.16.** To the south and east of the newly constructed bypass and to the south of the designated scenic route the S46, there is a prominent hillside which forms an important part of the approach to the town from the west and contributes significantly to the town's setting.

**1.9.17.** To the north and east of the town there is a proposed Natural Heritage Area, which forms part of the Blackwater River and Estuary. The Blackwater River is also part of a candidate Special Area of Conservation. Similarly, to the south of the town of Youghal there is a proposed Natural Heritage Area at Ballyvergan Marsh, which extends from the coastline towards Gortaroo. It is essential that both the Blackwater Valley and Ballyvergan Marsh, which are important aspects of Youghal's natural heritage, be protected.

**1.9.18.** To the west of the town's bypass and to the west of the prominent hillsides and ridges there is an area of land that is less prominent in the general setting of the town. Whilst this area should remain generally open, rural in character and will not cause linear roadside frontage development, its capacity to accommodate some individual housing in a rural setting is recognised. This area of land (39 ha) will be subject to Objective GB 1-2 of this Local Area Plan.

| Green Belts Around the Ring and County towns |  |
|--|--|
| <b>GB 1-1</b>                                | <p>Green Belts Around the Ring and County towns</p> <p>(a) It is an objective to retain the identity of towns, to prevent sprawl, and to ensure a distinction in character between built up areas and the open countryside by maintaining a Greenbelt around all individual towns.</p> |

**The Youghal Green Belt**

**1.9.12.** Most of the built-up area of Youghal is administered by Youghal Town Council, which is a separate planning authority and prepares its own development plan for its functional area. Substantial parts of the area administered by the Town Council remain undeveloped and therefore, most of the planned growth for the town will be accommodated within the Town Council area. The development boundary established for the town includes substantial areas of predominantly open land uses that are not, generally,

### **1.10 Strategic Environmental Assessment and Habitats Directive Assessment**

**1.10.1.** The Strategic Environmental Assessment and Appropriate Assessment (Habitats Directive Assessment) are contained in Volume 2 of this plan.

**1.10.2.** The European Community issued the Strategic Environmental Assessment (SEA) Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment.

**1.10.3.** The SEA Directive was transposed into Irish Law under the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. 435 of 2004), and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436 of 2004) and became operational on 21 July 2004. Under these Regulations it is required that a Strategic Environmental Assessment (SEA) be carried out for Local Area Plans for areas with a population of 10,000 persons or more. An Environmental Report has been prepared and is contained in Volume 2 of this plan. The report considers the likely significant impacts on the environment as a result of implementing the Local Area Plan. The plan was assessed against the environmental objectives set out in the Environment Report. Where a likely significant effect was identified mitigation measures were proposed, where possible. The most significant issue which came out of SEA is the need to tie all development objectives for all settlements to the availability of appropriate waste water treatment facilities.

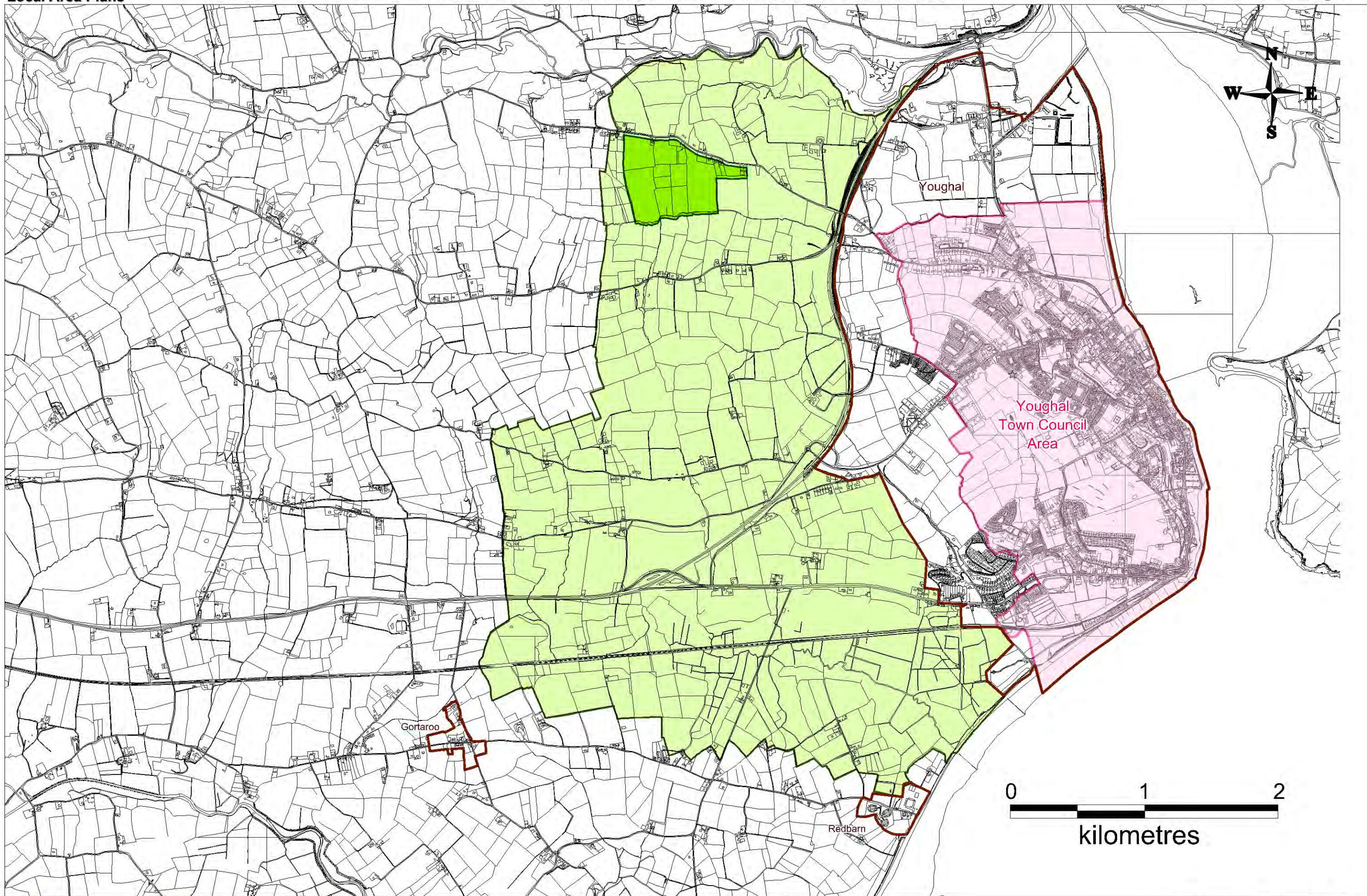
**1.10.4.** Habitats Directive Assessment (HDA), also known as Appropriate Assessment is provided in accordance with requirements under the EU Habitats Directive (43/92/EEC) and Birds Directive (79/409/EEC), the impacts of the policies and objectives of all statutory land use plans on certain sites that are designated for the protection of nature (Natura 2000 sites) must be assessed as an integral part of the process of preparing the plan. This is to determine whether or not the implementation of plan policies could have negative consequences for the habitats or plant and animal species for which these sites are designated. This assessment process is called a Habitats Directive Assessment (HDA) and must be carried out for all stages of the plan making process.

**1.10.5.** The final Natura Impact Report for the Midleton Electoral Area Local Area Plan, 2011-2017 summarises how all of the recommendations arising from the initial Natura Impact Reports, and how ecological considerations generally, have been integrated into the Local Area Plan. It also contains the details of the monitoring measures which will be implemented to ensure that the undertakings in relation to the protection of the Natura 2000 network, as set out in the Local Area Plan, are met. Finally the report contains the AA Conclusion Statement which finds that, subject to a number of

changes to text, objectives, settlement boundaries and zonings, which have been accepted by Council and are contained in the final plan, there will be no significant impact on the network as a whole, nor to individual Natura 2000 sites or their dependant habitats and species.







## Green Belt Map



## Section 2 Local Area Strategy

### 2.1 Introduction

**2.1.1.** This section sets out the overall strategy for the Midleton Electoral Area as a whole, presents a summary and analysis of the growth and population targets used in the plan and gives details of the main employment and economic considerations, education and infrastructure requirements and key environmental considerations. In short it brings together the important factors that have influenced the overall direction of the plan.

### 2.2 The Midleton Electoral Area Strategy

#### Strategy

**2.2.1.** The Midleton Electoral Area lies within the CASP area and is split between two of the Strategic Planning Areas defined in the County Development Plan 2009, the Metropolitan Strategic Planning Area and CASP Ring Strategic Planning Area. There is an extensive network of settlements in the electoral area comprising the four main towns of Carrigtwohill, Cobh, Midleton and Youghal, four Key Villages, Whitegate/Aghada, Castlemartyr, Killeagh and Cloyne and ten each of villages and village nuclei. Cobh, Midleton and Youghal each have a Town Council, who are responsible for the administration of the lands within the town boundary and operate as separate planning authorities for those administrative areas. The Town Councils are also responsible for preparing separate Development Plans for their own jurisdictions. Midleton EA has a total of thirteen Other Locations, diverse in function and including two significant brownfield sites, Marino Point & Haulbowline.

**2.2.2.** One major change promoted in this Midleton EA settlement network is to add Whitegate/Aghada to the key villages in the electoral area in order to provide for an enhanced spatial balance within the electoral area itself and as a more realistic way of achieving the growth forecasts outlined in the CASP Update and the County Development Plan 2009. In addition, having a better balanced settlement network would also help to prioritise investment in the physical and social infrastructure necessary to realise the required growth.

**2.2.3.** The recent electoral area boundary changes as a consequence of the Electoral Area Boundary Commission have resulted in just one change to Midleton, with the addition of a mainly rural area to the northwest containing the village of Knockraha.

**2.2.4.** The Metropolitan towns of Midleton, Cobh and Carrigtwohill experienced significant population growth over the past decade, and Midleton and Carrigtwohill have recently benefited from connection to the Cork Suburban Rail Network. There has also been significant investment in other modes of transportation and infrastructure which places the towns in prime position for further strong growth in the coming decade. These combined factors offer the potential to sustainably deliver high rates of population and employment growth for the Midleton area. The main challenge for this plan is to build upon the key strengths of the area and to achieve the critical mass necessary in the towns to fulfil the area's potential into the future as a key driver of growth in Metropolitan Cork.

**2.2.5.** One of the worrying trends in the past has been the over target population growth in the villages and rural areas in the CASP Ring area, at the expense of growth in the Ring Towns. Between 2002 and 2006 population growth of 14% was achieved in the rural areas of the Ring while Youghal Town achieved just 3% population growth over the same period.

**2.2.6.** For the CASP Ring area, the challenge for this plan is to implement the objectives contained in the County Development Plan 2009 to make Ring towns such as Youghal more attractive as places to live, and maintain positive growth in the villages and rural areas but at more moderate rates in line with the CASP Update.

**2.2.7.** Three of the four main towns, Carrigtwohill, Midleton and Youghal and a number of smaller settlements including the key villages of Castlemartyr and Killeagh are located along the Waterford-Cork section of the Atlantic Corridor.

**2.2.8.** Carrigtwohill and Midleton have also been designated as 'Developing Areas' by the Department of the Environment, Heritage and Local Government (DoEHLG) where the objective is to deliver the necessary social and physical infrastructure in a co-ordinated manner to facilitate the sustainable development of these areas to support a high quality of life.

**2.2.9.** In 2005, along with the Electoral Area Local Area Plan, Special Local Area Plans (SLAPs) were adopted for Carrigtwohill and Midleton (including the Town Council area). Each SLAP identified a site for a masterplan with the intention of facilitating the delivery of significant housing units in tandem with social and physical infrastructure. Draft masterplans have now been prepared for the Water Rock area in Midleton and the area in Carrigtwohill north of the rail line, both of which are centred on maximising the benefits of the new rail infrastructure serving the towns. These masterplans have been prepared in consultation with the relevant landowners and are published concurrent with these draft local area plans.

**2.2.10.** The Water Rock Masterplan makes provision for a mixed use residential neighbourhood of at least 2,500 new housing units in a

number of different character areas, incorporating employment land, community facilities and green infrastructure.

**2.2.11.** The Carrigtwohill Masterplan details a strategy for growth of at least 2,600 units to cater for the increased population in a new neighbourhood north of the railway station, including sporting and community facilities and employment land. Both masterplans include flexible phasing proposals to allow for development to commence in the short term in the current difficult market conditions.

#### Population and Housing

**2.2.12.** In the period 2002-2006, the electoral area as a whole grew from 47,103 to 55,151 – an increase of 17%. The majority of this growth, over two thirds, has occurred in the four main towns. In percentage terms, the best performing main town was Carrigtwohill which saw a rise of 97%, effectively a doubling of the population in the four year period, while strong growth of 26% was also recorded in Midleton. Cobh experienced growth of 15% while Youghal underwent comparatively low growth over the same period at 3%.

**2.2.13.** The high level of growth at 14% in the villages and rural areas is an indication that the villages and rural areas are far from stagnant, however, local employment within the villages and rural areas has not grown at the same rate. This has given rise to concerns regarding the level of supporting infrastructure and services in these villages and rural areas on which large populations are now reliant. These growing communities are difficult to service by public transport and rely heavily on car based commuting for access to work, education and services.

| Settlement Hierarchy<br>Midleton EA | Population |        | % Change |
|-------------------------------------|------------|--------|----------|
|                                     | 2002       | 2006   |          |
| Carrigtwohill                       | 1,411      | 2,782  | 97%      |
| Cobh                                | 9,811      | 11,303 | 15%      |
| Midleton                            | 7,957      | 10,048 | 26%      |
| Youghal                             | 6,597      | 6,785  | 3%       |
| Villages & Rural Areas              | 21,327     | 24,233 | 14%      |
| Total                               | 47,103     | 55,151 | 17%      |

**2.2.14.** In order to deliver the strategy set out in the CDP 2009, the target population growth for the Electoral Area in the period 2006 – 2020 is 29,057. Household growth in the same period is projected to be 16,522, equivalent to an increase of 21,479 dwelling units. This population growth is to be distributed among the four main towns and the villages & rural areas as follows:

| Settlement             | Population 2006 | Growth 2006-2020 | 2020 Target   |
|------------------------|-----------------|------------------|---------------|
| Carrigtwohill          | 2,782           | 9,230            | 12,012        |
| Cobh                   | 11,303          | 3,240            | 14,543        |
| Midleton               | 10,048          | 13,687           | 23,735        |
| Youghal                | 6,785           | 1,524            | 8,309         |
| Villages & Rural Areas | 24,233          | 1,376            | 25,609        |
| <b>Total</b>           | <b>55,151</b>   | <b>29,057</b>    | <b>84,208</b> |

**2.2.15.** The towns earmarked for the highest level of growth are Carrigtwohill and Midleton, both towns being on the Cork Suburban Rail Network. Almost 80% of the targeted growth in the electoral area is to be accommodated in these two towns, reflecting the emphasis of the CASP and CDP policies to direct development to the north and east of the city along the rail corridor.

**2.2.16.** Reflecting the strategy to moderate growth in the villages and rural areas, particularly in the CASP Ring, the target population growth level in villages and rural areas is a modest 5.6% between 2006 and 2020.

**2.2.17.** The following table outlines the corresponding household formation estimates based on the above population targets to 2020 and also gives an indication as to the consequent requirement for new dwellings in the electoral area as a whole. It is assumed that average household size will continue to fall in line with EU trends and a generous allowance has been made for vacancies in order to accommodate the target population. Up to 21,479 new dwellings could be required for the period 2006-2020.

| Settlement Hierarchy<br>Midleton Electoral Area | Households    |                  |               |
|---|---------------|------------------|---------------|
|   | 2006          | Growth 2006-2020 | 2020 Target   |
| Carrigtwohill                                   | 924           | 4,088            | 5,012         |
| Cobh  | 3,755         | 2,296            | 6,051         |
| Midleton  | 3,338         | 6,484            | 9,822         |
| Youghal   | 2,308         | 1,196            | 3,504         |
| Villages and Rural Areas                        | 8,900         | 2,458            | 11,358        |
| <b>Total Households</b>                         | <b>19,225</b> | <b>16,522</b>    | <b>35,747</b> |
| <b>New Dwellings Required</b>                   |               | <b>21,479</b>    |               |

| Settlement Name                                     | Already Built* 2006-2010                                | Under Construction & Vacant |
|---|---|-----------------------------|
| <b>Main Settlements</b>                             |   |                             |
| Carrigtwohill                                       | 821   | 181                         |
| Cobh  | 906   | 138^                        |
| Midleton  | 759   | 318^                        |
| Youghal   | 460   | 18^                         |
| <b>Key Villages, Villages and Other Settlements</b> |   |                             |
|   | 1,317   | 325                         |
| <b>Total</b>  | <b>4,263</b>  | <b>980</b>                  |
|   | <b>Grand Total Units accounted for during 2006-2010</b> | <b>5,243</b>                |

\* This is the geodirectory count for 2010 minus the geodirectory count for 2005 and indicates what has been built and occupied between '05 and '10. A fifth of this figure gives a yearly average and four fifths gives an estimate of what was built and occupied between '06 and '10. Figures include the town council area.

^ Does not include figure for town council area.

**2.2.18.** In order to estimate the need to provide additional housing in this plan account must be taken of the houses already provided. The table above summarises the activity in housing construction that has taken place in Midleton electoral area between 2006 and 2010. Since 2006, a total of 4,263 dwellings have been built and occupied while a further 980 units are either under construction or vacant (never occupied). This leaves a balance of 16,236 dwelling units to be accommodated in the provisions of this plan.

**2.2.19.** The following table provides an overview of the housing units for each settlement set out in this plan.

| Settlement Name                    | No. of existing dwellings 2010 | Growth in d/units 2000-2010 | Out/st planning perms 2010 | Target growth 2010-2020 |
|------------------------------------|--------------------------------|-----------------------------|----------------------------|-------------------------|
| <b>Main Towns</b>                  |                                |                             |                            |                         |
| Carrigtwohill                      | 1,756                          | 1,197                       | 1,133                      | 4,312                   |
| Cobh*                              | 4,889                          | 2,006                       | 1,069                      | 2,088                   |
| Midleton                           | 4,392                          | 1,992                       | 1,271                      | 7,205                   |
| Youghal*                           | 3,563                          | 1,526                       | 82                         | 1,077                   |
| <b>Total Main Towns = 14,682</b>   |                                |                             |                            |                         |
| <b>Key Villages</b>                |                                |                             |                            |                         |
| Castlemartyr                       | 601                            | 451                         | 200                        | 235                     |
| Cloyne                             | 653                            | 393                         | 158                        | 255                     |
| Killeagh                           | 345                            | 201                         | 188                        | 135                     |
| Whitegate/Aghada                   | 870                            | 435                         | 190                        | 190                     |
| <b>Total Key Villages = 815</b>    |                                |                             |                            |                         |
| <b>Villages and Village Nuclei</b> |                                |                             |                            |                         |
| Ballycotton                        | 285                            | 68                          | 0                          | 45                      |
| Ballymacoda                        | 92                             | 48                          | 17                         | 25                      |
| Churchtown South                   | 29                             | 9                           | 31                         | 15                      |
| Dungourney                         | 34                             | 19                          | 2                          | 10                      |
| Knockraha                          | 120                            | 88                          | 0                          | 25                      |
| Ladysbridge                        | 208                            | 160                         | 101                        | 40                      |
| Mogeely                            | 152                            | 112                         | 140                        | 80                      |
| Saleen                             | 95                             | 48                          | 189                        | 50                      |
| S'garry/ Garryvoe                  | 357                            | 220                         | 19                         | 70                      |
| Ballincurrig                       | 21                             | 8                           | 0                          | 10                      |
| B'more/Walterst'wn                 | 95                             | 18                          | 0                          | 5                       |
| Ballinrostig                       | 12                             | 2                           | 0                          | 5                       |
| Ballintotis                        | 42                             | 4                           | 0                          | 5                       |
| Clonmult                           | 11                             | 3                           | 0                          | 5                       |
| Gortaroo                           | 8                              | 3                           | 0                          | 5                       |
| Leamlara                           | 37                             | 35                          | 20                         | 10                      |
| Lisgold                            | 51                             | 25                          | 43                         | 20                      |
| Mount Uniacke                      | 8                              | -2                          | 0                          | 2                       |
| Inch                               | 7                              | 4                           | 0                          | 0                       |
| Ballymackibbott                    | 11                             | 6                           | 2                          | 2                       |
| <b>Total Villages = 429</b>        |                                |                             |                            |                         |
| <b>Grand Total Units = 15,926</b>  |                                |                             |                            |                         |

\* With the exception of the figures for outstanding planning permissions, all other figures include the Town Council area.

**2.2.20.** At the outset of the preparation of this plan when the Outline Strategy documents were published, the intention was to provide a higher proportion of the overall growth in the villages and rural areas. Whilst individual housing in rural areas will still play a significant role, the detailed assessment of villages that has subsequently been carried out led to the conclusion that many villages and smaller settlements could not for a variety of reasons accommodate larger numbers of dwellings. This lack of capacity in the villages and



uncertainty over future household formation rates in the villages, is addressed in the zoning maps for the main towns where additional headroom exists or has been provided to ensure no shortfall of housing land arises in the life of the plan. Therefore, while the zoning provisions in some towns/ town council areas, e.g. Youghal, is greater than the population target for that town requires, this land may have a role to play in addressing the uncertainty on the numbers that can be delivered in the villages should certain circumstances prevail.

**2.2.21.** It is also the intention of this plan to allow for greater opportunities for small-scale individual housing within the development boundaries of all the settlements to provide for a greater and more sustainable choice of location.

**2.2.22.** Growth targets in the key villages and villages have been set to take account of the existing scale and grain of development, the level of infrastructure and services and other relevant specific considerations as set out in Section 3 of this plan.

**2.2.23.** The plan also recognises the important role that townlands and rural communities outside the settlement network play in meeting the future housing needs of those rural communities and the overall electoral area. Provision of individual dwellings outside the settlement network will be considered on suitable sites subject to the policies as outlined in the Cork County Development Plan, 2009.

**Employment and Economic Activity**

**2.2.24.** The Census 2006 indicates that there are 11,686 jobs in the Main towns and the Strategic Employment Areas of the Midleton Electoral Area.

**2.2.25.** The principle centres of employment within the electoral area are Carrigtwohill and Midleton where 3,527 and 3,725 jobs were recorded respectively. Over 2,000 jobs were also recorded in Cobh. Although Whitegate is a significant industrial area, because of the large-scale character of its industry, only 743 jobs were recorded there.

**2.2.26.** The CASP update set out a new economic development strategy for the CASP area that will deliver a major uplift in economic growth and employment capable of sustaining the increased population now being targeted to the area. The number of jobs in the CASP area is envisaged to increase by over 45,000. Over 10,000 of these new jobs will be located in the Midleton Electoral Area.

**2.2.27.** At the rate of development experienced in recent years the existing supply of zoned land would appear to be plentiful and could sustain new development at those rates for up to 20 years. However, notwithstanding this strong land supply in overall terms, some of the areas that have experienced the highest rates of population growth in recent years, particularly Cobh and Carrigtwohill require the

strengthening of their supply of land suitable for business development so that they do not become over reliant on commuting.

**2.2.28.** Youghal Environs had an excess of zoned industrial land under the previous plan and it is the intention of this plan to provide a more focussed level of zoned business land in the town. Midleton has a sufficient range and supply of business land and the amount of zoned land has not been increased overall.

**2.2.29.** A number of the ‘stand-alone’ sites in the electoral area have been zoned for some time and remain undeveloped. Given the changing nature of business, the suitability of some of these existing sites has been re-examined. The stand alone industrial site in Carrigtwohill (formerly the subject of proposals by Amgen) remains a significant asset and a new stand alone site is proposed at Whitegate to facilitate its important role in the energy industry.

**2.2.30.** The stand alone site at Saleen has remained undeveloped for some time and given the proximity of significant nature conservation designations and the absence of large scale infrastructure, it is proposed to remove this zoning.

**2.2.31.** In addition to the zoned land for industry and business use, Midleton EA also contains two brownfield sites at Marino Point and Haulbowline, both with prime locations on the waterfront of Cork Harbour. The Port of Cork have identified Marino Point as a potential location for certain port activities.

**2.2.32.** There are a number of existing industries in the Electoral Area that have exclusion zones under the Seveso Directive Regulations and these are listed in the Table below:-

| Enterprise               | Location     | Consultation Distance (m) |
|--------------------------|--------------|---------------------------|
| Calor Gas Teo            | Whitegate    | 600                       |
| Conoco Philips Refinery  | Whitegate    | 1500                      |
| Dynea Ireland            | Marino Point | 1000                      |
| ESB Aghada Power Station | Whitegate    | 1500                      |
| Irish Distillers         | Midleton     | 300                       |

**2.2.33.** In order to deliver the uplifted employment targets in the CASP Area, the 2009 County Development Plan designated two major employment centres in the electoral area. Carrigtwohill is a Strategic Employment Centre and an important location for high technology manufacturing, while Whitegate functions as a Specialist Employment Centre in the generation, processing and storage of strategic energy resources.

**2.2.34.** Midleton is designated as an Integrated Employment Centre, with a balanced provision of land for housing and for employment development. Cobh and Youghal both fulfil the functions of District Employment Centres, providing jobs for the urban areas and immediate hinterland.

**2.2.35.** Little Island, which is a designated Strategic Employment Centre in the Blarney Electoral Area, attracts a large number of workers from Midleton and Youghal.

**2.2.36.** The following table sets out a summary of the enterprise, industrial and business land supply in the electoral area.

|               | Enterprise  | Business    | Industry   |
|---------------|-------------|-------------|------------|
| Carrigtwohill | 19.9        | 26.0        | 148.3      |
| Cobh          | 0           | 2.2         | 0          |
| Midleton      | 37.2        | 0           | 57.4       |
| Youghal       | 0           | 31.9        | 12.8       |
| Whitegate     | 0           | 0           | 478.3*     |
| Villages      | 0           | 9.7         | 0          |
| Marino Point  | 0           | 0           | 46.2       |
| <b>Total</b>  | <b>57.1</b> | <b>69.8</b> | <b>743</b> |

*\*Inclusive of the X-01 site*

*Retail*

**2.2.37.** In relation to retail provision for the four main towns, the plan confirms the role of the town centre as the primary location for retail development. In Youghal, Cobh and Midleton this area is entirely within the town council administrative areas. In Carrigtwohill significant emphasis has been placed on the expansion and improvement of the town centre, including an extension of the zoned area with a view to encouraging retail proposals in line with the future target population of the town. Greater emphasis has also been given to improvements to the public realm as well as vehicular and pedestrian movements within the towns.

*Tourism*

**2.2.38.** Tourism is a significant industry in the Midleton Electoral Area as it contains attractive and historic towns as well as a large amount of coastline all of which contain features of historical, cultural and natural significance, of significant value in their own right and popular with visitors. Both Youghal and Cobh attract significant visitor numbers and contains coastal, maritime and historic tourist attractions. Similarly, Fota Island, including the Wildlife Park, Trabolgan and the beaches and coastline provide attractions for day-trippers, long stay tourists, water-based activities and leisure breaks. Midleton Distillery is also a considerable draw and the areas reputation for food attracts significant numbers of visitors.

**2.2.39.** The tourism industry relies on the quality and attractiveness of the built and natural heritage and the objectives in the Cork County Development Plan 2009, that are directed towards the conservation of the built and natural environments must be respected not only for their own sake but because of their importance to this sector of the economy.

**2.2.40.** New development for the tourist industry should respect the existing settlement pattern of the county. Integrated tourism development facilities (including sports and recreation activities and food related tourism) will contribute to a more diverse range of visitor attractions, encourage longer visitor stays, help extend the visitor season and add to the quality of life.

**2.2.41.** Midleton is one of the three electoral areas surrounding Cork Harbour. As the second largest natural harbour in the world, Cork Harbour makes an important economic, environmental and recreational contribution to Cork City and the wider Metropolitan Cork area. As well as its role as a traditional port, the harbour has an extensive maritime and military history which is the basis for a strong tourism product e.g. Spike Island, enhanced by the cruise liner terminal facilities in Cobh.

**2.2.42.** The Harbour as a recreational resource cannot be underestimated. In recognition of this, the Council have developed the 'Marine Leisure Infrastructure Strategy for the Southern Division of Cork County Council 2010-2020', which includes Cork Harbour. This Strategy includes actions to promote high quality infrastructure, good water quality and improvement to key access points. Marine leisure activity audit maps and location audit factsheets and maps have also been prepared as part of the Strategy.

**2.2.43.** Gaining access to the water is seen as an increasingly difficult issue for recreational users of the harbour. A number of locations in the Midleton Electoral Area that would benefit from improved access facilities to the water have been identified including Cobh Environs, Whitegate/ Aghada, Carrigaloe, Fota Island, Haulbowline, Spike Island, East Ferry and Ballinacurra. In addition, opportunities for a range of water and land based activities around the Harbour have also been identified and mapped as part of the Marine Leisure Infrastructure Strategy.

**Community Facilities**

**2.2.44.** In cases where a particular community facility is either forthcoming or is required every effort has been made to identify this requirement in each of the settlements. In terms of primary schools, where a new school or an extension to a school has been identified as a requirement, provision has also been made for this. In addition, where a site contiguous to a school is undeveloped, a longer term reservation site has been identified. This usually applies to the smaller settlements. Provision for new schools has also been made in the

Masterplan areas in the towns in line with the scale of population growth proposed.

**2.2.45.** The following is a summary list of the school sites identified in the electoral area.

| Table 2.8: Future Education Provision in the Midleton Electoral Area |  |
|--|--|
|  | School Requirement   |
| <b>Cobh</b>  | Provision has been made for a new primary school within the Masterplan site at Ballynoe.   |
| <b>Carrigtwohill</b>   | Provision is made within the X-01 site for new school provision, two primary and one post primary. Permission for a primary school has also been granted on a site at Castlelake and this site has been protected in the zoning.   |
| <b>Midleton</b>  | Provision is made within the X-01 zoning for new educational requirements including two primary schools and one secondary school. Land remains zoned for one school at Ballinacurra as per the last LAP and provision for a school site is made on the R-01 lands at Baneshane as per the previous zoning. |
| <b>Whitegate</b>   | Provision made for a school extension.   |
| <b>Killeagh</b>  | New site zoned for primary school to replace the existing school which is restricted by surrounding development.   |
| <b>Ladysbridge</b>   | Provision made for a new primary school.   |
| <b>Knockraha</b>   | Provision made for an extension to the primary school.   |
| <b>Saleen</b>  | Provision made for an extension to the primary school.   |

**Infrastructure**

**2.2.46.** In order to deliver the population and housing targets identified in this plan, significant expenditure is required in water services infrastructure. Investment in the main towns must be the overall priority, where future demand for housing is likely to be high. Investment should also be prioritised in the key villages as they offer a rural housing choice to a wider catchment and they have schools and other services to support significant communities. If resources allow, the villages and village nuclei should receive investment to facilitate local choice.

**2.2.47.** Objectives INF 5-6, INF 5-7 and INF 5-8 of the County Development Plan 2009 as varied set out an overall strategy for the

provision of water and waste water infrastructure and these objectives are applicable to the development proposed in this plan.

| Objective No. | Water & Waste Water Infrastructure Objective   |
|---------------|--|
| LAS 2-1       | In line with the principles set out in the County Development Plan 2009 and the provisions of objectives INF 5-6, INF 5-7 and INF 5-8 of the County Development Plan, development proposed in this plan will only take place where appropriate and sustainable water and waste water infrastructure is in place which will secure the objectives of the relevant River Basin Management Plan and the protection of Natura 2000 sites with water dependant habitat or species. This must be provided and be operational in advance of the commencement of any discharges from development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) will be required for all developments discharging within or upstream from Natura 2000 sites with water dependant habitats or species. Any new or increased water abstractions from within the Blackwater River Special Area of Conservation will need to be supported by an Appropriate Assessment. |

**2.2.48.** In Carrigtwohill, the water supply to the town was upgraded in 2007 by the extension of the Cork Harbour and City Water Supply Scheme so there are no water supply constraints that would effect the achievement of the population target. The Carrigtwohill Waste Water Treatment Plant discharges to the tidal area of the upper harbour known as Slatty Waters, west of Slatty Bridge. This area contains a number of nature conservation designations, namely Great Island Channel cSAC-1058, Cork Harbour SPA-4030 and Great Island Channel pNHA-1058 and the water quality of this part of the harbour is considered to be of moderate ecological status. Upgrading of the foul sewer network has been completed recently. The upgrade of the wastewater treatment plant as part of the Carrigtwohill Sewerage Scheme (SLI) is listed in the Water Services Investment Programme as a contract to start 2010-2012 at an estimated cost of €14 million and this will create significant new capacity to facilitate development in line with this plan.

**2.2.49.** The water supply in Cobh is considered adequate for the town's population target. However, substantial work is required to

bring the waste water treatment in the town into line with EU standards. Currently effluent from many areas of Cobh Town discharges untreated into Cork Harbour contributing to the problem of poor water quality. The Cork Lower Harbour Sewerage Scheme is intended to upgrade the existing wastewater infrastructure in the Lower Harbour and Environs including separation of foul and storm water, new pipelines, new pumping stations, a marine crossing and the construction of a new Wastewater Treatment Plant at Ringaskiddy, resulting in a significant improvement in water quality in the harbour. An optimistic completion date for the scheme is 2015 but this is dependant on the availability of finance. The scheme is listed at Planning Stage on the Water Services Investment Programme 2010-2012.

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

**2.2.51.** In Midleton the existing water supply is inadequate, in terms of both the capacity of the water treatment plant and storage. Existing abstractions from the Owenacurra River are shared with Cobh Rural Water Supply Scheme, however, increased abstractions to serve Midleton may impact on the available supply for Cobh.

**2.2.52.** There are some local options to upgrade the supply but given the scale of growth proposed and the strategic location of the town on the Cork Suburban Rail Network, the most effective option would be to extend the trunk main recently constructed to Carrigtwohill to Midleton. Construction on this main could commence in two years. Given the importance of Midleton to the delivery of growth targets in Metropolitan Cork, it is critical that this constraint on future development is overcome.

**2.2.53.** The wastewater treatment plant in Midleton will require modular expansion from 10,000 PE to 15,000 PE and beyond in line with planned housing and employment development. There have been a significant number of storm overflows on the existing collection system however, an infiltration project to repair defective sewers is now substantially complete. Subject to the availability of finance the upgrade of Midleton WWTP to 15,000 pe is targeted to commence in the short term (late 2010/ early 2011) and is expected to be completed at the end of 2011. Again, provision has been made for three foul sewer connections under the railway line.

**2.2.54.** The public water supply is constrained in Youghal at present and needs investment and upgrading. Water supply is sourced from Boola which lies in Co. Waterford. Youghal Water Supply Scheme is

listed as a scheme at planning stage on the DoEHLG's Water Services Investment Programme 2010-2012.

**2.2.55.** The N25, as part of the Atlantic Corridor, is the subject of major on line improvement works. Design work on the Midleton to Youghal section is underway. As a national route it is important that the capacity and safety of the existing N25 be safeguarded and that areas of concern for the future N25 Midleton-Youghal scheme be protected.

**2.2.56.** There is no wastewater treatment plant for Youghal and currently all effluent is discharged directly to the sea without treatment. The receiving waters in Youghal contain a number of nature conservation designations; cSAC-2170 Blackwater River, SPA-4028 Blackwater Estuary and pNHA-0072 Blackwater River and Estuary and water quality status is considered to be moderate ecological status. In order to achieve compliance with the EU Urban Waste Water Directive the delivery of a new treatment plant and sewer system is essential to the development aspirations of the town within the lifetime of this plan. Consultants have been appointed to begin the design / construction process for a new treatment plant and upgrade of the network. Youghal Sewerage Scheme is listed as a contract to start on the DoEHLG's Water Services Investment Programme 2010-2012.

**2.2.57.** With the restoration of passenger rail services to Midleton and Carrigtwohill and the potential for further extension to Youghal, the electoral area is now the best served part of the county for public transport. Cobh, Midleton and Carrigtwohill are served by a half hourly service at peak times and hourly in the off-peak, to and from Kent Station in Cork City. Three of the four main towns in the electoral area, Carrigtwohill, Cobh and Midleton, are within a 24 minute journey time from Cork. It is also now possible to travel between these three towns entirely by means of public transport without making a journey in to Cork to change routes. The completion of Phase 1 of the Northern Relief Road in Midleton represents an important new infrastructure improvement in the electoral area.

**2.2.58.** The Midleton and Carrigtwohill Transportation Study was published in August 2010 and contains recommendations for traffic management proposals within the two towns, including parking, cycling and pedestrian routes.

#### **Environment and Heritage**

**2.2.59.** European and National legislation now protect the most valuable of our remaining wild places, through designation of sites as proposed Natural Heritage Areas, candidate Special Areas of Conservation and Special Protection Areas.

**2.2.60.** The designation of these sites at a national level is the responsibility of the Department of the Environment, Heritage and Local Government and the process of designation of such sites is

ongoing, with new sites being added and boundaries of existing sites being adjusted, as better information becomes available. In addition, there are a range of plants and animals that are protected under national and EU legislation.

**2.2.61.** Proposed Natural Heritage Areas (pNHAs) cover nationally important semi-natural and natural habitats, landforms or geomorphological features, wild plant and animal species or a diversity of these natural attributes. The current list of pNHA's is contained in the County Development Plan 2009 and are shown on the Heritage and Scenic Amenity Maps in Volume 3 that Plan.

**2.2.62.** Candidate Special Areas of Conservation (cSACs) have been selected because they support habitats and plant and animal species that are rare or threatened in Europe and require particular measures, including the designation of protected sites, to conserve them. The sites are called 'candidate sites' because they are currently under consideration by the Commission of the European Union. The current list of cSACs is contained in the County Development Plan 2009 and are shown on the Heritage and Scenic Amenity Maps in Volume 3 that Plan.

| <b>Site Code</b> | <b>Name</b>                                       | <b>Natura 2000 site</b> |
|------------------|---|-------------------------|
| pNHA-0072        | Blackwater River & Estuary                        | N                       |
| pNHA-0076        | Ballycotton, Ballynamona & Shanagarry             | N                       |
| pNHA-0078        | Ballyvergan Marsh                                 | N                       |
| pNHA-0083        | Capel Island & Knockadoon Head                    | N                       |
| pNHA-0446        | Loughs Aderry & Ballybutler                       | N                       |
| pNHA-1042        | Carrigshane Hill                                  | N                       |
| pNHA-1058        | Great Island Channel                              | N                       |
| pNHA-1064        | Leamlara Wood                                     | N                       |
| pNHA-1076        | Rostellan Lough, Aghada Shore & Poul nabibe Inlet | N                       |
| pNHA-1084        | Whitegate Bay                                     | N                       |
| pNHA-1183        | Clasharinka Pond                                  | N                       |
| pNHA-1408        | Carrigacrump Caves                                | N                       |
| pNHA-1978        | Ballycotton Islands                               | N                       |
| pNHA-1987        | Cuskinny Marsh                                    | N                       |
| cSAC-0077        | Ballymacoda (Clonpriest & Pillmore)               | Y                       |
| cSAC-1058        | Great Island Channel                              | Y                       |

| Site Code | Name                              | Natura 2000 site |
|-----------|-----------------------------------|------------------|
| cSAC-2170 | Blackwater River (Cork/Waterford) | Y                |
| SPA-4022  | Ballycotton Bay                   | Y                |
| SPA-4023  | Ballymacoda Bay                   | Y                |
| SPA-4028  | Blackwater Estuary                | Y                |
| SPA-4030  | Cork Harbour                      | Y                |

**2.2.63.** Special Protection Areas (SPAs) have been selected because they support populations of birds of particular species that are rare or threatened in Europe and require particular measures, including the designation of protected areas to conserve them. Together with the cSACs they form part of the 'Natura 2000' network of sites throughout Europe. The list of SPAs is contained in the County Development Plan 2009 and are shown on the Heritage and Scenic Amenity Maps in Volume 3 that Plan.

**2.2.64.** Midleton EA contains a number of Natural Heritage Sites including proposed Natural Heritage Areas, candidate Special Areas of Conservation and proposed Special Protection Areas and it is an objective of the CDP 2009 that these areas be protected. All proposals in the Draft Plan will need to be assessed in this context. In particular, some key development sites, such as Marino Point are in close proximity to some of these natural heritage sites and the planning of those development sites will need careful consideration if unacceptable risks, particularly to protected habitats, are to be avoided.

**2.2.65.** Water Quality is identified as 'moderate' for the receiving waters of Midleton and Carrigtwohill towns and the Blackwater Estuary in Youghal. Two of the main towns (Cobh and Youghal) currently have large areas where no wastewater treatment is available at present. The capacity of existing wastewater treatment facilities is inadequate and if unresolved will constrain the ability to achieve the levels of growth for population and employment set out above.

**2.2.66.** In terms of built heritage, the electoral area contains a wealth of buildings and structures including Barryscourt Castle and Spike Island. Each settlement chapter of this plan refers to protected structures and architectural conservation areas and other unique aspects of a settlements built and natural heritage where relevant.

**2.2.67.** Achieving the population targets and supporting development proposed in this plan will require the development and implementation of a range of sustainable measures to ensure the integrity of the biodiversity of the area is protected.

**2.2.68.** There are a number of settlements in the electoral area that contain Architectural Conservation Area's (ACA's); namely, Castlemartyr, Cloyne, Haulbowline, Killeagh and Ladysbridge. ACA's are areas that collectively contribute to the built heritage and character of the settlement, although they may not be individually suitable for inclusion on the Record of Protected Structures.

**2.2.69.** To date, sites of geological interest have not been comprehensively covered by the existing nature conservation designations. This is currently being addressed by the Department of Environment, Heritage & Local Government and the Geological Survey of Ireland who are drawing up a list of sites of geological interest that will be proposed as Natural Heritage Areas.

**2.2.70.** In the meantime, Cork County Council recognises the importance of geological heritage and to this end has listed in the County Development Plan 2009 the important geological features within the County with the intention of maintaining their possible conservation value. The list has been produced in consultation with the Geological Survey of Ireland and the Geology Department of the National University of Ireland, Cork.

| Objective No. | Environmental Objectives   |
|---------------|--|
| LAS 2-2       | This plan, and individual projects based on the plans proposals, will be subject (as appropriate) to Strategic Environmental Assessment, Habitats Directive Assessment Screening and/or Assessment (Habitats Directive and Birds Directive) and Environmental Impact Assessment to ensure the parallel development and implementation of a range of sustainable measures to protect the integrity of the biodiversity of the area. |
| LAS 2-3       | It is an objective to provide protection to all proposed and designated natural heritage sites and protected species within this planning area in accordance with ENV 1-5, 1-6, 1-7 and 1-8 of the County Development Plan, 2009. This includes Special Areas of Conservation, Special Protection Areas and Natural Heritage Areas.  |
| LAS 2-4       | It is an objective to maintain where possible important features of the landscape which function as ecological corridors and areas of local biodiversity value and features of geological value within this planning area in accordance with ENV 1-9, 1-10, 1-11 and 1-12 of the County Development Plan, 2009.  |
| LAS 2-5       | It is an objective of this plan to safeguard the capacity and safety of the N25 and to protect the lands necessary for the implementation of   |

| Objective No. | Environmental Objectives   |
|---------------|--|
|               | the upgraded N25 Atlantic Corridor road scheme between Midleton and Youghal. |

### 2.3 Key Challenges

**2.3.1.** The overall challenges facing Midleton Electoral Area can be summarised as:

- Delivering significant housing growth, in particular through the implementation of the masterplans in the main towns of Carrigtwohill, Cobh and Midleton;
- Protecting the character of the villages and smaller settlements from development of an inappropriate scale and address deficiencies that exist in physical and social infrastructure;
- Offer a wider housing choice in sustainable settlements to cater for all sectors of the lifecycle and to promote social integration;
- Develop the potential of the rail station catchments so as to maximise the contribution of these areas to the high population and jobs growth targeted to the towns along the rail corridor;
- Deliver jobs targets, in particular in the Strategic/ Specialist Employment Centres so as to sustain the population being targeted to this electoral area;
- Exploit the unique advantages of key employment sites e.g. Amgen standalone site in Carrigtwohill;
- Protect key heritage sites and the natural amenities of the area, such as Spike Island, and exploit for tourism/ quality of life.

### Section 3 Settlements and Other Locations

#### **MAIN SETTLEMENTS**

Carrigtwohill

Cobh Environs

Midleton Environs

Youghal Environs

#### **KEY VILLAGE / SPECIALIST EMPLOYMENT CENTRE**

Whitegate / Aghada

#### **KEY VILLAGES**

Castlemartyr

Cloyne

Killeagh

#### **VILLAGES**

Ballycotton

Ballymacoda

Churchtown South

Dungourney

Knockraha

Ladysbridge

Mogeely

Saleen

Shanagarry / Garryvoe

#### **VILLAGE NUCLEI**

Ballincurrig

Ballymore / Walterstown

Ballinrostig

Ballintotis

Clonmult

Gortaroo (Gortroe)

Leamlara

Lisgoold

Mount Uniacke / Inch / Ballymackibbot

#### **OTHER LOCATIONS**

Barnabrow / Ballymaloe

Belvelly

Carrigaloe

Carriganass

Fota Island

Garryvoe Upper

Gyleen

Haulbowline

Knockadoon

Marino Point

Redbarn

Roche's Point

Spike Island

Trabolgan



**MAIN SETTLEMENTS**

Carrigtwohill

Cobh Environs

Midleton Environs

Youghal Environs





# 1 Carrigtwohill

## 1.1 VISION AND CONTEXT

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

### Strategic Context

1.1.1. Carrigtwohill is located along the Waterford-Cork section of the Atlantic Corridor road linking these Gateway cities and which is subject to major on-line improvement proposals. It is an objective of the CDP 2009 to support the Atlantic Corridor in order to address the economic imbalance that exists between Greater Dublin and the Regions, focusing investment on the main towns along the corridor as the principle centres for employment and economic development and in line with the aspirations of the National Spatial Strategy.

1.1.2. Carrigtwohill is a Metropolitan Town within the County Metropolitan Strategic Planning Area and while it is the smallest of the four main towns in the electoral area, it has experienced the most growth in percentage terms of any of the towns in the county in recent years. The objective for Carrigtwohill is set out in SET2-8 of the County Development Plan 2009 where the stated aim is to secure the completion of the major mixed use development proposals set out in the Special Local Area Plan.

1.1.3. Carrigtwohill was the subject of a Special Local Area Plan in 2005, which allocated significant growth to the town on the basis of the re-opening of the rail-line and a new commuter rail service to Cork City as part of the Cork Suburban Rail Network Project. Since the 2005 Special Local Area Plan was adopted there has been significant progress in achieving the strategic planning proposals outlined in that plan, the most notable of which is the recent re-opening of the commuter rail service to Carrigtwohill and Midleton. The intention is to continue with the implementation of the SLAP proposals as a priority but to achieve this from within the Local Area Plan structure.

1.1.4. CASP Update and the CDP 2009 envisages further population growth in the town arising from an overall increase in the

expectations for the County Metropolitan Strategic Planning Area and an intensification of employment provision, following the delivery of the commuter rail link, with the additional growth occurring mainly after 2014. The population growth targets are predicated on the delivery of the masterplan for the lands north of the rail line as originally identified in the 2005 SLAP. CASP Update also highlights the need for additional focus on the provision of hard and soft infrastructure, including self-sustaining retail and service functions.

1.1.5. As well as functioning as a main town, Carrigtwohill is designated as a Strategic Employment Centre in the 2009 County Development Plan, as one of the primary locations for large scale industrial development and being an important location for high technology manufacturing.

1.1.6. The ability of the town to provide a strong supply of housing and business land and the availability of a commuter rail service will make this a particularly sustainable settlement. The Department of the Environment, Heritage and Local Government have designated the town as a 'Developing Area'. There are no water supply constraints and deficits in waste water infrastructure are expected to be addressed by the early delivery of this plan. Providing the timetable for the delivery of that infrastructure is maintained, Carrigtwohill is well placed to facilitate rapid yet sustainable growth and development when wider economic conditions allow.

1.1.7. The Cork County Development Board have recently published an Integrated Development Strategy for the Developing Areas in Co. Cork (August 2010) which focuses on the integration of agency actions with the overall strategic objectives of;

- Developing an agreed template for successful developing areas,
- Development of active social networks to underpin community identity and community facilities in the Developing Areas, and
- Integration of forward planning functions within each agency with the Council's forward planning function.

### Local Context

1.1.8. Carrigtwohill is located on the N25 Cork - Midleton road and originally developed as a small village serving a larger rural hinterland. In more recent times Carrigtwohill has grown into a small town, developing as an attractive location for industrial development. The N25 runs to the south of the town and the recently re-opened rail line runs to the north. The town lies on an undulating plain with the hills rising steeply to the north of the rail line providing a backdrop to the town. The town has developed in a linear fashion with the N25 taking an alignment to the south and largely providing the town's southern boundary. Encouraged by the Cork Land Use & Transportation Studies of 1978 and 1992, the IDA Business park has been developed as a large area of modern, technology based, industrial development at the western end of the town and a

significant landbank of industrial land also demarcates the eastern extent of the town.

1.1.9. The location of the settlement in the heart of the Metropolitan Green Belt and adjacent to the upper reaches of Cork Harbour and a designated scenic landscape provide excellent opportunities to create a high quality living environment.

1.1.10. Housing in recent years has been provided in the form of large housing estate developments which have introduced diversity to the housing mix in the town, catering for all age groups and stages in the lifecycle. This enhanced choice in housing is particularly important for a rapidly expanding settlement like Carrigtwohill, where the need to maintain mixed communities is an essential element in maturing a neighbourhood and creating a sense of integration between the established and new communities.

1.1.11. A substantial amount of the residential landbank between the main street and the rail line is now developed or committed for development, although some key sites remain available close to the new rail station and along Station Road. There has been limited expansion in retail and services in the town centre, and while the main street remains vibrant, congestion is limiting its potential.

1.1.12. Although significant industrial landbanks were identified in the previous plan at either end of the town, only those sites on the western end of the town have seen some development, and even this is marred by high levels of vacancy in the units most recently constructed.

## 1.2 PLANNING CONSIDERATIONS

### Population and Housing

1.2.1. Carrigtwohill expanded rapidly through the last decade with the Census recording an almost doubling of its population in the period between 2002 and 2006 from 1,411 to 2,782. See Table 1 below.

|             | <b>2002 Census</b> | <b>2006 Census</b> | <b>2020 Target</b> | <b>Growth 2006-2020</b> |
|-------------|--------------------|--------------------|--------------------|-------------------------|
| Population  | 1,411              | 2,782              | 12,012             | 9,230                   |
| Households* | 442                | 924                | 5,012              | 4,088                   |

\* Estimate

**1.2.2.** This growth in population was mirrored in the expansion of the town's housing stock. The town underwent a very significant level of housing growth with unit numbers increasing from 559 in 2000 to 1756 in 2010, a manifestation of the success of the growth strategies laid down in CASP and the County Development Plan and provided for in the planning proposals outlined in the 2005 SLAP.

**1.2.3.** Despite the pace of change in the peripheries of the town, the Main Street has maintained a distinct village character, with limited re-development. New housing has a very distinctive urban estate style, the scale of which can jar with the village scale of the town centre. This is not helped by the limited palette of finishes used and the lack of distinctive character areas within these large developments. A number of developments are awaiting completion and this detracts from the visual amenities of the settlement. The completion of these developments will improve the legibility of the town although it is important that new development be designed in such a fashion as to encourage permeability, avoiding excessive cul-de-sacs and thereby allowing convenient pedestrian and cyclist movements and encouraging frontage development on link roads.

**1.2.4.** The rate of vacancy (the number of units completed but never occupied) at just under 3% is a small proportion of the total housing stock. Conversely, there is a substantial bank of planning permissions not yet implemented equivalent to the same level of development as occurred during the ten year period up to 2010.

**1.2.5.** The table below highlights the growth in housing stock in Carrigtwohill over the last decade. Between 2001 and 2010 the housing stock more than tripled from 559 dwellings to 1,756 dwellings. See Table 2 below

| Dwellings 2001 | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
|----------------|----------------|----------------|------------------|
| 559            | 730            | 1,756          | 1,197            |

Source: Geo-directory

**1.2.6.** Carrigtwohill's target population for 2020 is 12,012 which is an increase of 9,230 people over the 2006 population and which gives rise to the requirement for an additional 5,314 dwelling units to be accommodated in the town. CASP Update anticipates that the additional growth earmarked for the town will occur mainly after 2014.

**1.2.7.** While the 2005 SLAP operated to a 2020 horizon year, the population targets and housing units requirements have since changed due to the revised population targets set out in the CDP 2009, but also due to a changing perspective on vacancy and revised assumptions on future average household size. This gives rise to a

requirement to accommodate an additional 818 dwelling units more than was planned for in the 2005 SLAP.

**1.2.8.** The following table sets out the growth targets for Carrigtwohill. There is a requirement for an increase in population of 9,230, in 4,088 households, equivalent to a requirement for a total of 5,314 new dwellings between 2006 and 2020. See Table 3 below.

| Population | Households | Dwelling Units |
|------------|------------|----------------|
| 9,230      | 4,088      | 5,314          |

**1.2.9.** Accounting for dwellings already built since 2006, vacant units and outstanding planning permissions, the planning proposals of this plan must therefore make provision for a further 4,312 dwellings to meet the population target for the town for the period 2010-2020. See Table 4 below.

| New House Construction Target 2006 to 2020 | Already Built 2006-2010 plus units which are vacant & under construction | Outstanding planning permissions | Additional New Development Required to 2020 |
|--|--|----------------------------------|---|
| 5314                                       | 1002   | 1133                             | 4,312                                       |

**1.2.10.** Although the requirements for dwelling units exceeds the level proposed in the 2005 SLAP, CASP Update and the County Development Plan do not envisage this growth occurring on green field sites but rather by making better use of lands already zoned for development

**1.2.11.** The 2005 SLAP gave an indication of the likely yield from each of the sites zoned for residential or a mix of residential and other uses. The majority of these sites have been developed and to date the sites have exceeded the densities expected in the assumptions, some by as much as 100%. This is an encouraging development, particularly as the majority of these sites were completed before the rail service was operational, and now that the service is in place, it would be important to see this trend replicated on remaining available lands whilst, at the same time, maintaining high standards of design and amenity.

**Employment and Economic Activity**

**1.2.12.** The critical importance of the IDA Business Park and the 'Amgen' site plus the general availability of business land, a ready supply of housing and a high level of public transport accessibility resulted in Carrigtwohill being designated as a Strategic Employment Centre in the 2009 CDP.

**1.2.13.** The combined 2020 jobs target for Carrigtwohill and Little Island set out in the CDP 2009 is 14,934, giving a growth in jobs of 2,174 between 2006 and 2020. According to CASP Update, the indicative employment types best suited to Carrigtwohill are Business & Technology, Industry, Distribution, Offices, Retail and Commercial.

| 2020 Jobs | Growth in jobs needed by 2020 | Land Supply 2003 (ha) | Land Supply 2008 (ha) |
|-----------|-------------------------------|-----------------------|-----------------------|
| 14,934*   | 2,174*                        | 155^                  | 107^                  |

\* Figure includes Little Island Strategic Employment Centre

^ Figure excludes stand - alone site of 56ha

**1.2.14.** In 2003 there were 155ha of land zoned for business use in Carrigtwohill and by 2008 107ha of this remained undeveloped. The two larger industrial sites on the eastern side of the town remain available, including the Amgen site, and there are also large areas of industrial land in the IDA Business Park and some smaller enterprise sites on the western end of town that remain undeveloped. Carrigtwohill continues to have a healthy supply of business land at a variety of locations and including the option of a large stand-alone site. With the recent initiation of a commuter rail service, Carrigtwohill has enhanced its attraction as a sustainable and accessible location for business.

**1.2.15.** The average rate of development between 2003 and 2008 was 9.6 ha per annum, and if this rate were to continue, then the town has approximately a 10 year supply of business land, which given the importance of this location to the overall economy of Metropolitan Cork and the time horizon of the plan represents a small undersupply.

**1.2.16.** The large stand-alone site on the eastern side of the town is a key asset, with prime road and rail accessibility and presents an opportunity to offer a premium opportunity site on the international market. While demand for larger scale sites is addressed, the town has a requirement for small scale industrial sites.

**1.2.17.** One of the key development priorities for the Cork Gateway identified in the National Development Plan 2007-2013 is the development of lands in Carrigtwohill by IDA Ireland as part of its Strategic Sites Initiative. The existing IDA Business Park has a number of high profile tenants including GE Healthcare, Gilead, Stryker Ireland Ltd and Fournier Laboratories Ireland Ltd.

**1.2.18.** Millipore Ireland Ltd., which opened in Cork in 1988, employs approximately 400 staff on a site of 38 acres at Tullagreen, south of the N25, accessed from the Cobh road. The main activity on the site is the manufacturing of filtration devices and diagnostic membranes for analytical laboratories and the biopharmaceutical and the microelectronics industries. Millipore also operate a direct sales and technical support office from the Carrigtwohill plant.

#### *Retailing*

**1.2.19.** The existing town centre comprises the main street running through the town, which offers limited comparison shopping of just 730sqm. The town has become a focus for retail warehousing, with the development of over 8,000sqm of retail warehousing at Fota Retail Park. Convenience shopping is provided in the form of a discount foodstore to the west of the town (Aldi), a Centra in the centre of the town and a Costcutter supermarket at the eastern end. The 2005 SLAP zoned three sites for town centre use, two on the southern side of Main Street and one on the northern side further west, all of which remain undeveloped. They were identified for mixed use development, including retail, offices, residential and in the case of the most westerly site, a hotel and restaurants.

#### *Community Facilities*

**1.2.20.** Carrigtwohill has a range of public services and community facilities including two primary schools, a girl's only secondary school, a garda station and a church. The community centre, located in the heart of the settlement on the main street is a substantial building available for a wide variety of activities including sports, drama and meetings. Immediately south of the community centre is a relatively new community playground and further south trees have been planted in parts, however there is no public lighting and the grasslands have been poorly maintained. This site has the potential to be a key asset to the town and its completion to an appropriate standard is desirable.

**1.2.21.** A survey of the town has identified a deficit in sports facilities for a town of this size. Notwithstanding this, there are a wide variety of sports clubs operating in the town including badminton, basketball, athletics, children's tennis in the summer and an extensive programme of activities offered by the Community Games programme for young people. Carrigtwohill GAA is located south of the town's main street and the complex contains 3 pitches, a gymnasium and a handball alley. Carrigtwohill United football club recently re-located to new facilities at Ballyadam to the east of the town where they have 2 playing pitches, 2 training pitches and a clubhouse with dressing rooms. At the beginning of 2010 the Community Council opened a new state of the art All-Weather facility on lands to the south west of the community centre capable of accommodating four 5-a-side pitches or one full size pitch. The facility utilises the latest synthetic grass technology and operates a 'green' flood lighting system making the facility extremely environmentally and carbon friendly.

**1.2.22.** 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.

**1.2.23.** 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.

#### *Infrastructure*

##### *Roads*

**1.2.24.** Carrigtwohill is well served by national road infrastructure being located on the N25 Cork –Waterford road. There is a problem with traffic congestion and on street parking in the town centre which detracts from the public realm. The Midleton and Carrigtwohill Transportation Study, published in August 2010 makes recommendations to address these issues and, where appropriate, these recommendations have been reflected in the planning proposals of this plan. The distributor road through the masterplan site north of the rail line is also likely to resolve some of the traffic issues in the town. It was hoped that proposals for an eastern grade separated junction on the N25 would go to CPO in 2009, however, current financial considerations have put this on hold. As part of the restoration of the rail line to Midleton an overbridge over the railway linking lands south of the rail line and the masterplan site has been installed.

##### *Walking/ Cycling*

**1.2.25.** There are limited segregated cycle routes in the town, generally limited to those newer residential developments, although there is potential for increased levels of cycling due to the largely flat terrain.

**1.2.26.** Footpath provision along Main Street is of varying widths, though generally of a reasonable quality. There are good footpath linkages between the IDA Business Park and the town centre but beyond this the public lighting and footpath provision and quality varies from substandard to no provision. As with cycle routes, footpath provision in new residential estates is good however, there is an issue with poor pedestrian connectivity between these developments and the town centre.

##### *Public Transport*

**1.2.27.** The town is served by a number of bus routes as part of the bus services operating between Cork City and a range of settlements in East Cork including Midleton, Cloyne, Whitegate and Youghal. In

addition to the scheduled services, other bus operations that take place include school services, particularly to the girl's secondary school. The opening of the rail service is likely to result in a reduction in the frequency and demand for bus services in the longer term.

**1.2.28.** The rail line to Carrigtwohill re-opened on 30th July 2009 and now offers a half hourly service to Cork City in the peak, with a journey time of just 16 minutes. The provision of a commuter rail service may resolve some of the traffic issues experienced on the N25, but it also offers a cost effective, sustainable alternative to a car based commute. CASP Update recommended the development of an additional station at Carrigtwohill West and in November 2009 permission was granted for a new station at Fota Retail and Business Park, including the provision of a park and ride facility accommodating 94 no. car parking spaces.

##### *Water Supply & Wastewater*

**1.2.29.** The water supply to the town was upgraded in 2007 by the extension of the Cork Harbour and City Water Supply Scheme so there are no water supply constraints in the town. Provision has been made for 5 watermain connections under the completed railway line to facilitate development of the lands to the north.

**1.2.30.** The Carrigtwohill Waste Water Treatment Plant is located on the Old Cobh Road south of the N25. The plant discharges to the tidal area of the upper harbour known as Slatty Waters, west of Slatty Bridge. This area contains a number of nature conservation designations, namely Great Island Channel cSAC-1058, Cork Harbour SPA-4030 and Great Island Channel pNHA-1058 and the water quality of this part of the harbour is considered to be of moderate ecological status. Upgrading of the foul sewer network has been completed recently. The upgrade of the wastewater treatment plant as part of the Carrigtwohill Sewerage Scheme (SLI) is listed in the Water Services Investment Programme as a contract to start 2010-2012 at an estimated cost of €14 million. Provision of schemes is dependent on the availability of finance. Approval is also awaited for a foreshore licence.

##### *Surface Water*

**1.2.31.** Surface water from the town discharges to Slatty Pond, a proposed Natural Heritage Area. This freshwater pond was once part of the tidal area of Cork Harbour but, since the construction of the causeway to Fota Island carrying the R624 Tullagreen – Cobh Road, it has been separated from this by a system of privately owned sluice gates. These sluice gates, dating back to the 1930's and constructed from teak and cast iron, are now redundant due to the installation in recent years of a pumping station at Slatty Bridge due to concerns that the failure of the sluice gates could result in localised tidal flooding. Slatty Pond is therefore protected from inundation by tidal waters and surface water can now be discharged to the tidal zone at any state of the tide. Recent development proposals have included

provision for the on-site attenuation of surface water-flows to reduce flood risks.

#### Flooding

**1.2.32.** The position in relation to flooding in Carrigwohill is uncertain. Data on flood risk has been collated from a number of sources and are shown on the zoning map accompanying this settlement. Carrigwohill lies within the study area of the Lee Catchment Flood Risk Assessment and Management Study (CFRAMS) and the draft flood maps produced by that study have identified a number of locations in the town at risk from flood events. However, that study also identifies a requirement for a more detailed assessment in Carrigwohill because of the nature of the watercourses, ongoing development and work recently undertaken by Cork County Council at the Slatty Bridge pumping station. It is the Council's intention to commission a detailed flood risk assessment for Carrigwohill imminently, but until such time as this study is completed the existing flood risk data for the settlement is questionable. Dependant on the outcome of this detailed assessment, the planning proposals of this plan may need to be amended through a formal amendment of the final plan. In the interim, any proposals for development on lands in the town shown to have a flood risk will be required to carry out a detailed flood risk assessment.

#### Waste

**1.2.33.** The bring site in Carrigwohill is located in the Council car park where there are facilities for the recycling of glass, textiles, beverage cans and food tins. A civic amenity site that accepts an extensive range of materials for recycling and disposal is also located in nearby Rossmore, although this is only accessible by car.

#### Utilities

**1.2.34.** Fixed line broadband is available in Carrigwohill however, broadband provision under the MANS II Project has not been provided in the town.

#### Environment and Heritage

**1.2.35.** The following table provides a summary of water quality information for the Barryscourt River.

| Barryscourt River            |                                |
|------------------------------|--------------------------------|
| Water Management Unit        | Owenacurra                     |
| Waterbody Code               | IE_SW_19_1693                  |
| Protected Area               | Yes                            |
| River Status (Dec 2008)      | Poor                           |
| Risk Assessment (River body) | At Risk                        |
| Objective                    | Restore to good status by 2021 |
| Q value                      | n/a                            |

**1.2.36.** There are no significant rivers or large watercourses that drain surface water from the Carrigwohill area, only a number of smaller streams, which in turn drain to the Barryscourt River and Slatty Pond. Barryscourt River is designated as poor ecological status and as a Protected Area. The Carrigwohill WWTP discharges to the tidal area of the upper harbour known as Slatty Waters, which are identified as potentially eutrophic. Water quality in this part of the Upper Harbour is identified as of moderate ecological status and there is a risk that it will not achieve good status by 2015. The Carrigwohill WWTP is currently overloaded and if the population target for the town is to be met, then the upgrading of this key piece of facilitating infrastructure is essential.

**1.2.37.** The County Development Plan 2009 designates the area from Killacloyne along the inner harbour area including Tullagreen and Barryscourt as far as Midleton as Scenic Landscape, where it is an objective of the County Development Plan 2009 to "preserve the visual and scenic amenities of those areas of natural beauty identified as 'scenic landscape'."

**1.2.38.** The road at Cashnagarrieffe, north west of Carrigwohill is designated (S42) in the County Development Plan 2009 as a Scenic Route. It is an objective of the County Development Plan 2009 (ENV 2-11) "to preserve the character of those views and prospects obtainable from scenic routes identified in this plan". There are unspoilt and attractive views heading east along the N25 Carrigwohill by-pass towards the restored Barryscourt Castle.

**1.2.39.** There is one proposed Natural Heritage Area within the Carrigwohill area, the Great Island Channel including the area around Harpers Island, Foaty Island and also the channel south of Carrigwohill and North of Cobh (Great Island) as far as the Ballinacurra River Estuary (pNHA-1058) and it is an objective of the CDP 2009 to maintain the conservation value of all Natural Heritage Areas proposed for designation. There is one candidate special area of conservation (cSAC-1058) in the Carrigwohill area. This cSAC is also called 'Great Island Channel' and covers the same area as the

proposed natural heritage area outlined above. The main habitats of conservation interest are the sheltered tidal sand and mudflats and Atlantic salt meadows, both habitats are listed on Annex I of the EU Habitats Directive. The site is extremely important for its important numbers of wintering waders and wildfowl. It also supports a good invertebrate fauna. The site is an integral part of Cork Harbour which is a wetland of international importance for the birds it supports. A Special Protection Area, Cork Harbour SPA-4030, also extends over this area adjacent to Carrigwohill where it is an objective of the CDP 2009 to protect the conservation value of this site.

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

**1.2.41.** There are no records of any recorded archaeological monuments or finds within the area. Early human activity in the area dates from the Neolithic Period and careful consideration needs to be given to potentially unrecorded remains, which could exist below ground level.

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

**1.2.43.** There are a number of structures in the Carrigwohill area listed in the Record of Protected Structures contained in the CDP 2009 including the Parochial House (RPS No. 1315), the former Dispensary on Station Road (RPS No. 1316), Rockville also on Station Road (RPS No. 1317), St. Mary's Catholic Church (RPS No. 496), the Medieval Church of Ireland Tower which is in ruins (RPS No. 854), and Barryscourt Castle (RPS No. 497). It is an objective of the County Development Plan 2009 (ENV 4-2) "to ensure the protection of all structures (or parts of structures) contained in the Record of Protected Structures."

**1.2.44.** The Draft Landscape Strategy identifies Carrigwohill as being located within the City Harbour and Estuary landscape character type which is deemed to be of very high value (scenic landscapes with highest natural and cultural quality, areas with conservation interest and of natural importance). This landscape is rated to be of National Importance. Landscape sensitivity is classified as Very High, as these are landscapes which are considered extra vulnerable and likely to be fragile and susceptible to change.

### 1.3 PROBLEMS AND OPPORTUNITIES

#### Population and Housing

**1.3.1.** Since the adoption of the SLAP in 2005, there has been only modest progress made on the development of the site that was zoned X-01 in that plan, north of the rail line. There are numerous reasons for the lack of progress, not least of which is the complexity of landownership of the site, involving as it does in excess of 30 landowners. While landowners were unable to take advantage of the opportunity afforded them to prepare a masterplan, given the importance of the site to the success of the Cork Suburban Rail Network Project in terms of delivering the population necessary to sustain a commuter service, Cork County Council have prepared a masterplan for the site in consultation with the largest landowner within the site, and having consulted with those other landowners who elected to become involved in the process.

**1.3.2.** While the lack of progress on the development of this masterplan site is undesirable, it has provided the opportunity to re-examine the densities that can be achieved on this and other available sites with a view to accommodating a significant proportion of the additional population allocated to the town by CASP Update. The enhanced population targets for the town require that provision be made for a further 818 dwellings over and above the proposals contained in the 2005 SLAP.

**1.3.3.** While the bulk of new development will be provided on the masterplan site, significant development opportunities remain on the undeveloped lands south of, and in close proximity to the rail line. Some of these lands have the benefit of planning permission. New roads to be provided crossing these lands will improve permeability in the town and help relieve traffic congestion in the town centre.

#### Employment and Economic Activity

**1.3.4.** CASP Update identifies Carrigtwohill as a primary location for office development as well as a location for business and technology floorspace, including office based industry, business to business services and R&D activities. Industry, distribution, warehousing and storage uses are also cited as appropriate uses for this strategic employment location.

**1.3.5.** While it may be unlikely in the current economic climate that existing take-up rates of employment lands will continue, given the scale of population growth targeted for Carrigtwohill and its designation as a Strategic Employment Centre, it is considered appropriate to provide for a modest strengthening of the business land supply to ensure there is no shortfall in the life of the plan.

**1.3.6.** The provision of a second rail passenger station at Carrigtwohill West will enhance employment opportunities in the station catchment. This includes the site of Fota Business and Retail

Park. There are a large number of planning permissions granted on this site of which some elements have been constructed, including retail warehousing, offices and recently opened drive in cinema. In that context, it is considered appropriate that these lands remain part of the existing built-up area. Should all or part of these lands become available for development in the future, they should be utilized for uses consistent with existing planning permissions such as office space, business uses, including retail warehousing, convenience retailing as part of the new station quarter, leisure uses, specialized tourism/ craft retailing not exceeding 1,000 square metres and other employment activities. Pedestrian and cyclist connectivity with any rail passenger station shall also be maximized.

**1.3.7.** There is also a need to strengthen the town centre so that the town becomes more self-sustaining in terms of retail and service functions. In the 2005 SLAP, three sites were identified for town centre development, two south of the main street adjoining the existing town centre and another site further west on the north side of the main street, and all three sites remain available.

**1.3.8.** The level of growth proposed for Carrigtwohill will generate a demand for town centre uses that will not be met by the existing zoning provisions. The Midleton and Carrigtwohill Transportation Study proposes a new road to the south of main street to improve circulation in the town, which will open up access to these backlands. In order to reinforce the primacy of the main street as the retail core of the town, large scale retail provision outside of the town centre is undesirable. The Draft Masterplan for the lands north of the rail line has respected this principle providing only for a local neighbourhood centre and a mixed use core around the railway station, thereby avoiding competition with the established town core along Main Street.

**1.3.9.** It will be important to ensure connectivity and cohesion between the existing town centre, all new town centre development and residential areas. An option for town centre expansion is the identification of town centre lands on Station Road, which while of a small scale, will augment the larger scale proposals south of Main Street retained in this plan and which will also provide continuity and connectivity with the mixed use core to be provided around the railway station as proposed in the Draft Masterplan.

**1.3.10.** In the longer term, demand for town centre uses in line with the growing population is likely to exert pressure on those available lands in closest proximity to the established town centre, such as those of the GAA Club, though this is most likely to occur beyond the life time of this plan.

**1.3.11.** Expansion of the town centre, in conjunction with measures suggested in the published Midleton and Carrigtwohill Transportation Study such as junction improvements and provision of off street parking, have the potential to create an attractive and vital centre to the town. In particular, the provision of a public car park on land to

the south of the existing town centre is considered a critical element in the resolution of the congestion and parking difficulties in the town. There will be an opportunity for public realm improvements when these traffic issues are resolved.

#### Community Facilities

**1.3.12.** The revised population target for Carrigtwohill will give rise to an additional requirement for educational facilities. All of the existing schools are on curtailed sites with limited potential for expansion and therefore the deficit in places is likely to be catered for in the new schools planned on the masterplan site. The Draft Masterplan has identified sites for two new primary schools and a post primary school.

**1.3.13.** These new education facilities are part of a larger sports and education campus proposed on the masterplan lands and including provision for 2 new pitches, 1 astro-turf facility and a clubhouse, as well as areas for passive recreation. This will help address some of the deficit in sporting facilities identified in survey work on the town as the facilities are intended for the use of the wider Carrigtwohill community.

#### Infrastructure

**1.3.14.** The development proposals of this plan are dependant on the completion of three important infrastructural projects namely, the provision of a grade separated junction to the east of the town on the N25, the upgrading of the town's wastewater treatment plant as part of the Carrigtwohill Sewerage Scheme and the implementation of the Midleton and Carrigtwohill Transportation Study proposals. If necessary, Cork County Council will need to use its powers of compulsory purchase to acquire the properties necessary to allow the implementation of the proposals.

**1.3.15.** The proposals for the upgrade of the N25 will re-define access to the town. Proposals involve providing more direct access to employment lands from the N25 thereby eliminating significant volumes of traffic, in particular HGV traffic, from the town centre.

**1.3.16.** The upgrade of the wastewater treatment plant for the town is listed on the 2010-2012 Water Services Investment Programme. The completion of this project underpins the delivery of the population targets for the town.

**1.3.17.** The implementation of the Midleton and Carrigtwohill Transportation Study proposals and the completion of the road through the Castl lake development will relieve the existing congestion and parking deficiencies and will facilitate the commencement of the expansion of the town. The completion of the Castl lake road is required as a priority.

**1.4 PLANNING PROPOSALS**

**1.4.1.** Outside the development boundary, the land forms part of the Metropolitan Green Belt. Here, the objectives of the CDP 2009 seek to retain the open and rural character of lands between and adjacent to urban areas, maintaining the clear distinction between urban areas and the countryside, to prevent urban sprawl and the coalescence of built up areas, to focus attention on lands within settlements which are zoned for development and provide for appropriate land uses that protect the physical and visual amenity of the area.

**1.4.2.** Over the lifetime of this plan, it is envisaged that there will be significant housing and employment growth in Carrigwohill consistent with the objectives for the settlement set out in the County Development Plan, CASP and CASP Update. The town's 2020 target population is 12,012, requiring the provision of an additional 3,179 dwellings, taking account of both the units built since the 2005 SLAP and those for which permission has been granted (4,312 units required, inclusive of those already permitted ).

**1.4.3.** Having examined the likely yield from lands already zoned, it is considered that there is no requirement for the zoning of new lands outside the established development boundary for residential use. The main alterations to the development boundary comprise of the addition of new lands for employment development in order to address a modest shortfall that may arise in the plan period. Other minor modifications to the boundary have been made to correspond with established field or property boundaries or to reflect a grant of planning permission.

**1.4.4.** The publication of the Midleton and Carrigwohill Transportation Study has significant implications, direct and indirect on all lands contained within the development boundary of the town. Implementation of a number of the recommendations of that study will be key to unlocking the rejuvenation and expansion of the town centre as well as facilitating the establishment of a pedestrian and cycle network amongst other things. Some of the key recommendations of the Study are:

- the establishment of a road and street hierarchy in the town, including the identification of new distributor roads;
- closure of the eastbound slip on road to the N25 from Main Street;
- closure of the eastbound slip off road at the Barryscourt interchange;
- a new distributor road connecting Castlelake to Station Road and Station road to Carrigane Road;
- junction improvements, significantly on Main Street;
- the identification of key pedestrian and cyclist routes;

- a parking strategy, including the provision of a 200/300 space public car park;
- improved access to schools, involving the provision of a dedicated pedestrian crossing and a set down/pick up area; and
- HGV Management.

**1.4.5.** The Council's Housing Strategy states that on zoned lands, it will be a requirement that 20% of all land zoned for residential uses (or for a mix of residential and other uses) be reserved for the purpose of social and affordable housing. In Carrigwohill, the strategy requires that half of that reserved land will be used for the provision of social housing.

**1.4.6.** In the longer term, it may be appropriate to give consideration to increasing the capacity of this railway route by adding a second running line either on the busiest parts of the route or throughout. An objective has been included in the plan to protect the land that may be required for this form of development.

**1.4.7.** Much of the existing built up area of Carrigwohill is within a convenient walking or cycling distance from the town's new station and the town centre itself. In order to make the most advantageous use of the new railway service it is important to encourage the provision of safe, convenient and pleasant access to the station area for walkers and cyclists. The development of this network will also facilitate better access to the town centre and, ultimately, between the main residential areas.

**1.4.8.** This can be achieved through the establishment of a network of designated routes linking the main residential areas with the railway station and other important destinations within the town.

**1.4.9.** The N25 Cork-Rosslare national primary route serves the town of Carrigwohill, by passing to the south and is the subject of major on line improvement proposals. The western section of this route, to Cork, is the most important of the town's road links and is constructed to a fully grade separated standard. While it may be necessary to undertake some capacity improvements to the existing intersection at Tullagreen this interchange will remain unchanged under the current N25 proposals.

**1.4.10.** To the east of Carrigwohill, although this route is constructed to two-lane dual carriageway standard it is not fully grade separated. The preferred option identified for the N25 involves the construction of a new dumbbell interchange to the east of Carrigwohill with associated parallel access roads to the north and south of the N25 leading to and from the Barryscourt Interchange. The scheme involves the closure of the eastbound slip on road from Main Street, replaced by the northern parallel road and the closure of the east bound slip off road into Carrigwohill at the Barryscourt Interchange. This will have the benefit of removing traffic volumes

from Main Street, limiting through traffic in the town and returning a significant land bank back to the town centre. An objective supporting the implementation of this scheme has been included.

**1.4.11.** Significant local improvements and traffic management measures will also be required for Station Road and Bog Road.

**1.4.12.** Pending the completion of a detailed flood risk assessment by the Council for the town, it will be a requirement that any development proposals on lands shown as having a flood risk will be required to carry out a detailed flood risk assessment in line with the requirements of The Planning System and Flood Risk Management Guidelines for Planning Authorities, November 2009.

| Objective No. | <u>Development Boundary Objectives</u>  |
|---------------|---|
| DB-01         | <p>Taking account of development already completed or under construction, it is an objective of this plan to secure the development of 4,312 new dwellings in Carrigwohill over the lifetime of the plan in order to facilitate the sustainable growth of the town's population to 12,012 people over the same period.</p> <p>These will be provided through the development of land for which planning permission has already been granted and by the development of land designated for development in this plan.</p>   |
| DB-02         | <p>(a) In order to secure the population growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of the Great Island Channel Special Area of Conservation and Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for developments within this area.</p> <p>(b) All new development shall be connected to the public water supply, the public waste water treatment system and shall make adequate provision for storm water disposal.</p> |
| DB-03         | <p>It is an objective to broadly support the principles of the Midleton and Carrigwohill Transportation Study published in August 2010 as they apply to Carrigwohill, in a sustainable manner.</p>  |

| Objective No. | <u>Development Boundary Objectives</u>   |
|---------------|--|
|               | It is an objective to implement the findings of the Midleton and Carrigtwohill Transportation Study published in August 2010 as they apply to Carrigtwohill at an early stage and in tandem with development. This should be done in a sustainable manner.   |
| DB-04         | <p>It is an objective of this plan, where necessary, to reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard. This objective applies to all land within 5m of the perimeter fence on either side of the railway. Within this area the following categories of development will be resisted:</p> <ul style="list-style-type: none"> <li>• New buildings not required for the operation of the railway; and</li> <li>• New vehicular and pedestrian accesses where these accesses are the sole or primary access to development.</li> </ul> <p>New bridge crossings constructed will be required to provide sufficient clearance to permit double track operation.</p> <p>Open land uses, such as open space, surface car parking and agriculture will normally be permitted subject to the proper planning and sustainable development of the area.</p> |
| DB-05         | It is an objective of this plan that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools, the town centre and the railway station complex.  |
| DB-06         | <p>The network of designated walking and cycling routes proposed will include the following residential areas within the town:</p> <ul style="list-style-type: none"> <li>• Bog Road;</li> <li>• Fota Rock;</li> <li>• Gortnamucky;</li> <li>• Rocklands;</li> <li>• Terry's Land (North &amp; South); and</li> <li>• Tullagreen.</li> </ul>   |
| DB-07         | It is an objective to ensure that provision is made in proposals for new development, particularly for housing, office, retail, industrial and educational uses to provide safe, convenient and pleasant routes linking the development to the railway station and the other principal areas of the town for walkers and cyclists. Any such provision must have regard to the existing deficiencies in infrastructure and the requirement to ensure the delivery of adequate infrastructure ahead of or in tandem with the new development.  |

| Objective No. | <u>Development Boundary Objectives</u>  |
|---------------|---|
|               | In achieving this objective, special attention will be paid to the layout of the development to ensure that appropriate measures are taken to establish a walking and cycling friendly environment.   |
| DB-08         | It is an objection of this plan to support the implementation of important safety improvements to the national road network, including the provision of a grade separated interchange to the east of the town, generally in accordance with the N25 improvement proposals developed by the National Roads Authority and outlined in the Midleton and Carrigtwohill Transportation Study August 2010.  |
| DB-09         | It is an objective of this plan to secure significant road safety and traffic management improvements to Station Road so that it can provide a safe, pleasant and effective route between the station and the town centre.  |
| DB-10         | It is an objective that all proposals for employment related development shall be required to prepare and submit a mobility management plan that maximises the use of public transport options/ passenger rail services.  |
| DB-11         | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6.  |
| DB-12         | Carrigtwohill is situated adjacent to Cork Harbour Special Protection Area and the Great Island Channel Special Area of Conservation. This plan will protect the favourable conservation statuses of these sites, and all new development shall be designed to ensure the protection and enhancement of biodiversity generally. Development proposals in unzoned parts of the settlement adjacent to the SAC and SPA will be likely to require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on these. |

**Residential**

**1.4.13.** A significant amount of residential development has taken place in the town in the last five years however, some of the areas that were designated for housing in the 2005 SLAP, have not yet

come forward for development. Although there were a number of zoning requests on greenfield lands, on the basis of the headroom available within the masterplan site, additional lands will not be required to meet the need for housing numbers over the lifetime of the plan.

**1.4.14.** The following specific residential zoning objectives for Carrigtwohill address the requirement for the provision of new housing in the town up to 2020, in addition to the units to be provided on the masterplan site. Development on town centre lands and the special policy area zoning south of the station will also include a residential component.

**1.4.15.** The existing wastewater treatment plant is proposed to be upgraded as part of the Carrigtwohill Sewerage Scheme listed in the Water Services Investment Programme as a contract to start 2010-2012, and therefore while this will not constrain development in the longer term, in the shorter term, development will have to be cognisant of the existing infrastructural deficiencies.

| Objective No. | <u>Specific Objective</u>  | Approx Area (Ha) |
|---------------|--|------------------|
| R-01          | Medium A density residential development to include a mix of house types and a graduation in the density commensurate with the distance from the railway station. The layout shall allow for permeability between housing areas and in particular, direct, safe and convenient access to the rail station by pedestrians and cyclists. | 18.4             |
|               | Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.        |                  |
| R-02          | Medium A density residential development. Proposals should include a 20 metre tree planted buffer to the eastern and southern boundary of the site and screening to protect views from the N25.  | 9.6              |
| R-03          | Medium A density residential development of high architectural standard on this gateway site at the entrance to the town centre. Structural landscaping shall be an integral part of   | 2.8              |

| Objective No. | Specific Objective | Approx Area (Ha) |
|---------------|--------------------|------------------|
|               | any layout.        |                  |

**Employment & Economic Activity**

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

**1.4.17.** Carrigtwohill sits in the heart of the Metropolitan Green Belt and there is a need to maintain the separation between the town and the adjacent settlements of Glounthaune and Midleton. Therefore the planning proposals of this plan seek to maximise the benefits of the existing passenger rail station and the recently permitted station at Fota Business Park, while minimising the impact on the green belt.

**1.4.18.** In line with the revised zoning categories of the County Development Plan, employment lands are zoned for Industry, Enterprise and Business uses.

*Industry*

**1.4.19.** One of the key development priorities for the Cork Gateway identified in the National Development Plan 2007-2013 is the development of lands in Carrigtwohill by IDA Ireland as part of its Strategic Sites Initiative and the IDA landbank has been protected in this plan.

**1.4.20.** The site proposed for stand alone industry at Ballyadam, has been identified for this use as far back as the 1996 County Development Plan and remains an important asset to the town. It is one of a very few sites in Metropolitan Cork where a large area suitable for stand alone, larger scale industry exists close to a supply of good quality housing, and where major roads and railway infrastructure are present or in the process of being developed. The mix of these elements creates the opportunity for employment in a highly sustainable location. It is considered to be a strategic industrial site, reserved for large scale stand alone industry of regional or national importance and it is the Council's intention to reserve it in the longer term until such an opportunity arises.

**1.4.21.** Provision has also been made for sites suitable to accommodate large scale industrial development below the threshold for stand alone industry, ensuring Carrigtwohill has the optimum mix

of sites to meet the industrial sector requirements. Additional lands to the west of Carrigtwohill have been included for this purpose.

**1.4.22.** The specific industrial zoning objectives for Carrigtwohill are set out in the following table.

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
| I-01          | Industrial type activities including warehousing and distribution. High quality structural landscaping shall be provided along the western site boundary as part of a comprehensive landscaping scheme for the site and shall also include proposals to minimise the impact on existing residential properties on the eastern site boundary.   | 24.5             |
| I-02          | It is an objective to develop this site for industrial type activities giving priority to high quality manufacturing. Consideration should be given to providing connectivity between the south-western part of this site and the proposed passenger rail station at Fota Business and Retail Park.<br><br>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. | 35.6             |
| I-03          | Industrial development including the provision of high quality strategic landscaping around the boundary of the site, with particular attention paid to proposed and established residential development to the west and south. Proposals for development shall be accompanied by a mobility management plan and parking strategy that optimizes modal shift to rail, cycling and walking.   | 32.2             |
| I-04          | It is an objective of this plan to reserve this strategic site for large stand-alone high quality industrial development.<br><br>This site will be reserved and protected  | 56.0             |

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
|               | in the longer term for industrial development of regional or national economic importance.<br><br>The following criteria will need to be addressed in the development of the site: <ul style="list-style-type: none"> <li>Road improvements required to the National Primary network including a new grade separated interchange with the N25,</li> <li>Road improvements to the local road network. These routes should be capable of providing public transport to connect the site with the town centre and railway station and adequate land should be reserved to facilitate likely future traffic growth;</li> <li>The need to set aside land for a passenger station to serve the proposed development in the medium or longer term, subject to the selection of an agreed location in consultation with Iarnród Éireann; and</li> <li>A landscaping and tree planting scheme will be implemented to enhance the setting of the development; and</li> <li>A detailed Traffic Impact Assessment (TIA), Mobility Management plan and parking strategy that optimizes modal shift to rail, cycling and walking will also be required.</li> </ul> |                  |
| I-05          | Maintain existing industrial uses. This zone is close to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area and parts of the zone are susceptible to flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. Development   | 39.7             |



| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
|               | proposals must provide for sufficient stormwater and surface water attenuation and are likely to require the provision of ecological assessments which comply with Article 6 of the Habitats Directive. New developments which involve industrial discharges will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC or on the SPA.  |                  |
| I-06          | <p>Maintain existing industrial uses. This zone is immediately adjacent to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. Development proposals must provide for sufficient stormwater and surface water attenuation and are likely to require the provision of ecological assessments which comply with Article 6 of the Habitats Directive. New developments which involve industrial discharges will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC and on the SPA.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p> | 13               |

*Enterprise*

**1.4.23.** Since the 2005 Plan, planning permission has been granted for the provision of a second passenger station in Carrigtwohill West at Fota Business and Retail Park. Permission has been granted in the past on the neighbouring site for a mixed use development

including retail warehousing, office, commercial and leisure development, however, when the new station at Carrigtwohill West is constructed, this site would be better utilised for higher order office based uses. This would present the opportunity to provide for more job intensive uses than previously envisaged, maximising the benefits of this second station.

**1.4.24.** Four sites have been identified for enterprise use and the specific enterprise zoning objectives for Carrigtwohill are set out in the following table.

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
| E-01          | <p>Office based industry, Research and Development and technology uses. Proposals shall optimise connectivity with the proposed rail passenger station at Fota Business and Retail Park, particularly for pedestrians and cyclists.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p>   | 2.7              |
| E-02          | <p>Office based industry, Research and Development and technology uses. Proposals shall optimise connectivity with the proposed rail passenger station at Fota Business and Retail Park, particularly for pedestrians and cyclists. A significant landscaped buffer shall be provided along the western site boundary. Proposals for development shall be accompanied by a mobility management plan and parking strategy that optimizes modal shift to rail, cycling and walking.</p> <p>This zone is immediately adjacent to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. Development proposals must provide for sufficient stormwater attenuation and may require the provision of ecological assessments. New developments which involve industrial discharges will require the provision of an ecological</p> | 7.9              |

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
|               | <p>impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC and SPA.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p>   |                  |
| E-03          | <p>Office based industry to include the provision of landmark buildings at this strategic location for the town. Proposals for development shall be accompanied by a mobility management plan and parking strategy that optimizes modal shift to rail, cycling and walking.</p> <p>This zone is adjacent to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. Development proposals must provide for sufficient stormwater attenuation and may require the provision of ecological assessments. New developments which involve industrial discharges will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC and SPA.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p> | 2.7              |

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
| E-04          | <p>Office based industry to include the provision of landmark buildings at this strategic location for the town. Proposals for development shall be accompanied by a mobility management plan and parking strategy that optimizes modal shift to rail, cycling and walking.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p> | 6.6              |

**Business**

**1.4.25.** Survey work on the town has noted the lack of opportunities for small scale industrial units. In order to address this, three sites are identified for business uses. In addition, character area 9 in the masterplan site will provide for small scale business uses.

**1.4.26.** The specific business zoning objectives for Carrigtwohill are set out in the following table.

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
| B-01          | Business development, excluding retail warehousing, non-retail general offices and car showrooms. Proposals for this site will include a comprehensive layout and structural landscaping scheme that will ensure that any buildings or other structures erected have minimal visual impact in longer distance views. Vehicular access to the site will be from the adjoining industrial area to the south only. | 19.8             |
| B-02          | Business development. Proposals should include a 20 metre tree planted buffer and screening to protect views from the N25. Proposals for development shall be accompanied by a mobility management plan and parking strategy that optimizes modal   | 4.0              |

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
|               | <p>shift to rail, cycling and walking.</p> <p>This zone is adjacent to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. Development proposals must provide for sufficient stormwater attenuation and will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC and SPA.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p>  |                  |
| B-03          | <p>Business development. Proposals for development shall be accompanied by a mobility management plan and parking strategy that optimizes modal shift to rail, cycling and walking.</p> <p>This zone is adjacent to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. Development proposals must provide for sufficient stormwater attenuation and will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC and SPA.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p> | 2.2              |

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
| B-04          | <p>Business development excluding non-retail general offices and car showrooms. Proposals for the site shall be accompanied by a traffic and transport assessment, mobility management plan and parking strategy that optimizes modal shift to rail, cycling and walking. This zone is immediately adjacent to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. Development proposals must provide for sufficient stormwater and surface water attenuation and may require the provision of ecological assessments. New developments which involve industrial discharges will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC and SPA.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p> | 3.8              |

**Community Facilities and Utilities**

**Community Facilities**

**1.4.27.** Two new primary schools and one new post-primary school have been included in proposals set out in the Draft Masterplan for the lands north of the rail line. This will be sufficient to cater for the demand for new school places arising from the population targets for the town. However, given the long term nature of the masterplan project and the need to address the lack of a post primary boy's school in the town in the shorter term, consideration will be given to the development of a post-primary school on other suitable lands, including zoned lands, in the town, subject to proper planning and sustainable development considerations. The two existing national schools in the town are located on the Main Street on restricted sites

and in late 2009 planning permission was granted to the Boards of Management of both schools for a new two-storey 24 classroom school on a site adjoining the Castlflake development. As pressure is likely to increase on the existing schools in the short term in line with population growth, the need for a new school site will become increasingly important and so this plan provides for its protection.

**1.4.28.** The Community Council have invested significantly in the provision of facilities on their site, south of Main Street, including a children’s playground and a new all-weather pitch. It is important that these facilities be protected for use by the wider community and an objective has been included in this regard.

**1.4.29.** The specific community zoning objectives for Carrigtwohill are set out in the following table.

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
| C-01          | Provision of a primary school and associated sports facilities.<br><br>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines ‘The Planning System and Flood Risk Management’ as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. | 2.4              |
| C-02          | Retain existing community centre, playground and sports facilities.  | 3.4              |

*Utilities*

**1.4.30.** The distributor road to be provided as part of the development of the masterplan site north of the rail line will alleviate traffic congestion in the town, acting as an outer relief road. The completion of the undeveloped housing lands south of the rail line provide a further opportunity to enhance connectivity in the town through the provision of a link road through Castlflake to Station Road that would ultimately connect up with the existing link road from Station Road to the Carrigane Road.

**1.4.31.** Provision is also made in the proposals of this plan for a number of new town centre streets, to the south of Main Street which are key to unlocking access to these backlands and are identified in

the recommendations of the Midleton and Carrigtwohill Transportation Study August 2010.

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
| U-01          | Provision of a new link road. Road line on map is indicative only.                      | -                |
| U-02          | Provision of new link roads to access backlands. Road lines on map are indicative only. | -                |

**Town Centre/ Neighbourhood Centre**

**1.4.32.** The current town centre area comprises a small stretch of Main Street and a cluster of mixed use development at the eastern end of Main Street. In 2005 three additional areas were zoned as new town centre areas, however, these remain largely undeveloped. The area of established development is separated from the area of proposed development by further areas designated as established residential and other uses. Underpinning the town centre proposals in the 2005 SLAP was the principle that the existing town centre would continue to be the primary retail centre in the town and that retail and other town centre uses would not be permitted to migrate to the outer edges of the town or to the new masterplan site.

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

**1.4.34.** To achieve this growth, mixed-use town centre development is encouraged with the emphasis on retailing as the preferred ground floor use but additionally providing for housing and office uses particularly above ground floor level.

**1.4.35.** This approach to land use planning in the town centre inherently offers a flexibility that will serve the area well in the coming years because not only will it encourage significant new retail and office development but also there will be capacity for a substantial

number of new dwellings and new community facilities. It is important that this trend towards new residential development in the town centre should establish itself in the future because of the contribution that new population will make to the vitality of the town centre and because much of the town centre is relatively close to either the new railway station or the town’s existing community facilities.

**1.4.36.** In this plan the area for town centre development has been expanded to provide opportunities for mixed-use developments of this type and also taking account of the road and parking proposals identified in the Midleton and Carrigtwohill Transportation Study, the conclusions of which are supported in this plan. The area now included for town centre development includes land currently in use or zoned for active open space, industrial and commercial purposes and it is envisaged that some of these uses may relocate from within the town to more suitable locations in the years to come, and in considering the zoning proposals for the town, provision has been made for these uses on alternative sites. Town centre uses fronting onto Station Road will provide continuity and connectivity with the mixed use core to be provided around the railway station as proposed in the Draft Masterplan and will encourage pedestrian and cyclists movements contributing to the vibrancy of the area.

**1.4.37.** Traffic congestion and lack of parking have long detracted from the town centre and a number of measures have been set out in the Transportation Study to deal with these issues. The study identifies a location for a new public car park and indicates a possible road network providing access to the lands to the rear of Main Street and re-development proposals for the town centre will need to make provision for these requirements. Concurrent with the resolution of parking and congestion issues will be the opportunity to instigate public realm improvements, particularly with the rationalisation of parking and junction improvements on Main Street.

**1.4.38.** The specific town / neighbourhood centre zoning objectives for Carrigtwohill are set out in the following table.

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
| T-01          | This area denotes the established footprint of the town centre and includes a significant area to allow for the expansion of town centre uses. This is the primary location for new retail and office development where services are provided to visiting members of the public. New residential development that will enhance the vitality, attractiveness and safety of the town centre will be an important component of any | 10.7             |

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
|               | <p>development proposal.</p> <p>Any proposals for development within this core area should:</p> <ul style="list-style-type: none"> <li>comply with the overall uses acceptable in town centre areas,</li> <li>make provision for a new public car park at a location west of the all-weather pitch, the exact location and size of which to be agreed with the Council,</li> <li>provide for the closure of the eastbound slip off road from the N25,</li> <li>provide for new town centre streets and improved junctions with Main Street so as to provide access to backlands,</li> <li>include proposals for public realm improvements with particular focus on Main Street, and</li> <li>include proposals for the completion of the upgrade of the junction of Main Street and Church Road.</li> </ul> |                  |
| T-02          | <p>Town / neighbourhood centre in line with the overall uses acceptable in town centre areas. Careful consideration shall be given to the overall design approach given the prominence of the site to both the entrance to Castlelake and the start of the Main Street.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5</p>   | 3.0              |

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
|               | and 1-6 in Section 1 of this plan.   |                  |
| T-03          | <p>Frontage development to Station Road in line with the overall uses acceptable in town centre areas, so as to provide continuity and connectivity between the Station Quarter to the north and the primary town centre area on Main Street.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p> | 6.9              |

**Open Space/ Sports/ Recreation & Amenity**

**1.4.39.** The sports and education campus which is integral to the draft masterplan proposals will address a part of the deficit in sporting facilities in the town in the longer term. However, it is important that proposals be advanced in the established areas of the town to provide a balance in the location of facilities.

**1.4.40.** Proposals to expand the town centre and provide for a public car park are critical to the self-sufficiency and accessibility of the town in the future and in this context part of the lands zoned for the expansion of the GAA Club in 2005 have now been included for town centre use. In order to maintain opportunities for sports/ recreation in this more established part of town a replacement site has been zoned active open space use further west though still reasonably close to the town centre.

**1.4.41.** Lands identified in the 2005 SLAP for active open space have been carried forward in this plan and may have a role to play as additional facilities for the GAA in the long term or alternatively as a home for Carrigtwohill United AFC or some other sporting body all of which will require substantial additional facilities to serve the anticipated population numbers.

**1.4.42.** In order to ensure the delivery of the open space proposals contained in this plan, consideration will be given to the development of an implementation plan/ study specific to the town that will outline the mechanisms and timeframes for the delivery of this recreational

infrastructure. This study will be completed in the lifetime of this local area plan.

**1.4.43.** The specific open space and agriculture zoning objectives for Carrigtwohill are set out in the following table.

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
| O-01          | <p>Maintain active open space.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p>  | 7.0              |
| O-02          | <p>Active open space to include the provision of playing pitches, ancillary facilities and parking.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p> | 4.9              |
| O-03          | Maintain active open space.  | 1.8              |
| O-04          | Active open space to include the provision of a playing pitch, ancillary facilities and parking.   | 3.0              |

**Special Policy Area Objectives**

**Carrigtwohill**

**1.4.44.** The Carrigtwohill Special Local Area Plan, adopted in September 2005, set out a development framework for Carrigtwohill to guide new development to take advantage of proposals to establish a suburban rail network for Cork, including the re-opening of the rail line to the town. The SLAP identified a 133ha site north of the rail line, with the special zoning objective X-01, for a new residential

neighbourhood. The plan recognised that this area could offer significant potential for the expansion of Carrigtwohill to meet the new housing targets as set out in the Cork Area Strategic Plan. The site is split between 37 landowners/developers.

**1.4.45.** Following on the principles set out in the SLAP, this LAP puts in place the framework for the delivery of a residential neighbourhood incorporating a mixed use station quarter and an employment area to create a sustainable living community. The creation of this sustainable living community will involve the interaction of social, economic and environmental factors.

**1.4.46.** Because of the size and complexity of the proposals for this site, a non-statutory draft masterplan has been prepared to set out greater detail on the implementation of the principles of this plan

**1.4.47.** In the latter stages of the preparation of this plan issues have arisen that are likely to have an impact on the design and layout of the masterplan; the outcome of the detailed flood study, the need for the more urgent delivery of a post primary school than the masterplan may facilitate, delivery of a greater quantum of open space/ recreation facilities for the wider community and concerns in relation to the achievement of a satisfactory living environment and sustainable communities at higher density levels, particularly in the early stages of a recovering housing market. The local community are particularly concerned about ensuring proper integration by creating places where people want to live and building a sustainable community. It is considered that the appropriate resolution of these issues lies in the detailed design and layout work to be completed as part of the masterplan process. This may ultimately involve the extension of the boundary of the masterplan site and a subsequent amendment or variation to the statutory plans for the area.

#### *Site Location and Size*

**1.4.48.** The site is located mainly to the north, with a small portion to the south, of the re-opened railway line. The site is split between 37 landowners/developers. The masterplan area, which comprises 133ha, is gently sloping upwards from south to north but is a little steeper towards the road to the north of the site. The height differential across the site is in the range of 0-40 metres. The lands are only a little below the railway line to the south while approaching the northern boundary of the site the land rises more steeply which may present some more challenges for development. The more steeply rising land beyond and to the north of the site is an attractive and prominent landscape feature which will provide a backdrop to, and better assimilation of, the development within the wider landscape area.

**1.4.49.** Primarily the lands are composed of hedgerow-enclosed farmland being interspersed with a number of single site houses along roads within the area. Generally the existing roads which bound the site are lightly trafficked, hedgerow enclosed boreens which have a

predominantly rural character. There are a number of areas of scrubland which may be of limited ecological value.

#### *Development Principles*

**1.4.50.** The vision for delivering this ambitious urban expansion will be based on a set of accepted urban design principles outlined in the current Department of the Environment, Heritage and Local Government's "Urban Design Manual: A best practice guide" and this will help shape the urban structure.

**1.4.51.** The development of the site will be informed by the following principles:

#### *General Principles*

- To provide a coherent strategic spatial framework for the lands to the north of the rail line in Carrigtwohill.
- Optimise the accessibility opportunities at Carrigtwohill to create a mixed use residential neighbourhood of between 2,600 – 3,300 houses that connects with neighbouring communities, and sets in place the necessary conditions to enable a sustainable community to develop and use site resources in an efficient manner.
- To benefit from and support the reopening of the Cork to Midleton railway line by ensuring convenient and direct access to the Midleton to Cork commuter rail services.
- To strengthen the role of the public realm, the network of streets and open spaces that enable a successful and vibrant public life.
- Guide the performance of development to achieve environmental excellence, efficient use of resources and minimise waste through the provision of design guidance.
- To respect the quality of life of the existing community and to provide for the development of the masterplan area in a manner which does not jeopardise that quality of life.
- To develop the Masterplan area in a manner and at a pace which allows for the proper social and economic development of the town as a whole, and which allows an opportunity for the integration and assimilation of the new residents and which requires the delivery of adequate social, amenity and recreational facilities for the new residents in tandem with the development.
- To develop a detailed phasing programme that establishes appropriate trigger points for the delivery and completion of social, amenity, recreational and physical infrastructure in line with the key phases of residential development.

#### *Landuse Principles*

- To deliver a new residential neighbourhood comprising of a mix-use core at the railway station, new educational, sports and community facilities and a minimum of 2,600 residential units within a patchwork of character areas.
- A mix of tenures and building types will be incorporated throughout the site to cater for a diversity of needs.

- Local services and community uses should largely be focused within the mixed-use core to maximise accessibility and encourage a strong sense of community and identity.
- The education campus (including a primary and secondary school) should be located at a central position within the site to maximise accessibility to the wider community and optimise links with the railway station. The dual use of the site for primary and post-primary facilities should allow for shared facilities and minimise trips at peak times. The education campus should be delivered at a very early stage in the masterplan.
- A hierarchy of public open space will be provided within the site to provide diverse areas of formal and informal recreation which contributes to the legibility of the urban structure and distinction between the character areas.
- A hierarchy of streets of varying capacity and function will be designed to create a permeable environment linked to the existing network. Routes will be designed to encourage walking and cycling as the most direct transport mode with a particular focus on access to the railway station and education campus.

#### *Community Principles*

- To provide for recreational and community facilities including primary and secondary schools which will serve the Masterplan population and the population of the surrounding hinterland.
- To provide a mixed use station quarter neighbourhood centre to encourage the local population to shop in the area thereby creating a vibrant urban core.
- To provide for health facilities including a day care clinic.

#### *Movement Principles*

- The layout will clearly link to existing routes and create a permeable network of routes within the site.
- The layout will be designed to create movement choices for the public, with a presumption in favour of walking, cycling and public transport (especially rail).
- The layout and design of the movement network will respond to the local context and should contribute to the "sense of place" within the urban structure. A hierarchy of streets and spaces will be an integral part of the urban structure.
- Safety will be a key consideration in the location and design of the movement network. Where possible, routes should be overlooked, sociable, of a comfortable width and conspicuous.
- Parking will be required to meet the Council's standards. The arrangement of spaces within the scheme should ensure it does not dominate the space or inconvenience pedestrians and cyclists.
- A phased traffic management plan will be implemented in association with the delivery of key phases of development. This will ultimately lead to the closure of Barry's Bridge to vehicular use and it will function as a pedestrian and cyclist route only on delivery of Station Quarter; the provision of a one-way system at the school, the upgrading of Wisers and Ballyadam Bridge to facilitate the higher traffic levels, and the

provision of a new pedestrian bridge crossing linking the public park to lands south of the railway line.

Urban Design Principles

- To develop a number of character areas throughout the Masterplan area to accommodate a minimum of 2,600 new dwelling units. These character areas will vary in terms of type and density of development to give each area a different identity.
- Innovative design will be encouraged throughout the development.
- Regard will be had to the best practice guidance offered in the Council's publication, 'Making Places: a design guide for residential estate development' May 2011, the Department's Urban Design Manual and any other best practice guidelines in relation to density or urban design issued by the Government. Regard will also be had to the need to integrate with the existing character of the town.

Landscape Principles

- To retain existing significant mature trees and hedgerows within the site and utilise them to delineate pedestrian/cycle routes within the scheme.
- To create a hierarchy of linked, diverse public open space types to meet the wide ranging needs of the community and reinforce the urban structure of the site. These will be located within 250-400m of the majority of homes.
- To create a linear park which will span east-west along the northern boundary of the railway line. Its function will be to:
  - a) Provide a green spine within the site to accommodate a variety of functions including sports facilities, allotments and walking/cycle routes
  - b) To serve as an amenity resource for the overall population of Carrigtwohill
  - c) To act as a buffer between the railway and adjoining residential uses.
  - d) To act as an ecological corridor
  - e) To accommodate SUDS
- To incorporate a variety of pocket parks within the residential areas which will contribute to the diverse character and sense of place of the urban environment.
- To ensure new landscaping proposals are of the highest standard meeting the Council's adopted Recreation and Amenity policy
- To ensure the use of a consistent set of street furniture, lighting stands and signage design and colour across the site. Its role should add to the visual logic of the neighbourhood.
- To promote the use of art to add to the character and identity of the neighbourhood.

**1.4.52.** The specific special policy area zoning objective for a major new residential neighbourhood for Carrigtwohill is set out in the following table.

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
| X-01          | <p>(a) The area to which this objective relates is a new residential neighbourhood, both north and south of the railway line, which is an appropriate location for a major expansion of the town, required in order to achieve the scale of growth suggested in the Cork County Development Plan 2009.</p> <p>It is the Council's objective to secure the development of between 2,600 - 3,300 new dwellings and appropriate employment development on this site through a phased programme of development that will secure the timely provision of the necessary physical, social and economic infrastructure. So that the development of this land can be properly co-ordinated, it will only be developed in accordance with a master plan for the area that has been approved by the County Council through consultation with the relevant landowners. The master plan should make provision for the following:-</p> <ul style="list-style-type: none"> <li>• Provision of new housing within a clearly defined network of 9 'character areas' so that each area can develop its own identity and sense of community based on a mix and range of housing densities and other services;</li> <li>• The timing and provision of appropriate drinking water and waste water disposal services in tandem with development including, where necessary, the upgrading of off-site infrastructure;</li> <li>• Proposals for the construction of a new distributor road network from the northern side of Wisers Bridge to the southern side of the rail line at Ballyadam Bridge, providing a link to the underpass to the southern side of the railway line. This road will be capable of accommodating public transport (buses, cycle and pedestrians);</li> <li>• Proposals for the upgrading of Wisers Bridge and Ballyadam</li> </ul> | 132.8            |

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
|               | <p>Bridge;</p> <ul style="list-style-type: none"> <li>• Proposals for the provision and construction of two primary schools to meet the educational requirements of those likely to live in the development including the timing of their construction;</li> <li>• The setting aside of land for the construction of a new secondary school forming part of an education campus;</li> <li>• The setting aside of land for the construction of a community hall and other commercial activities near the railway station and a cemetery;</li> <li>• A comprehensive stormwater management system should be designed for the whole development utilising the latest recommended SUDS system in accordance with the Council's requirements;</li> <li>• In addition to the open space normally required within new housing developments, the provision of a minimum of 12ha to provide for recreation, sports and leisure facilities.;</li> <li>• A network of cycleway and pedestrian pathways linking the new railway station, residential character areas and areas of employment, leisure and education and the provision of a pedestrian bridge over the railway line linking the public open space and sporting/education facilities in the north and the existing residential areas in the south</li> <li>• Structural landscaping within the site itself and to the site boundaries to protect its' setting and to provide a long-term edge to the built up area of the town;</li> <li>• Clear and unambiguous proposals for the phasing of development and the timing and provision of all</li> </ul> |                  |

| <i>Objective No.</i> | <b><u>Specific Objective</u></b>   | <i>Approx Area (Ha)</i> |
|----------------------|--|-------------------------|
|                      | <p>supporting physical and social infrastructure.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p> |                         |

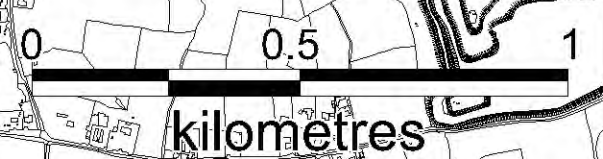
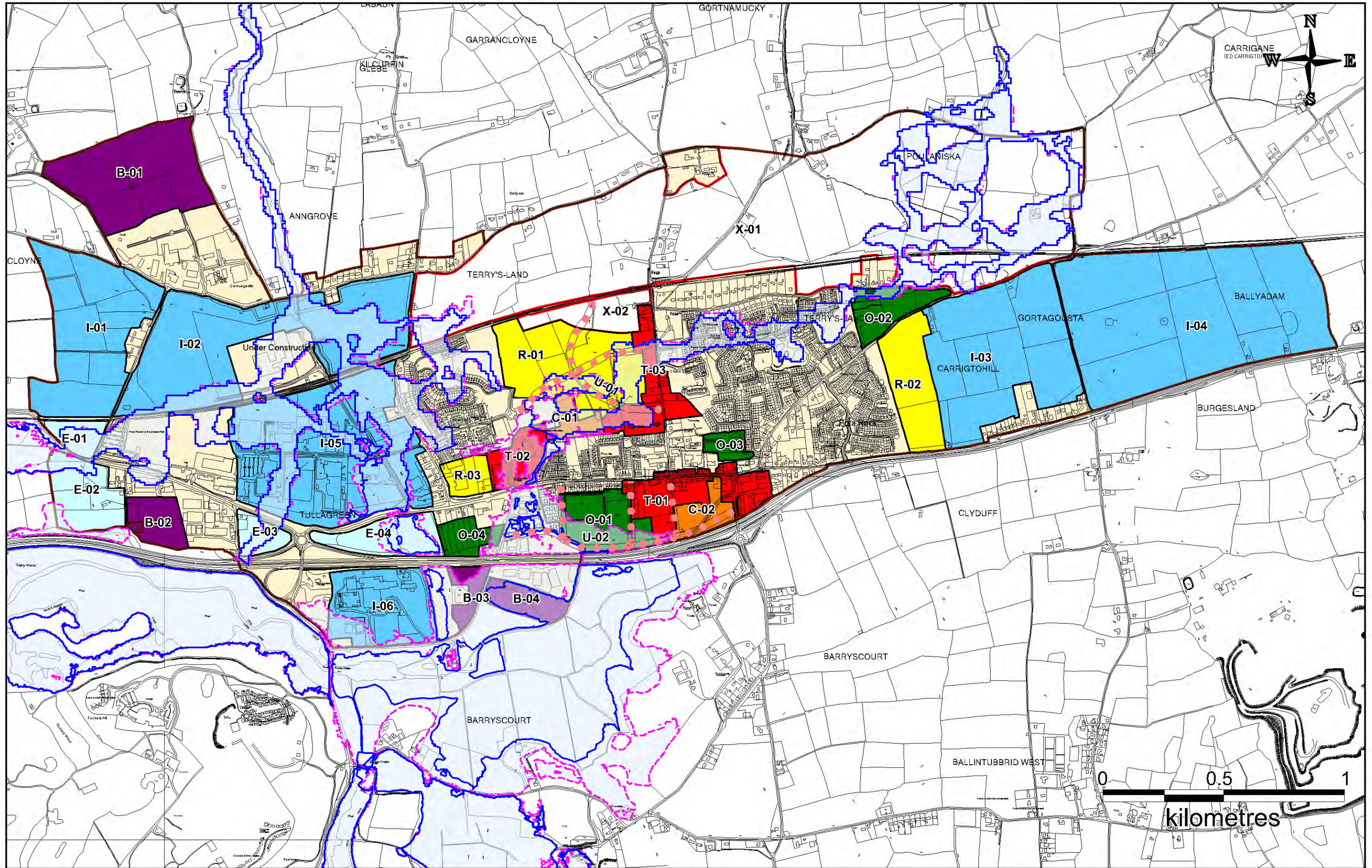
**1.4.53.** In addition to the Masterplan site, another key site within the town is the undeveloped land south of the rail line adjacent to the station car park. The proximity of these lands to the station mean they are suited to a similar approach as taken to lands on the opposite side of the rail line in the masterplan area i.e. a high density mixed use core. This is a site where the highest densities in the town, 50+ units per hectare, are most appropriate.

**1.4.54.** The special policy area zoning objective for Carrigtwohill is set out as follows:

| <i>Objective No.</i> | <b><u>Specific Objective</u></b>  | <i>Approx Area (Ha)</i> |
|----------------------|---|-------------------------|
| X-02                 | Station Quarter South – Appropriate uses include high density residential, small scale retail, commercial and community uses. | 5.5                     |







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



## 2 Cobh Environs

### 2.1 VISION AND CONTEXT

*The aims for Cobh Environs are to provide for the significant expansion of the town through the development of a new residential neighbourhood, promoting its self-sufficiency in terms of employment and retailing opportunities, implementing significant infrastructural projects to remedy deficiencies and support this growth, whilst retaining the town's distinctive character and green belt / harbour setting.*

#### Strategic Context

**2.1.1.** In this Local Area Plan, Cobh is identified as a Main Settlement in the Midleton electoral area, while retaining its status as a Metropolitan town in the County Metropolitan Strategic Planning Area in the overall strategy of the Cork County Development Plan 2009, as detailed in Chapter 3, Volume 1 of that Plan. The strategic aims recognise the town's important residential development opportunities based on accessibility by rail, the promotion of its distinctive character and scenic green belt/harbour setting.

**2.1.2.** Most of the built-up area of Cobh is administered by Cobh Town Council. They are a separate planning authority and prepare their own development plan for their jurisdiction. The Cobh Town Development Plan provides the planning and development framework for the Town Council area up to April 2011. The process of reviewing the current town plan is underway.

**2.1.3.** The Cork Area Strategic Plan (CASP) 2001 suggested that towns like Cobh may attract a certain amount of new population growth from outside the county, based on economic strength and quality of life factors. CASP Update 2008 indicates the town is one of the primary locations in the County Metropolitan Area for population growth. The town is the third largest in the county and the largest in the Midleton electoral area.

**2.1.4.** CASP Update highlights Cobh's significant potential as the tourism base for East Cork, with a number of significant attractions, further enhanced by its cruise terminal, and the potential for an iconic tourism product at Spike Island. While the town benefits from rail access, CASP Update acknowledges that road infrastructure is poor and topography and heritage constraints limit additional intensification of the town centre. The Update identifies the opportunity to increase Cobh's residential population further to sustain and deliver additional

retail, commercial and service functions and proposes the most appropriate location for this is to the north of the town along the Ballynoe Valley, which will consolidate the commercial function established at Ticknock. It is suggested that growth here should be linked to the provision of a new rail station at Ballynoe and should have connectivity to the town of Cobh.

#### Local Context

**2.1.5.** Cobh is located approximately 10 Km south east of Cork City. Its position on the south of Great Island means it commands spectacular views over the western harbour. The town developed as a 19th century port as well as a military base and has a rich maritime heritage. This heritage town was the main embarkation point for emigration in the 18th and 19th century, being a transatlantic seaport and the town was the last port of call of the RMS Titanic in April 1912. Centenary celebrations are planned to commemorate this event in 2012.

**2.1.6.** Today, Cobh has a significant tourist function, including as a cruise liner terminal, with the only dedicated cruise liner berth in the country. It is also the embarkation point for boat trips to the newly instigated tours of Spike Island, a unique tourist attraction with a rich maritime, military and ecclesiastical heritage.

**2.1.7.** Its town centre, with its narrow steep streets and fine ornate waterfront streetscape, remains in an excellent state of preservation and gives the town a unique character. The Cathedral dominates Cobh's townscape and is an iconic building in the Lower Harbour.

**2.1.8.** An Urban Design Feasibility Study has been prepared by Scott Tallon Walker consultants on behalf of Cobh Town Council, that it is intended will be central to the new Town Development Plan and which will provide a co-ordinated development framework for the waterfront of the town. This study includes a technical assessment of potential marina locations identifying three possible options.

## 2.2 PLANNING CONSIDERATIONS

### Population and Housing

**2.2.1.** The population of Cobh town and environs grew by 1,492 people or 15% between 2002 and 2006 from 9,811 to 11,303. While the growth experienced in the environs area was strong at 56%, the population in the town council area actually fell by 3% in the same period reflecting the national trend towards smaller household sizes, the lack of greenfield land within the town council boundary, and the challenges presented to brownfield re-development proposals by the difficult topography and unique built heritage. The success of the growth strategy for Cobh is dependant on a vibrant and attractive town centre so it would be important that this trend is halted if not

reversed. The table below shows the population and households growth of the town as well as the targets for 2020. See Table 1 below.

|             | 2002 Census | 2006 Census | 2020 Target | Growth 2006-2020 |
|-------------|-------------|-------------|-------------|------------------|
| Population  | 9,811       | 11,303      | 14,543      | 3,240            |
| Households* | 3,076       | 3,755       | 6,051       | 2,295            |

\* Estimate

**2.2.2.** Development in the environs has now extended over the ridge behind the old town, spilling in to the valley behind. The majority of this new development has been concentrated in the western side of the town on the hillside above Rushbrooke. Development has generally taken the form of large estate development in the environs, dominated by semi-detached and terraced style housing. The last decade has seen the addition of almost 2,000 units to the housing stock in the environs alone, two-thirds of which were built in the five years between 2005 and 2010. See Table 2 below.

| Population | Households | Dwelling Units |
|------------|------------|----------------|
| 3,240      | 2,296      | 2,985          |

**2.2.3.** In early 2010 just under 3% of the housing stock in the environs was recorded as vacant (construction complete but never occupied), which is a similar level of vacancy experienced in Carrigtwohill and less than that recorded for Midleton. Permission has been granted for over a thousand units which have not yet been built giving Cobh a substantial bank of permissions ready to be acted upon when economic conditions improve. See Table 3 below.

| Dwellings 2001 | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
|----------------|----------------|----------------|------------------|
| 2,885          | 3,940          | 4,889          | 2,006            |

Source: Geo-directory

**2.2.4.** The 2020 target for Cobh's population is 14,543, giving a growth in population from 2006 to 2020 of 3,240 and a demand for new dwellings of 2,985. When account is taken of dwellings already built between 2006 and 2010, units which are vacant and under

construction, as well as the units permitted but not yet built, the landuse planning proposals of this plan must make provision for 2,088 dwellings in order to meet the population target for the town up to 2020. See Table 4 below.

| Table 4: Cobh Housing Requirement 2020     |  |                                  |   |
|--|--|----------------------------------|---|
| New House Construction Target 2006 to 2020 | Already Built 2006-2010 plus units which are vacant & under construction | Outstanding planning permissions | Additional New Development Required to 2020 |
| 2985                                       | 897  | 1069                             | 2,088                                       |

2.2.5. It is worth noting that survey work has identified a notable level of vacancy in existing completed residential development.

2.2.6. CASP Update has identified the most appropriate location for this growth as the Ballynoe valley to the north of the town. Given the fall in the population in the town council area, there is likely to be some limited scope for infill or re-development within the town council boundary.

**Employment and Economic Activity**

2.2.7. Cobh is designated as a District Employment Centre in the CDP 2009. The 2006 Census recorded the actual number of jobs in Cobh in 2006 as 2,312. There are no established industrial lands within Cobh environs and just one site, Rushbrooke Docks, within the town council area. The 2020 jobs target for the town is 4,380, giving a growth in jobs needed by 2020 of 2,068.

2.2.8. Analysis of 2006 Census data has identified a significant problem with car based commuting out of Cobh, due to the lack of local employment opportunities. The town has one of the highest volumes of travel to work to the three main employment areas of Ringaskiddy, Little Island and the Airport Business Park. While the level of commuting is undesirable, the town does have the advantage of the availability of a sustainable travel mode via the commuter rail service to Cork City, although there is an issue of securing greater modal shift.

| 2020 Jobs | Growth in jobs needed by 2020 | Land Supply 2003 (ha) | Land Supply 2008 (ha) |
|-----------|-------------------------------|-----------------------|-----------------------|
| 4,380     | 2,068                         | 17                    | 13                    |

2.2.9. The availability of business land is a crucial issue for Cobh if it is to make any progress towards the 2020 jobs target. In the 2005

Plan there was just a single site zoned and available for industrial development in the Environs of 11.4ha, and even this site presents a number of challenges, such as the difficult topography and high voltage powerlines that cross the site. Just 4ha of business land have been developed in the period 2003 to 2008. Cobh ranks lowest in the electoral area, and very poorly in the county as a whole, in terms of the hectares of business land available per 1,000 population at just 5.6ha.

**Retailing**

2.2.10. The Joint Retail Strategy hierarchy identifies Cobh as a Metropolitan town. In 2007 the town contained 1,165sqm of comparison shopping floorspace and 3,270sqm of convenience floorspace. Much of the retailing in the town centre is focused on the tourist function. The constraints of the town centre in terms of site assembly, heritage constraints, traffic movement, parking and general accessibility has seen anchor convenience retail developments and discount foodstores take place outside the town centre, at Ticknock north of the town. The town centre now provides limited comparison shopping and no significant convenience retailing and is suffering from an increasing problem of vacancy, with approximately 20% of the floorspace vacant. Whilst this is an issue for the Town Council, this plan has an important role to play in setting the appropriate retail framework for the environs so that it compliments the Town Council.

**Community Facilities**

2.2.11. Cobh town has an extensive range of community facilities and services commensurate with a town of its size including a large garda station, a fire station, a publicly owned leisure centre with swimming pool and gym, a community centre, library and playground. There are also four primary schools and two secondary schools located in the town. Sporting activities are reasonably well catered for in the town with GAA, rugby, soccer and tennis facilities all available and well maintained. Basketball, boxing and croquet are just some of the other clubs operating in the town, while the natural amenities of the harbour provide opportunities for boating and walking too.

**Infrastructure**

**Roads**

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

**Walking/ Cycling**

2.2.13. Within the town, the historic street layout and topography present serious challenges to the accessibility and permeability of the town centre, and make it difficult to achieve the desired degree of connectivity between the older established parts of the town and the newer suburbs. The large estate type development of recent years has been accessed from the old rural road network, with only limited local widening and re-alignment.

**Public Transport**

2.2.14. Cobh has a regular commuter rail service to Kent Station in Cork City providing a half hourly service in the peak and with an objective to achieve a 15 minute service in the longer term. The journey time is just 24 minutes and the train serves five intermediate stations on route to the city; Rushbrooke, Carrigaloe, Fota, Little Island, and Glounthaune. It is also possible to travel to Carrigwohill and Midleton by changing at Glounthaune. The Cork Suburban Rail Feasibility Study published in 2003 examined the potential for a new station at Ballynoe but concluded it was not feasible at that time. Taking a long term perspective, a site for a station at Ballynoe was zoned in the 2005 LAP and the requirement for this station is echoed in the 2009 CDP. On the Cobh branch, a new station may be required, as identified in CASP, to cater for the growth of Cobh including provision of a rail based Park and Ride at Ballynoe.

2.2.15. While it is well served by rail, Cobh does not have a public bus service to other towns operated by Bus Eireann or any other operator. A privately operated town orbital service targeted mainly towards the elderly and mobility impaired serves the train station and a new timetable promises better integration with rail services.

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

2.2.17. As part of a new proposed commuter ferry service being developed in Cork Harbour by Harbour Cat Ferries Ltd., two docking stations have been granted planning permission in Cobh at Lynch's Quay and Deepwater Quay, providing another sustainable transport mode option for Cobh residents when services commence. The proposed ferries will carry 250 passengers on high speed (c. 20 knots) catamaran vessels that have a very low wash/ wake. Potential future locations for landing stations have also been identified at Rushbrooke Docks and Ballynoe.

*Water Supply & Wastewater*

**2.2.18.** Generally, water supply is considered satisfactory. Cobh Regional Water Supply Scheme is supplied with water from a reservoir at Tibbotstown, 3.5km to the north of the N25 near Carrigtwohill and an abstraction from the Owenacurra River at Ballydesmond, 4km north west of Midleton. The Owenacurra abstraction is pumped to the Tibbotstown impoundment, 5km to the west.

**2.2.19.** Significant demand increases, particularly in Cobh, have necessitated augmentation of the Tibbotstown supply from the adjacent Glashaboy Scheme with the bulk of Cobh's supply now coming from Glashaboy via the 750 / 900mm Little Island trunk main and the Ballard Hill pumphouse which boosts water into the 12" AC Tibbotstown / Cobh trunk main. Supplies are considered adequate for proposed future developments.

**2.2.20.** Untreated effluent from Cobh Town currently discharges into Cork Harbour contributing to the problem of poor water quality in the harbour. The Cork Lower Harbour Sewerage Scheme is intended to upgrade the existing wastewater infrastructure in the Lower Harbour and Environs including separation of foul and storm water, new pipelines, new pumping stations, a marine crossing and the construction of a new Wastewater Treatment Plant at Ringaskiddy, resulting in a significant improvement in water quality in the harbour. The EIS for this scheme was approved by An Bord Pleanála on 26th June 2009 and the Preliminary Report has been submitted to the Department of the Environment, Heritage and Local Government for approval. An optimistic completion date for the scheme is 2015 but this is dependant on the availability of finance. The scheme is listed at Planning Stage on the Water Services Investment Programme 2010-2012.

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

*Surface Water*

**2.2.22.** Surface water is disposed of to a combined system that causes overflowing during heavy rainfall periods. The proposed sewerage scheme will ensure the separation of the foul and storm water drainage.

*Flooding*

**2.2.23.** The draft flood maps from the Lee CFRAMS project have identified a flood risk along much of the quays in the town and also on the Rushbrooke Docks site in the Town Council area. In the Environs, a small area of ground on the seaward side of the road, adjacent to the ferry station at Ballynoe, zoned as R-01 in the 2005 LAP, is shown to be at risk from flooding. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

*Waste*

**2.2.24.** There are four bring sites located in Cobh, three of which are in the town council area and the fourth at Super-Valu at Ticknock in the environs of the town. The nearest civic amenity site is located at Rossmore, Carrigtwohill, although it is only accessible by car.

*Utilities*

**2.2.25.** Cobh is served by an ESB 38kv and 10kv lines and a Bord Gais pipeline. The island also benefits from the County Regional Broadband Programme.

***Environment and Heritage***

**2.2.26.** There is no significant river body that drains the town. The water quality of the coastal waters of Cobh are designated as moderate quality and it is an objective of the South West River Basin District Management Plan to restore this water body to good status by 2021. The water of the outer harbour adjoining the south of Great Island have been assessed as failing good chemical status against established EU wide standards. Untreated wastewater currently discharges from Cobh Town (except for the northern parts of the town served by the temporary treatment plant) and the absence of an urban wastewater treatment plant is contributing to the only moderate water quality recorded in the Harbour. The delivery of the Lower Harbour Sewerage Scheme is crucial to achieving improvements in water quality in the harbour.

**2.2.27.** The Draft Landscape Strategy identifies Cobh as being located within the City Harbour and Estuary landscape character type which is deemed to be of very high value (scenic landscapes with highest natural and cultural quality, areas with conservation interest and of natural importance). This landscape is rated to be of National Importance. Landscape sensitivity is classified as Very High, as these are landscapes which are considered extra vulnerable and

likely to be fragile and susceptible to change. The characteristics identified in this landscape character type will assist in the visual impact assessment of large scale development proposals.

**2.2.28.** The urban landscape around the harbour area is part and parcel of the harbour landscape. Cobh's position on the waterfront provides extended views over Cork Harbour, one of the largest natural harbours in the world and is a key natural asset to the town. The unique character of the streetscape and its rich heritage, have been largely retained creating an attractive public realm. Any re-development on the waterfront offers a significant challenge and Cobh Town Council have endeavoured to meet this challenge by providing an urban framework in the form of the 'Cobh Urban Design Feasibility Study' so as to guide development in a coherent and integrated manner. This Study has included consideration of a number of development 'nodes' along the waterfront as well as potential marina locations.

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

**2.2.30.** A significant amount of the Great Island is designated as scenic landscape although only a small part of this designated area overlaps with the boundary of the environs of the town. It is an objective of the CDP 2009, as set out in objective ENV 2-7 in Chapter 7 of that Plan, to preserve the visual and scenic amenities of those areas of natural beauty. The regional road R624 is a designated scenic route, the S53 from Belvelly Bridge to the centre of the town. The town and its environs are also highly visible from the S54 scenic route located across the harbour running from Passage West, on to Monkstown and ending in Ringaskiddy.

**2.2.31.** While the town area has an abundance of listed buildings and structures, there is just one entry on the record of protected structures for the environs of the town, namely Clonmel Church of Ireland Church (in ruins) located in the townland of Ballyvoloon, just south of Cow Cross Roads. There are over 350 entries on the Inventory of Architectural Heritage for Cobh, the majority of which are located within the Town Council area.

**2.2.32.** The Record of Monuments and Places designates part of the town as a Zone of Archaeological Importance and an area within the Town Council boundary is also designated as an Architectural Conservation Area (ACA).

**2.3 PROBLEMS & OPPORTUNITIES*****Population and Housing***

**2.3.1.** The unique geography of Cobh, such as its steep linear town centre and limited connectivity with the mainland, is the single biggest

influence on both the historic layout and future development pattern of the town. Cobh is the largest of a group of towns that developed as 19th century port towns around Cork Harbour. The town centre and waterfront area has an architectural ambience and environmental character of the highest quality, but there are problems of congestion arising in part from both the difficult topography and the historic street layout. The areas most sensitive to new development are those overlooking the harbour itself.

**2.3.2.** Given the fall in population within the town council area, there is likely to be some scope for infill or redevelopment within the town council boundary although opportunities will be limited, heritage sensitive, and therefore unlikely to generate significant numbers of units. There are residentially zoned lands remaining undeveloped from the previous Plan within the Environs area but increasing the density on these sites will not yield sufficient units to meet the demand arising from the town's population target. Consideration therefore needs to be given to accommodating additional growth on greenfield lands.

**2.3.3.** To the north of the town a valley runs east – west from Cuskinny to Ballynoe. The County Development Plan 2009 and CASP Update have identified the most appropriate location for new growth in Cobh to be the Ballynoe Valley. In assessing the most appropriate location within the valley to zone additional lands there are a number of important considerations; new development should be located so as to gain maximum advantage from the proposed new rail station at Ballynoe, there should be good connectivity back to the town, development should be capable of making best use of, and cost effective connection to, existing infrastructure and services and visual impact should be minimised.

**2.3.4.** For a number of years there have been proposals for an additional rail passenger station at Ballynoe, close to the cross river ferry. Provision has been made in CASP, successive County Development Plans and in the 2005 Midleton Electoral Area Local Area Plan for this station. However, whilst such a station would give the opportunity for convenient rail access to many of the new residential areas on Cobh's northern fringe, the current status of the proposal in Iarnród Éireann's programme is unclear. The 2003 Faber Maunsell Cork Suburban Rail Feasibility Study concluded that a new station at Ballynoe was not justified at that time. A similar conclusion was reached in relation to a new station at Carrigtwohill West however, in 2010 planning permission was granted for a new station at that location, with the full support of Iarnród Éireann. The recent re-opening of the rail line serving Carrigtwohill and Midleton is a mark of the success of the settlement strategy pursued along the rail corridor, and in light of the significantly enhanced population target now identified for Cobh there would appear to be sufficient justification for the potential of a station at Ballynoe to be re-considered.

### **Employment and Economic Activity**

**2.3.5.** Although substantial areas of new residential development have occurred in Cobh, the loss of important local industries such as the Haulbowline steel works, the Marino Point fertiliser plant and ship building activities at Rushbrooke Docks over recent decades has adversely affected the town's potential. Place of work data from the 2006 Census highlights the problem of outward commuting from the town and in order to stem the outflow of employees commuting, consideration needs to be given to bolstering local employment opportunities. This could be through the zoning of new industrial lands on the outskirts of the town, while re-development of Rushbrooke Docks along the lines suggested in the Scott Tallon Walker urban design feasibility study could provide a range of opportunities. The nearby brownfield site at Marino Point also offers potential for employment activities, port related or otherwise.

**2.3.6.** The Port of Cork operate a dedicated cruise berth in Cobh and the economic contribution of cruise liner passengers and crew to the wider region is close to €44m. Tourism is of vital economic importance to Cobh and the growth in the cruise liner business and unique attractions such as the Cobh Heritage Centre, the association with the Titanic and the recent commencement of trips to Spike Island offer opportunities to retain more of this spend in the town.

**2.3.7.** Building on this, tourist related comparison retail will be the focus for development in the town centre in the future. Improvements and strengthening of the town centre and the need to avoid undermining of the town centre are crucial issues to be addressed.

**2.3.8.** There has been considerable pressure, because of congestion and the lack of development opportunities, for some retail activities to relocate from the town centre to an area on the northern edge of the town at Ticknock and there are now two discount foodstores and a supermarket built at this location. On a large scale, such edge of town developments, particularly of a comparison nature could seriously undermine the vitality of the town centre itself. The balanced approach taken in the 2005 Plan was to make some provision at the edge of the town for the relocation of those uses that attract large volumes of commercial vehicles to the town centre or have a reasonable requirement for forms of building that could not be successfully accommodated in the town centre.

### **Community Facilities**

**2.3.9.** The Department of Education and Science identified a requirement for extension of existing primary schools in Cobh based on the 2020 forecast population of 12,287 set out in the 2004 Regional Planning Guidelines. The revised population target set by CASP Update of 14,543 will give rise to an additional requirement for educational facilities above that already identified of approximately 11 additional classrooms for primary school age and 175 post-primary school places. Given this significant increase in demand for primary

school facilities a new primary school will be required the most appropriate location for which is in conjunction with any residential development proposed in the Ballynoe valley. The deficit in post-primary school places is most likely to be accommodated in existing post-primary schools in the town.

**2.3.10.** There would appear to be a deficit of useable open space in the town. The largest existing open space site contains a number of large pylons so the town would benefit from a more strategically located space capable of being used for a variety of recreational purposes.

**2.3.11.** A lack of suitable nursing home accommodation in Cobh to allow elderly people remain living in the locality, has been identified as an issue and while a number of zoning objectives in the previous plan included the provision of a nursing home, to date none have been delivered.

### **Infrastructure**

**2.3.12.** Both Belvelly Bridge and Slatty Bridge are of pre-19th Century construction and given the level of existing traffic and proposed future development in Cobh, the upgrade or replacement of these bridges and the improvement of the road along its entire length will become a necessity. A number of possible route options for the realignment of the R624 and a new bridge crossing have been examined and a preferred route identified, although the scheme only covers the section of the road from Dog's Lodge to Marino Point. The full upgrade of the R624 is a critical piece of infrastructure if the growth targets for the town are to be delivered. There is also a need for continued upgrading of the existing local road network within and on the outskirts of the town and consideration should be given to the possibility of new roads linking east to west and connecting any new developments to appropriate railway stations. In addition, the Cork Area Strategic Plan recommends that an integrated local transport plan should also be prepared.

## **2.4 PLANNING PROPOSALS**

**2.4.1.** Outside the development boundary, the land forms part of the Metropolitan Green Belt. Here, the objectives of the Cork County Development Plan 2009 seek to preserve the character of the area and (subject to certain exceptions) reserve the land generally for agriculture, open-space or recreation uses.

**2.4.2.** Over the lifetime of this plan it is envisaged that there will be significant growth in both housing and employment so as to make the town more self-sustaining. The town's population target of 14,543 will give rise to a requirement for 2,088 new dwellings over and above those already built since 2006, vacant and under construction. Given the national trend towards falling household size, the lack of greenfield land and the challenges presented to brownfield re-

development proposals by the difficult topography and unique built heritage, it is unlikely that any significant amount of this target growth can be accommodated in the Town Council area. The 2005 zoning provisions for the Environs alone are not considered sufficient to yield these additional units and so the main alteration to the development boundary of the town has been the zoning of additional lands in the Ballynoe Valley.

**2.4.3.** The Council’s Housing Strategy states that on zoned lands, it will be a requirement that 20% of all land zoned for residential uses (or for a mix of residential and other uses) be reserved for the purpose of social and affordable housing. In Cobh, the strategy requires that half of that reserved land will be used for the provision of social housing.

**2.4.4.** Infrastructural deficits, in particular wastewater treatment and road access, are key considerations for future development proposals in the town. In the absence of an upgrade of the R624 along its entire length to Cobh and the replacement or upgrading of both Slatty and Belvelly Bridges, the existing road network will not be capable of supporting the level of traffic associated with the target growth for the town. While the North Cobh Sewerage Scheme has the capacity on site to expand to cater for an 8,000 PE, the long term growth targets for the town can only be catered for through the implementation of the Lower Harbour Sewerage Scheme. Without the resolution of these important infrastructural constraints new development opportunities will be limited.

**2.4.5.** The enhanced population targets for the town warrant re-consideration of the feasibility of the proposed passenger station at Ballynoe and it is a proposal of this plan for the completion of such a study.

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

| Objective No. | Development Boundary Objectives   |
|---------------|---|
| DB-01         | <p>Taking account of development already completed or under construction, it is an objective of this plan to secure the development of 2,088 new dwellings in Cobh Environs over the lifetime of the plan in order to facilitate the sustainable growth of the town’s population to 14,543 people over the same period.</p> <p>These will be provided through the development of land for which planning permission has already</p> |

| Objective No. | Development Boundary Objectives   |
|---------------|---|
|               | been granted and by the development of land designated for development in this plan.  |
| DB-02         | <p>(a) In order to secure the population growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for developments within this area.</p> <p>(b) All new development shall be connected to the public water supply, the public waste water treatment system and shall make adequate provision for storm water disposal. New development will be contingent, in the interim on the upgrade of the North Cobh Sewerage Scheme, and in the longer term, on the provision of the Lower Harbour Sewerage Scheme.</p> |
| DB-03         | It is an objective to secure the completion of a feasibility study on the proposed new passenger station at Ballynoe.   |
| DB-04         | It is an objective to secure the upgrading of the R624 along its entire length and including the replacement or upgrading of Slatty and Belvelly Bridges. In the absence of significant progress on these road improvements, new development will be limited.   |
| DB-05         | It is an objective to secure the completion of an integrated local transport plan for Cobh.   |
| DB-06         | It is an objective of this plan that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town’s main residential areas, schools, the town centre and the various railway station complexes.   |
| DB-07         | <p>It is an objective to ensure that provision is made in proposals for new development, particularly for housing, office, retail, industrial and educational uses to provide safe, convenient and pleasant routes linking the development to the proposed railway station at Ballynoe as well as back to the principal areas of the town for walkers and cyclists.</p> <p>In achieving this objective, special attention will be paid to the layout of the development to ensure that appropriate measures are taken to establish a</p>  |

| Objective No. | Development Boundary Objectives  |
|---------------|--|
|               | walking and cycling friendly environment.  |
| DB-08         | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6. |

**Special Policy Area Objectives**

**2.4.7.** In order to provide for the lands necessary to accommodate the target population growth in Cobh, a significant greenfield site has been identified in the Ballynoe Valley. Designating this area as a whole for a new residential neighbourhood including the provision of business/ employment lands, education and community facilities, provides an opportunity to create a sustainable new neighbourhood, allowing for the co-ordinated planning of the area’s physical and social infrastructure. It is considered that comprehensive proposals are best delivered through the development of a masterplan, an approach that in recent years is proving to be successful in a number of other Metropolitan towns in the county.

**Ballynoe**

**2.4.8.** The site comprises an area of 83.5 hectares on the northern fringe of Cobh Town, lying in the Ballynoe Valley west of Cow Cross Roads. The site has road frontage access on to the local road network at a number of locations along the western, northern and eastern site boundaries.

**2.4.9.** The northern site boundary is largely formed by the local Ballyleary road. The highest part of the site is along its southern boundary and ground levels fall away towards the northern site boundary. There are a number of residential properties located within and adjoining the site boundaries, while the commercial developments of recent years at Ticknock abut the eastern boundary.

**2.4.10.** Part of these lands were zoned in previous plans for residential and industrial uses but have remained undeveloped. The lands zoned for industrial development in the 2005 Plan in particular have failed to deliver the local employment opportunities envisaged in that plan due to various difficulties including topographical constraints and the presence of high tension power lines.

**2.4.11.** These lands have now been included in the masterplan area on the basis that a more comprehensive approach to the overall

development of this area will negate some of the difficulties that have prevented the development of these lands to date thereby unlocking the potential of these lands, which are well-located relative to the proposed rail station at Ballynoe. The provision of a suitable amount of business land will be a fundamental requirement of any masterplan.

**2.4.12.** While the masterplan will be prepared by the Council due to landownership complexities, it is envisaged that developers and landowners will play a key role in its preparation.

**2.4.13.** The masterplan will need to conform with DoEHLG guidance on Sustainable Residential Development in Urban Areas and the need to create sustainable communities. Important considerations in the masterplan will be:

- Maximising the potential of lands closest the proposed passenger rail station at Ballynoe,
- identification of employment lands,
- provision for phased development of up to 700 dwelling units,
- recreation and active open space uses,
- provision of an east west distributor road through the site, and
- a new primary school.

**2.4.14.** The specific special policy area zoning objective for a major new residential neighbourhood for Ballynoe is set out in the following table.

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
| X-01          | <p>It is an objective to facilitate the development of a new residential neighbourhood to deliver up to 700 dwelling units and appropriate employment development on this site through a phased programme of development that will secure the timely provision of the necessary physical, social and economic infrastructure. So that the development of this land can be properly co-ordinated, it will only be in accordance with a masterplan for the areas prepared by the Council.</p> <p>The masterplan shall provide for the following:</p> <ul style="list-style-type: none"> <li>• Provision of new housing within a clearly defined network of 'character areas' so that each area can develop its own identity and sense of community based on a mix and range</li> </ul> | 83.5             |

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
|               | <p>of housing densities and other services. The design of housing units is to have regard to universal design/lifecycle housing principles;</p> <ul style="list-style-type: none"> <li>• Provision of a minimum of 11ha of business land,</li> <li>• Proposals for a local neighbourhood centre, including a Primary Care Centre and possible nursing home;</li> <li>• The timing and provision of appropriate drinking water and waste water disposal services for the development including, where necessary, the upgrading of off-site infrastructure;</li> <li>• Proposals for the construction of a new distributor road network from east to west through the site, making best use of the existing site contours;</li> <li>• Proposals for the provision and construction of a primary school to meet the educational requirements of those likely to live in the development including the timing of its construction;</li> <li>• In addition to the open space normally required within new housing developments, the master plan makes provision of a minimum of 3ha to provide for recreation, sports and leisure facilities.;</li> <li>• A network of cycleway and pedestrian pathways linking the new railway station, residential character areas and areas of employment, leisure and education, as well as providing for connectivity back to the town;</li> <li>• Structural landscaping within the site itself and to the site boundaries to protect its' setting and to provide a long-term edge to the built up area of the town;</li> <li>• A comprehensive stormwater management system should be designed for the whole development utilising the latest recommended SUDS system in accordance with the</li> </ul> |                  |

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
|               | <p>Council's requirements.</p> <ul style="list-style-type: none"> <li>• Clear and unambiguous proposals for the phasing of development and the timing and provision of all supporting physical and social infrastructure.</li> </ul>  |                  |
| X-02          | <p>It is an objective to provide for a mixed use development comprising some or all of the following uses; a primary healthcare centre, convenience retail, a garden centre and children's adventure play centre. Comparison retail or other town centre uses are not appropriate. Proposals shall make provision for an access of distributor road standard to the X-01 site and which involves rationalising of access points on to the neighbouring regional road with existing adjoining development.</p> | 5.8              |

**Residential Areas**

**2.4.15.** While housing growth in Cobh Environs has been strong, some of the areas that were designated for housing in the 2005 Local Area Plan have not yet come forward for development and most of these sites have been retained in this plan. While the bulk of the new housing development envisaged in CASP Update and the CDP 2009 is to be accommodated on the masterplan site at Ballynoe, one additional residential site has been included within the development boundary. This site is located at the closest proximity to the proposed passenger rail station at Cobh and the bulk of the site will fall within the 400m (5 minute) walking distance to the station. The site is contained within the same visual envelope as the adjoining site zoned in 2005 (now R-01) and the masterplan lands, and at a similar elevation as R-01 and so their inclusion will not be detrimental to the visual amenities of the area.

**2.4.16.** The coastal site, formerly zoned as R-01, has been identified as at risk of flooding in the Draft Lee CFRAMS Study and is therefore no longer zoned for residential development. The requirement for the provision of car parking to serve the proposed new rail station at Ballynoe remains and so a portion of the site has been included in the site zoned for the station for that purpose.

**2.4.17.** The specific residential zoning objectives for Cobh Environs are set out in the following table:



| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
| R-01          | Medium B density residential development to include a mix of house types and sizes.  | 7.1              |
| R-02          | Medium B density residential development to include a mix of house types and sizes.  | 6.0              |
| R-03          | Medium A density residential development to include a mix of house types and sizes. Any layout shall be designed to allow for connectivity with, and in particular pedestrian and cyclist movements between, the masterplan lands to the west.   | 7.1              |
| R-04          | Medium A density residential development to include a mix of house types and sizes and to include the provision of a sports pitch. Any layout shall be designed to allow for connectivity with, and in particular pedestrian and cyclist movements between, the masterplan lands to the north. | 10.4             |
| R-05          | Medium A density residential development.  | 1.6              |
| R-06          | Medium A density residential development to include a mix of house types and sizes with provision for a nursing home.  | 5.8              |
| R-07          | Medium B density residential development to include a mix of house types and sizes, with 20 metre tree planted buffer along the northern site boundary.  | 4.4              |

**Employment & Economic Activity**

2.4.18. In order to ensure the growth of the employment sector in the town, it is imperative that suitably zoned lands are identified, in addition to the lands in the masterplan site, to allow for the immediate development of employment opportunities. Lands to the east of Ticknock have been identified for business use.

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
| B-01          | Business development, to exclude all forms of retail development including retail warehousing. Access to these lands shall be by means of a single access point onto the county road to the west of the site and subject to a detailed Traffic and Transport Assessment and Road Safety Audit. | 5.7              |

**Community Facilities**

2.4.19. The provision for a new railway station at Ballynoe was made in the 1996 County Development Plan. This is considered the most advantageous location for this important development because of its location near the ferry to Glenbrook and on the principal east – west route serving the main area where new residential development is proposed.

2.4.20. The specific community facilities objectives for Cobh Environs are set out in the following table:

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
| C-01          | New railway station including provision of park and ride facilities on the seaward side of the road.<br><br>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. | 0.8              |
| C-02          | Extension to cemetery.  | 1.2              |

**Open Space**

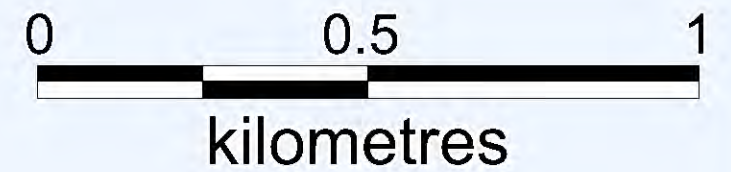
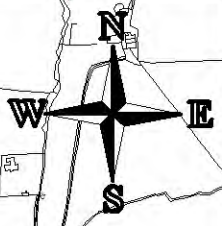
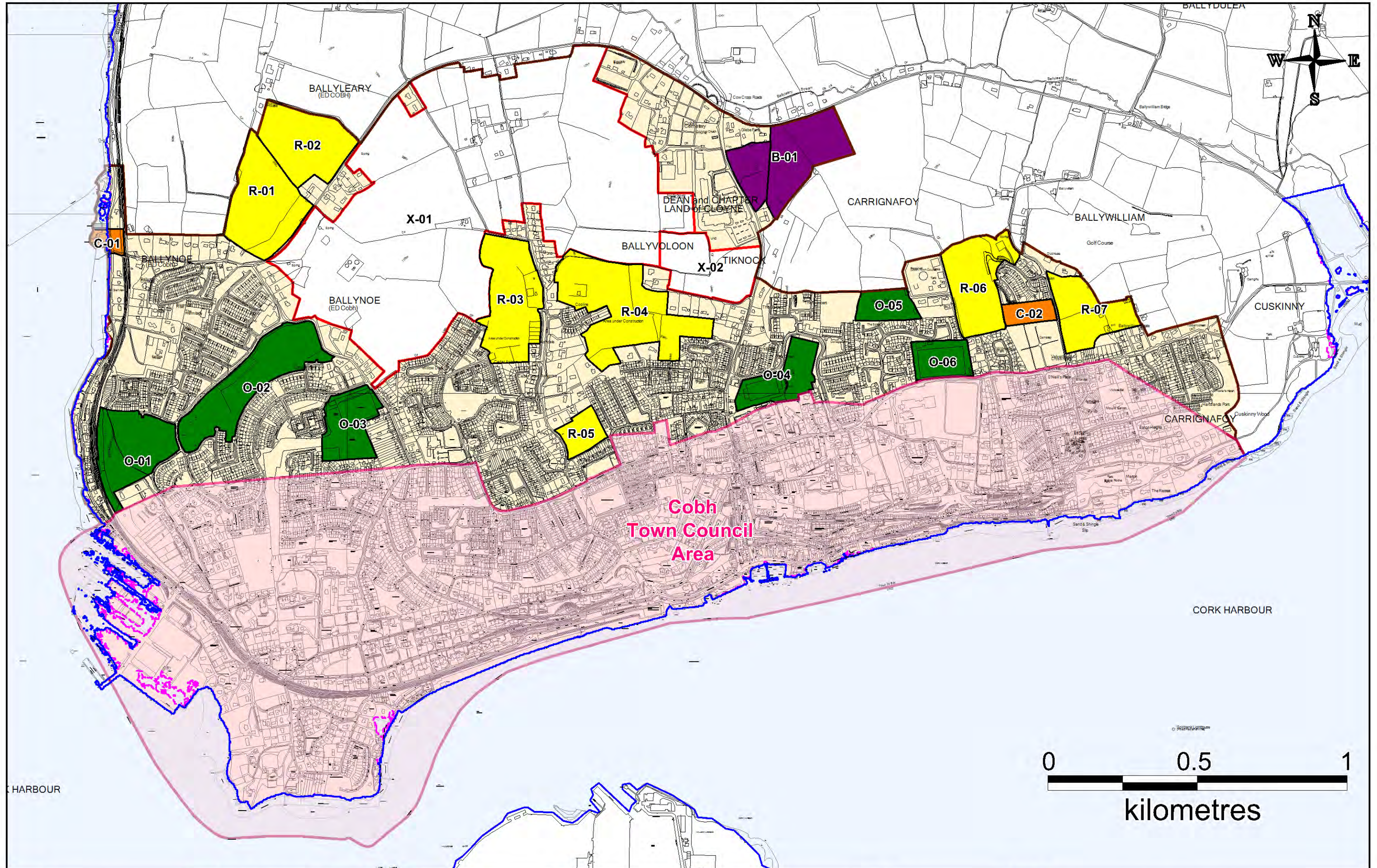
2.4.21. The principal providers of sports open space in Cobh are the GAA, Soccer, Rugby and Golf Clubs, and the various secondary

schools. With the harbour constraining the southern and western edges of the town, it is essential to maintain and expand on the provision of open space for additional sporting and recreational uses close to the main residential areas.

2.4.22. The specific open space, sports, recreation and amenity zoning objectives for Cobh Environs are set out in the following table:

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
| O-01          | Passive open space. The area makes a significant contribution to the attractiveness of longer distance views from the Passage West area and would benefit from the provision of structural landscaping and a seating area, and the provision of a children's playground on the eastern part of the site | 5.7              |
| O-02          | Passive open space.   | 7.4              |
| O-03          | Maintain existing playing pitches and sports facilities.  | 3.7              |
| O-04          | Maintain existing playing pitches and sports facilities.  | 3.3              |
| O-05          | Maintain existing playing pitch.  | 1.9              |
| O-06          | Maintain existing playing pitch and sports facilities.  | 2.4              |





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



## 3 Midleton Environs

### 3.1 VISION AND CONTEXT

#### **Mainistir Na Corann - Monastery at the Weir**

**The vision for Midleton is to attain the target population for the town by 2020 in a sustainable manner, broadening and strengthening its employment base, and building on the success of its rail connections, as well as providing an excellent environment for its residents and visitors, thereby realising its potential as a significant metropolitan town within the CASP Metropolitan area.**

#### **Strategic Context**

**3.1.1.** Midleton is designated as a Metropolitan Town within the County Metropolitan Strategic Planning Area and has experienced significant growth and development in the last decade. The aims for Midleton as set out in the County Development Plan 2009 are to secure the completion of the major mixed use development proposed for the Waterrock Area and the GAA lands in the Midleton Special Local Area Plan, building on the success of the re-opening of the railway line, and to facilitate its growth as an integrated employment centre while maintaining its attractive setting within the Metropolitan Cork Green Belt.

**3.1.2.** Like Carrigtwohill, Midleton was the subject of a Special Local Area Plan in 2005, which allocated significant growth to the town on the basis of the re-opening of the rail-line and a new commuter rail service to Cork City as part of the Cork Suburban Rail Network Project. Since the 2005 Special Local Area Plan was adopted there has been significant progress in achieving the strategic planning proposals outlined in that plan, the most notable of which is the recent re-opening of the commuter rail service to Carrigtwohill and Midleton. The intention is to continue with the implementation of the SLAP proposals as a priority but to achieve this from within the Local Area Plan structure.

**3.1.3.** Midleton is situated on the N25 National Primary Route which forms part of the Atlantic Corridor linking the gateway cities of Cork and Waterford. Significant improvement of this corridor is envisaged over the next plan period. The County Development Plan 2009 gives considerable support to the Atlantic Corridor as does the South Western Regional Authority's Regional Planning Guidelines 2010. The principle aim of the Atlantic Corridor concept is the development of an economic counter balance in the southern and western regions

to the Dublin region, focusing investment on the main towns along the corridor as the principal centres for employment and economic development.

**3.1.4.** The Department of Environment, Heritage and Local Government has designated Midleton as a Developing Area and as a result it is anticipated that the Town would receive a degree of priority in funding allocations for future infrastructure investment. Developing Areas are locations where strategically important and rapid development is expected to occur over the next five to ten years.

**3.1.5.** Cork County Council have established a Developing Areas Interagency Committee with the aim of overseeing the preparation of an Integrated Development Strategy for the Developing Areas in Cork County. This will focus on the integration of agency actions with the overall strategic objectives of developing an agreed template for successful development areas, development of active social networks to underpin community identity and facilities and the integration of the forward planning function of each agency with the forward planning function of the Council.

**3.1.6.** CASP Update envisages a focus on further population growth along the rail line to the north and east of the city, including Midleton. The updated strategy proposes that development be located along the suburban railway corridor which would support the investment that is being made in the rail network. The Update does not envisage that additional lands would need to be zoned to accommodate the increased population targets, rather that a change in densities be achieved on existing zoning lands.

**3.1.7.** CASP Update notes that the identification and implementation of infrastructure programmes and the execution of Masterplans will be critical to the achievement of growth and development in Metropolitan towns like Midleton. A key issue will be the continued growth and development of compact and sustainable urban centres. In this regard the implementation of the Masterplan which has been prepared for the Waterrock area of Midleton will be key to the success of the town in the future.

#### **Local Context**

**3.1.8.** In the past, Midleton has developed around the nucleus of its main street where a strong retail core has led to the development of a thriving market town. The agricultural market in the town was once one of the most important in East Cork. The port at Ballinacurra enabled the export of grain, whiskey and other produce. The arrival of the railway in the town in 1859 further strengthened the agricultural sector by opening up access to new markets.

**3.1.9.** In recent years, whilst retaining its self-sufficient market town character, Midleton has become a popular residential location for commuters working in or near Cork City. The town expanded to the

west, along the Cork Road, to the north, along Mill Road and to the south towards and including Ballinacurra.

**3.1.10.** The town has a north-south orientation, with key transport infrastructure at each end; the rail line to the north and the N25 dual carriageway to the south. The lands to the north of the rail line rise steeply in two hills at Waterrock and Broomfield, with the Owenacurra river valley in between. The lands to the south of the town are low lying leading to the river estuary.

**3.1.11.** Ballinacurra which lies to the south of the N25, experienced significant residential growth in the last decade and has become a major suburb of the town. Despite this it retains quite a strong village character. The growth in housing has not been matched by a provision of community facilities and the area lacks a primary school, community hall and place of worship in particular. Very little development took place in the centre of the village. The R630 regional road to Whitegate divides the village from the traditional quays areas. The heavy volumes of industrial traffic on the R630 considerably detract from the village environment.

**3.1.12.** Midleton is recognised as an Integrated Employment Centre in the 2009 CDP and has a very strong supply of business land to support this. In the retail hierarchy, Midleton is a Metropolitan town, with an overall strategy for expansion in line with the planned population increase.

**3.1.13.** Like Carrigtwohill, Midleton town was the subject of a Special Local Area Plan in 2005 which envisaged large scale growth by 2020 to take advantage of the proposed commuter rail service. This commuter rail service is now operational, offering a 30 minute peak hour service to Cork City with a journey time of just 23 minutes.

**3.1.14.** The ability of the town to provide a strong supply of housing and business land in a location accessible by a sustainable transport option means the settlement has the potential to play a key role in the delivery of the objectives of CASP and the settlement strategy of the County Development Plan.

**3.1.15.** The central area of Midleton is located within the jurisdiction of the Town Council which is a separate planning authority. Midleton Town Council area has seen large scale redevelopment in recent years with major development taking place on the old Mart site comprising a large Tesco shopping centre and cinema as well as smaller infill residential and retail schemes, opening up older backland areas and lands along the river. Generally there is further potential for new development on lands within the Town Council area and a new draft development plan for Midleton Town Council area was produced in 2009.

**3.1.16.** There are a number of other relevant plans relating to the town. Cork County Council produced the Midleton and Carrigtwohill Transportation Study in August 2010 and a draft Masterplan for the

Waterrock area of the town has also been recently produced and was available for public consultation in tandem with the draft local area plan in October 2010.

**3.2 PLANNING CONSIDERATIONS**

**Population and Housing**

**3.2.1.** The table below outlines the principal demographic figures for Midleton town for the last two census years 2002 and 2006. The population of Midleton rose by almost 26% in the period 2002-2006 while households grew by 33%. Numerically, this was the largest growth in population of any settlement in the electoral area and also in all of the Metropolitan towns. The target growth for population identified by County Development Plan 2009 for Midleton in 2020 is 23,735 which is an increase of 136% while the household target for 2020 is 6,484 which is an increase of 194 %. See Table 1 below.

| Table 1: Midleton Population and Households 2002 -2020 |             |             |             |                    |
|--|-------------|-------------|-------------|--------------------|
|  | 2002 Census | 2006 Census | 2020 Target | Growth 2006 - 2020 |
| Population   | 7,957       | 10,048      | 23,735      | 13,687             |
| Households*  | 2,494       | 3,338       | 9,822       | 6,484              |

\*Estimate

**3.2.2.** This increase in households gives rise to the requirement for an additional 8429 housing units to be accommodated in the town as set out in Table 2 below.

**3.2.3.** The 2008 Housing Land Availability Study (HLAS) indicates that the existing residential land supply in the town can adequately accommodate 5,522 dwellings which includes the Waterrock Masterplan Area in Midleton.

| Table 2: Midleton Growth Targets 2006 - 2020 |            |                |
|--|------------|----------------|
| Population                                   | Households | Dwelling Units |
| 13,687                                       | 6,484      | 8,429          |

**3.2.4.** The table below outlines the current housing stock figures for Midleton town. Almost 2000 new dwellings were completed in Midleton between 2001 -2010. There is currently an estimated 4,392

units occupied within the town with a further 112 units under construction. Currently it is estimated that newly built vacancies stand at 206 units (when considering Midleton metropolitan location this vacancy level of 4% could be considered moderate). There are 1271 units which have an outstanding planning permission (including the Town Council area).

| Table3: Midleton Housing Stock |                |                |                  |
|--------------------------------|----------------|----------------|------------------|
| Dwellings 2001                 | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 2,400                          | 3,260          | 4,392          | 1,992            |

Source: Geodirectory

**3.2.5.** The table below outlines that when houses constructed between 2006 - 2010, excluding the number of existing planning permissions, are taken into account; the net requirement of new housing in Midleton is 7,205 units. Previous studies (Housing Land Availability Studies) have indicated that the capacity of the current zoned lands is 5,522 units. The 2005 Special Local Area Plan in 2005 estimated that there was a capacity of 1000 houses to be constructed within the Town Council area and this then leaves a current shortfall of about 683 units. See Table 4 below.

| Table 4: Midleton Housing Requirement 2020 |  |                                  |   |
|--|--|----------------------------------|---|
| New House Construction Target 2006 to 2020 | Already built, 2006-10 plus units which are vacant and under construction. | Outstanding planning permissions | Additional New development Required to 2020 |
| 8429                                       | 1,224  | 1271                             | 7,205                                       |

**3.2.6.** CASP Update points to an increase in densities on existing available lands as the means of accommodating this additional dwelling units requirement. This is not an unreasonable position as, similar to Carrigtwohill, sites that have been developed to date have tended to achieve densities in excess of the yield anticipated in the 2005 SLAP.

**3.2.7.** A number of key sites, in close proximity to the rail passenger station, including the Masterplan site at Waterrock remain available and offer the opportunity to re-examine the densities that could be achieved thus negating any requirement to zone additional land on the outskirts of the town. Much of this new development took place in the form of modern housing estates on zoned lands in the environs, as well as some infill development on sites within the Town Council boundary. Ballinacurra which lies on the southern side of the N25 also

experienced considerable growth over the same period with large housing estates growing up around the traditional village centre.

**3.2.8.** Most of the lands at Broomfield East have been developed or are currently being developed resulting in a significantly large new area of residential development in the town which is beginning to mature. Similarly Ballinacurra has seen significant levels of development, both along the river frontage in the form of apartments as well as more traditional suburban style housing estates.

**3.2.9.** The residential lands at Baneshane have been subject of a number of permissions and there is an outstanding permission on one of the sites for just over 400 housing units, a small number of which have been commenced. The site immediately west of these lands has been fully developed for housing.

**Employment and Economic Activity**

**3.2.10.** Midleton is designated in the 2009 County Development Plan as an Integrated Employment Centre with a stated aim of achieving balanced housing and employment provision and as a suitable location for large scale industry, office based industry and enterprise. Good road access, a commuter rail service and a healthy supply of business land in addition to a ready supply of housing should position Midleton as an attractive location for business.

**3.2.11.** Data from the 2006 Census notes the excess of employees over jobs in the town, resulting in outward commuting and emphasises the importance of measures to increase modal shift. Little Island and Cork City are the most popular destinations for commuters from the town. Up until now, this commuting has been entirely car-based, but the recent re-establishment of a commuter rail service to the town should see this pattern change. The way forward is to establish Midleton as a self sustaining town with a mix of employment and business opportunities, reducing commuting numbers and encouraging further retail and tourism development in the town.

**3.2.12.** The Business Land Availability Study identified the actual number of jobs in Midleton in 2006 as 3,725 and CASP Update has identified a 2020 jobs target of 6,202 for the town. This gives a requirement for almost an additional 2,500 jobs. Between 2003 and 2008 a total of 33ha of business land were taken up, but the supply of business land remains reasonably strong with 101ha remaining, (which is equivalent to a 15 years supply based on the current rate of take-up prevailing).

**3.2.13.** Significant employers in Midleton include Midleton Distillery, Tesco, Super Valu, Lidl, Aldi as well as other retailers and service providers in the town. Food production is an important component of the local economy and Midleton Farmers Market is well known across the country.

*Retailing*

**3.2.14.** Midleton is designated as a Metropolitan Town in the retail hierarchy and the town has been very successful in attracting retail development, continuing its success as a long established market town. Midleton has seen a reasonable growth in retail activity in recent years, including the opening of the Market Green shopping complex. Midleton has a specific role in serving a wider rural catchment area and, despite its proximity to Cork City and a number of suburban district centres, its strong retail and service base has ensured it has remained self-sufficient.

*Community Facilities*

**3.2.15.** The largely self sufficient nature of the town makes it a very attractive place to live. Existing sports facilities are well dispersed throughout the town and while the town is reasonably well served, there will be a need to add to these in line with planned population growth. Existing facilities include two golf clubs, GAA, soccer, rugby, pitch and putt, hockey and squash.

**3.2.16.** Indoor facilities include a leisure centre at the Midleton Park Hotel Complex, gyms, indoor courts for volleyball and badminton, community centre and a snooker hall. A new five screen multiplex cinema has opened at Market Green. There is also a playground for younger children near the town centre.

**3.2.17.** A very attractive and well maintained town park has been provided at the Council offices in the centre of the town and a newer park has also been developed at Bailick.

**3.2.18.** A new pedestrian walk was recently completed at Ballinacurra linking it to Ballyannan Wood, providing an attractive off-road amenity walk. The potential to provide additional amenity walks, linking existing and future facilities is outlined in the Transportation Study including the Owenacurra River Route and Dungourney River Route linking with Ballyannan Wood.

**3.2.19.** Midleton is well served in terms of educational facilities with five primary schools and four secondary schools in the town. The primary schools are the Gaelscoil, St Bridget's, St John the Baptist, Christian Brothers and the Educate Together. Both the Gaelscoil and the Educate Together schools are seeking new premises. The secondary schools comprise Christian Brothers, Midleton College, St Mary's High School and St Colman's Community College.

**3.2.20.** The revised population target set by CASP Update of 23,735 (as a result of the population targets issued by the Department of the Environment, Heritage and Local Government in February 2007) and contained in the 2009 CDP, will give rise to an additional requirement for educational facilities above that already identified of approximately 24 additional classrooms for primary school age and 346 post-primary school places.

**3.2.21.** Options to accommodate this additional demand for primary school places include increasing the size of those schools already planned or consideration of a further new primary school. Post-primary demand can most likely be accommodated in the planned new post-primary school.

**3.2.22.** Our Lady of Lourdes Hospital (Midleton Community Hospital) and Home is located within the Town Council area and has a total of 100 beds. The Southern Health Board also have a health centre in the town centre area and the Welfare Home is situated at the Fair Green. A Rehabilitation Centre is run by COPE at Avoncore. There are no primary health care teams in Midleton at present.

*Infrastructure**Roads*

**3.2.23.** The N25 runs through the south of Midleton and while a portion of the town lies to the south of the road, it functions as a by-pass. Phase 1 of the Northern Relief road has been completed, however Phases 2 and 3 are dependent on the availability of finance and the anticipated timescale for this is a number of years from now. Traffic congestion and parking is a major issue in the town, particularly on the main street and around the numerous schools in the town.

**3.2.24.** The Midleton and Carrigtwohill Transportation Study which was published in August 2010 offers a variety of measures to alleviate this situation. The distributor road for the Waterrock development and a grade separated junction on the N25 are also crucial elements of roads infrastructure that need to be provided in order to advance the development proposals for the town. There are also proposals to close the Lakeview Roundabout and provide a distributor road from the Whitegate Road south of Ballinacurra eastwards to join the N25. This would free up congestion at the roundabout and ensure easier access to the N25 from the Whitegate/Aghada area as well as resulting in significant improvements to the environment of Ballinacurra Village.

**3.2.25.** The N25 Atlantic Corridor is the subject of major on line improvement works and the preliminary design of the Midleton to Youghal section is underway. It is anticipated that CPO documents will be published by the end of the year. Progress on this is again subject to finance being made available. The possible timescale for the commencement of these works is 2012/ 2013.

*Walking/Cycling*

**3.2.26.** New cycle routes have been provided in the newer estates at Broomfield and around the Northern Relief Road. There is significant potential for cycle routes in the town given the relatively level terrain and proximity of most residential areas to the centre. In terms of achieving modal shift in the next plan period, significant weight must be given to encouraging increased levels of walking and cycling in the town, mainly through design in new development areas. The Transportation Study outlines proposals in detail to improve walking and cycling routes throughout the town as well as parking and public transport measures which will significantly enhance the attractiveness of the town as a place to live and to visit.

*Public Transport*

**3.2.27.** The recent re-establishment of a commuter rail service to the town is likely to be the catalyst for further strong housing and economic growth in the town. The 2005 SLAP indicated the potential for a second passenger station within the Waterrock opportunity site and this is being considered in the Masterplan currently being prepared by the Council. Midleton is also served by frequent bus services between Cork and Waterford linking the town with a number of smaller settlements in the area, including Cloyne, Castlemartyr and Youghal.

*Water & Wastewater*

**3.2.28.** In Midleton the existing water supply is inadequate, in terms of both the capacity of the water treatment plant and storage. Existing abstractions from the Owenacurra River are shared with Cobh Rural Water Supply Scheme, however, increased abstractions to serve Midleton may impact on the available supply for Cobh.

**3.2.29.** There are some local options to upgrade the supply but given the scale of growth proposed and the strategic location of the town on the Cork Suburban Rail Network, the most effective option would be to extend the trunk main recently constructed to Carrigtwohill to Midleton. Construction on this main could commence in two years. Given the importance of Midleton to the delivery of growth targets in Metropolitan Cork, it is critical that this constraint on future development is overcome. A total of four watermain connections have been installed under the re-instated railway line to facilitate future development.

**3.2.30.** The Wastewater treatment plant will require modular expansion from 10,000 PE to 15,000 PE and beyond in line with planned housing and employment development. There have been a significant number of storm overflows on the existing collection system however, an infiltration project to repair defective sewers is now substantially complete. Subject to the availability of finance the upgrade of Midleton WWTP to 15,000 pe is targeted to commence in the short term (late 2010/ early 2011) and is expected to be completed at the end of 2011. Again, the delivery of this strategic

infrastructure must be a key priority for the County. Provision has been made for two foul sewer connections under the railway line.

#### Surface Water

**3.2.31.** New proposals for development in Midleton should include the provision of sustainable urban drainage systems, silt traps, and grease hydrocarbon interceptors where appropriate so as to ensure that water quality is improved and maintained. Provision has been made for two storm sewers under the rail line.

#### Flooding

**3.2.32.** Draft flood maps prepared for the town and incorporating the conclusions of the Lee CFRAMS Project have identified a potential risk of flooding in a number of places within and on the outskirts of the town, from both fluvial and tidal flooding. The areas at risk largely follow the paths of the Owenacurra and Dungourney Rivers and the areas adjoining the estuary at Ballinacurra and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. A number of the locations affected are either existing or potential open space but the planning proposals of this plan make provision for dealing with this flood risk. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

#### Waste

**3.2.33.** There is a major civic amenity site at Rossmore near Carrigtwohill which is only accessible by car. There are also two bring sites in Midleton at Distillery Walk and Tesco car parks where there are facilities for the recycling of glass, textiles, beverage cans and food tins.

#### Utilities

**3.2.34.** Fixed line broadband is available in Midleton.

#### Environment and Heritage

**3.2.35.** The draft Landscape Strategy places Midleton within the city harbour and estuary landscape type. The landscape value and sensitivity is stated as very high and of national importance. The Great Island channel south west of Midleton is classified as designated scenic landscape in the CDP 2009. The characteristics identified in the draft Landscape Strategy will assist in the visual impact assessment of large scale proposals for development.

**3.2.36.** Cork Harbour/Great Island Channel which extends to Ballinacurra are also identified as designated SPA, pNHA and cSAC areas in the County Development Plan 2009. It is an objective of the CDP 2009 to maintain the conservation value of all Natural Heritage Areas proposed for designation and this Local Area Plan will attempt to avoid any adverse impacts on these sites. This area hosts a good diversity and numbers of wintering birds. Most of the species that are found in the harbour are represented here, including teal, lapwing, black-tailed godwit, redshank, dunlin and golden plover.

**3.2.37.** With regard to water quality, the Owenacurra and Dungourney waterbodies are the relevant waterbodies for the town and are identified as being at risk. The overall objective for 2015 is to restore these waterbodies. Although other issues such as agricultural practices and septic tanks are significant factors, an upgraded waste water treatment plant for the town would aid the achievement of this objective. The following tables summarise information in relation to water quality in the area.

**3.2.38.** Given the scale of growth envisaged in Midleton it is important that environmental issues are given sufficient consideration. Water quality in the Dungourney River has been identified as poor status and the Owenacurra River is only moderate and these rivers are therefore at risk of not achieving good quality status by 2015.

**3.2.39.** The estuarine and coastal waters are designated as a 'Protected Area' which is a water body requiring special protection under EU legislation because they are bathing waters, nutrient sensitive and designated as an SPA and cSAC. The upgrading of the WWTP for the town is clearly a priority if the targeted levels of growth in population and employment are to be achieved.

| Owenacurra River             |               |
|------------------------------|---------------|
| Water Management Unit        | Owenacurra    |
| Waterbody Code               | IE SW 19 1955 |
| Protected Area               | Yes           |
| River Status (July 09)       | Moderate      |
| Risk Assessment (River body) | 1a at risk    |
| Objective                    | Restore       |
| Q value                      | Moderate      |

| Dungourney River             |               |
|------------------------------|---------------|
| Water Management Unit        | Dungourney    |
| Waterbody Code               | IE SW 19 1957 |
| Protected Area               | Yes           |
| River Status (July 09)       | Poor          |
| Risk Assessment (River body) | 1a at risk    |
| Objective                    | Restore       |
| Q value                      | Poor          |

**3.2.40.** There are a total of 51 buildings or sites in Midleton that are included within the Record of Protected Structures made under section 51 of the Planning and Development Act 2000. Midleton Town boasts some fine Georgian public buildings, terraces and houses, at Broderick Street, St John Baptist, Midleton College the Distillery buildings, Market House and Tracton Lodge. There are also examples of one-off Victorian buildings and detached Edwardian houses. Also notable is the railway station, which includes the signal box, station building, platform facings and the remains of the canopy.

**3.2.41.** Also, a number of areas and street frontages within the Town Council's area are designated as Architectural Conservation Areas. In the vicinity of the railway station, the houses fronting the south side of Railway Street and the eastern side of Mill Road are included within the designation.

**3.2.42.** There are a number of areas of known archaeological interest or potential within the Town Council's area. Some examples of these include sites on the Midleton College Complex, the hall and graveyard site to the north and south of Church Lane and also at the Industrial Estate on Dwyer's Road. Outside of the Town Council boundary, there are a number of archaeological sites to the south of the town, at Castleredmond, Bailick and Ballinacurra, in particular around the old Malt Houses and at Rose Hill.

### 3.3 PROBLEMS & OPPORTUNITIES

#### Population and Housing

**3.3.1.** The success of the commuter rail project is contingent on delivering a high level of growth at suitable locations, particularly the station hinterlands. The 2005 SLAP zoned a number of opportunity sites in close proximity to the proposed station. Progress on the delivery of actual units on these sites has been limited. The objective for the largest site north of the station at Water Rock required the preparation of a masterplan for the site. The intention is that the masterplan, which will be a non-statutory plan, will support the implementation of the key objectives for the site set out in this plan.



Cork County Council has recently taken the lead in the preparation of this masterplan in consultation with the landowners in the masterplan area and produced a draft masterplan which was available for public consultation along with the draft Local Area Plan in October 2010.

**3.3.2.** The timing of the delivery of the Masterplan has afforded an opportunity to re-examine density provision on these key sites which are essential to delivering the additional growth earmarked for Midleton under the revised CASP update targets, requiring a total of 6081 new housing units to be provided in the town.

**3.3.3.** This LAP outlines a number of strategic principles which will guide development within its area and are reflected in the draft masterplan. The LAP supported by the masterplan, provides a coherent planning framework for the Waterrock lands and makes provision for the creation of a mixed use neighbourhood of a minimum of 2,500 new housing units.

**3.3.4.** The Masterplan will ensure convenient and direct access to the Midleton railway line, strengthen the role of the public realm and realises the potential of the flood plain of the Owenacurra River as an important amenity and environmental asset for the town. The plan intends to “guide the performance of development to achieve environmental excellence, efficient use of resources and minimise waste through design guidance”.

**3.3.5.** The Masterplan outlines the intention for individual character areas within the site which are clearly identified and gives appropriate density ranges for each area which are in line with the principles set out in the DOEHLG publication ‘Sustainable Residential Development in Urban Areas’ and the associated Urban Design Manual. The strategy recommends higher density provision in the vicinity of the railway line, fanning out to medium density with some low density provision at points furthest from the railway line. Medium density is given as 30-50 units per hectare in order to give sufficient flexibility to help development get underway in a returning market. A phasing schedule is also included which is organised in three phases whereby the delivery of infrastructure, services and facilities are produced in tandem with the delivery of residential units.

**3.3.6.** It is expected that up to 1000 units can be accommodated within the Town Council area of Midleton and further housing lands are available in other areas of Midleton, including lands at Broomfield West, Baneshane and Ballinacurra.

**3.3.7.** There is a large site at Broomfield West to the north of the railway station and east of the Masterplan area fronting the Mill Road which is suitable for additional residential development. This site is in Council ownership and remained undeveloped through the last plan period when it was zoned for potential relocation of the GAA complex, residential, business and a cemetery.

**3.3.8.** This site is bounded by East Cork Oil to the north, and residential estates to the south. It is currently in agricultural use. The site is extremely well located in terms of road and rail access. The site comprises a steeply sloping western facing hillside with a wide flat base at its western edge. The upper slopes are quite visually sensitive. Most of the level portion of the site lies within a 1000m radius of the railway station, and the SE corner of the site is just 500m north of the northern relief road and 1200m from the town centre. Access is available onto the Mill Road while limited access may be possible from the Avoncore Road.

#### ***Employment and Economic Development***

**3.3.9.** The Airport Business Park has been a key location in terms of the supply of premium office floorspace in Metropolitan Cork, however, given the strong growth in office based jobs that underpins the CASP update economic strategy it is important to identify strategic alternative locations for high quality office based developments to meet an expanding demand in the future. As a place earmarked for significant population growth and with enhanced public transport facilities, Midleton offers a prime location for a high quality business park. A site, suitable for such a use was identified at Knockgriffin in the 2005 SLAP. The completion of Phase 1 of the Northern Relief road has enhanced the potential of these lands.

**3.3.10.** Midleton Distillery, on the east side of the town centre, is designated under the Major Accidents (Seveso) Directive and may constrict development on this side of the town. The Distillery is a major local employer and has significantly expanded its operations in Midleton over the previous plan period. Further potential to expand may be limited at its current site and the Council may have to give consideration to further off-site development of the Distillery’s operations.

**3.3.11.** In order to meet growing demand for Irish Whiskey (in particular Jameson) Irish Distillers Limited have plans to double the capacity of the Distillery in the next 5 years. In principle, the Council will support these expansion plans.

**3.3.12.** The potential for Irish Distillers Limited to expand on the current site is limited but the required increase in the distillation capacity can be accommodated. In addition to the Distillery’s distillation capacity its maturation capacity will also have to increase significantly and this requires specifically designed maturation warehouses on a large site area. The current Distillery site does not have the capacity to accommodate the scale of associated maturation warehousing required to facilitate the doubling of the distillation capacity and this will have to be accommodated off site.

**3.3.13.** The warehousing use will require limited services and having regard to the large site size required, its limited direct employment and Seveso designation, is considered to be an

unsustainable use of zoned and serviced land in Midleton and Metropolitan Cork.

**3.3.14.** The 2009 County Development Plan recognises that certain industries cannot be accommodated within towns and alternative locations outside of towns are required. Having regard to the unique nature of maturation warehousing, its potential impacts and low servicing and employment demands, a rural location within the Midleton Electoral Area is considered to be the most appropriate location to facilitate the required maturation warehousing facilities.

**3.3.15.** IDL have identified commercial forestry lands to the north of Dungourney at Ballynona North with the potential to cater for all future maturation needs, which will enable the expansion of distilling operations in Midleton and will secure the long term future and expansion of one of the County’s important industries.

**3.3.16.** The main business land banks are located on the eastern and western outskirts of the town. There are good road links to those sites on the western side of the town and when the remaining phases of the northern relief road are completed, the sites to the east will be equally well served.

**3.3.17.** A stand alone site at Baneshane to the south of the N25 remains undeveloped but enhances the opportunities available for varying scales of industrial development. At present the site has direct access to the N25 but this will change under the Midleton Carrigtwohill Transportation Plan whereby access will be via the local distributor road with a link the national road at Carrigtwohill. Given the distance from the railway station and the Water Rock area and other main centres of population, it is considered that the site is not suitable for high intensity employee uses such as offices. Uses which would be suited to this site include stand alone industry, warehousing and distribution.

#### ***Community Facilities***

**3.3.18.** A new primary school is required to serve the population south of the N25 at Ballinacurra and both the Gaelscoil and Educate Together primary schools require new premises. If the lands at Baneshane are developed within the plan period, provision for a primary school is also necessary in that location. It is envisaged that significant provision for new education, community and sporting facilities will be provided within the Masterplan lands north of the railway line. Large areas of lands have been specifically zoned for open space and specific provision for new schools and other community facilities are outlined.

#### ***Infrastructure***

**3.3.19.** The location of the town on the railway line and on the N25 Atlantic Corridor offers significant opportunities in terms of access to

markets and attractiveness for tourism etc. The potential offered by the town's location on the main road and rail network should be expanded by building on the existing population and employment base of the town. The re-opening of the railway line from Midleton to Cork and beyond also offers a significant opportunity to significantly increase its public transport modal share.

**3.3.20.** The Masterplan lands offer the opportunity for a second rail station at Water Rock. Much of the Water Rock site is outside the 1000m recommended walking distance from the existing station and in light of this and the need to work towards achieving more sustainable transport modes, it is clear that a second railway station is required for the intended population of 23,735 people.

**3.3.21.** Significant development in the town without further upgrading of key infrastructure is unsustainable. This issue needs to be resolved as quickly as possible if the town is to achieve its strategic role in Metropolitan Cork.

**3.4 PLANNING PROPOSALS**

**General Objectives**

**3.4.1.** Outside the development boundary, the land forms part of the Metropolitan Green Belt. Here, the objectives of the Cork County Development Plan 2009 seek to preserve the character of the area and (subject to certain exceptions) reserve the land generally for agriculture, open-space or recreation uses.

**3.4.2.** The population target of 23,735 set out in CASP Update and the County Development Plan 2009 requires the provision of additional 6081 new housing units in the town (exclusive of outstanding permissions and units constructed in the period since 2005). The combined land supply for Midleton town and environs, based on the town council meeting its 2005 commitment to achieving 1,000 units in the town council area, is sufficient to accommodate 5,522 units.

**3.4.3.** There is a shortfall of zoned land to cater for around 683 units but it is considered that this can be met within the existing boundaries. There is scope within the Masterplan area to achieve higher densities resulting in the possibility of achieving in excess of 2,500 new units within the site. This would account for a significant proportion of the shortfall identified above. Other undeveloped sites and redevelopment options of brownfield lands are likely to cater for the balance. The lands at Broomfield West have been identified for mixed use development and therefore have the potential to yield some additional housing units.

**3.4.4.** In line with the objectives of the CDP, Ballinacurra will continue to consolidate, focussing on the provision of social and community facilities with improvements to the village core.

**3.4.5.** The Council's Housing Strategy states that on zoned lands, it will be a requirement that 20% of all land zoned for residential uses (or for a mix of residential and other uses) be reserved for the purpose of social and affordable housing.

**3.4.6.** The publication of the Midleton and Carrigtwohill Transportation Study has significant implications, direct and indirect on all lands contained within the development boundary of the town. Implementation of a number of the recommendations of this study will be key to facilitating the development of the town as a sustainable location for business and living, linking the outer areas with the town centre as well as facilitating the establishment of a pedestrian and cycle network. Some of the key recommendations for Midleton in the Study are:

- The establishment of a road and street hierarchy;
- a new interchange to the east of the town;
- Main Street Urban Improvement Scheme;
- gyratory improvements;
- provision of an Eastern Relief Road to Ballinacurra;
- Identification of pedestrian and cyclists routes;
- HGV Management proposals; and
- street and junction improvements.

| Objective No. | <u>Development Boundary Objectives</u>   |
|---------------|--|
| DB-01         | <p>Taking account of development already completed or under construction, it is an objective of this plan to secure the development of 7,205 new dwellings in Midleton over the lifetime of the plan, in order to facilitate the sustainable growth of the town's population to 23,735 people over the same period, and of which 1,000 dwellings will be accommodated in the Town Council Area.</p> <p>These will be provided through the development of land for which planning permission has already been granted and by the development of land designated for development in this plan.</p> |

| Objective No. | <u>Development Boundary Objectives</u>  |
|---------------|---|
| DB-02         | <p>(a) In order to secure the population growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of the Great Island Channel Special Area of Conservation and Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for developments within this area.</p> <p>(b) All new development shall be connected to the public water supply, the public waste water treatment system and shall make adequate provision for storm water disposal.</p> |
| DB-03         | <p>It is an objective to broadly support the principles of the Midleton and Carrigtwohill Transportation Study published in August 2010 as they apply to Midleton Environs, in a sustainable manner.</p>  |
| DB-04         | <p>It is an objective of this plan, where necessary, to reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard. This objective applies to all land within 5m of the perimeter fence on either side of the railway. Within this area the following categories of development will be resisted:</p> <ul style="list-style-type: none"> <li>• New buildings not required for the operation of the railway; and</li> <li>• New vehicular and pedestrian accesses where these accesses are the sole or primary access to development.</li> </ul> <p>New bridge crossings constructed will be required to provide sufficient clearance to permit double track operation.</p> <p>Open land uses, such as open space, surface car parking and agriculture will normally be permitted subject to the proper planning and sustainable development of the area.</p>  |
| DB-05         | <p>It is an objective of this plan that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools, the town centre and the railway station complex.</p>  |
| DB-06         | <p>It is an objective to ensure that provision is made in</p>   |

| Objective No. | Development Boundary Objectives   |
|---------------|---|
|               | <p>proposals for new development, particularly for housing, office, retail, industrial and educational uses to provide safe, convenient and pleasant routes linking the development to the railway station and the other principal areas of the town for walkers and cyclists, based on the priority measures identified in the Midleton and Carrigtwohill Transportation Study, August 2010.</p> <p>In achieving this objective, special attention will be paid to the layout of the development to ensure that appropriate measures are taken to establish a walking and cycling friendly environment.</p>  |
| DB-07         | <p>All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6.</p>   |
| DB-08         | <p>Midleton is situated adjacent to Cork Harbour Special Protection Area and the Great Island Channel Special Area of Conservation. This plan will protect the favourable conservation status of these sites, and all new development shall be designed to ensure the protection and enhancement of biodiversity generally. Development proposals in unzoned parts of the settlement adjacent to the SAC and SPA will be likely to require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on these.</p> |

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
|               | <p>Demonstrate, to the satisfaction of the planning authority, that the proposals for this land can, in future, be satisfactorily integrated with other land in the Baneshane area and linked to the town centre, it's railway station and the site identified in this plan as a possible second station to serve the town at Water Rock; No new houses shall be commenced until the new primary school and community recreational facilities are commenced by the developer and the development of new houses shall be limited to 400 in number until such time as the New Grade Separated Junction with the N25 is completed by either Cork County Council or by way of Public Private Partnership with the developer. The special contribution of €100,000 per acre updated in accordance with the Consumer Price Index shall be paid to Cork County Council on the commencement of the work on the New Grade Separated Junction or in the event of a Public Private Partnership, the developers shall immediately make available the aforementioned funds i.e. € 8,000,000 (updated in accordance with the Consumer Price Index) to facilitate the project.</p> <p>Any proposals for development shall be accompanied by a Flood Risk Assessment in line with The Planning System and Flood Risk Management Guidelines, November 2009.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines ‘The Planning System and Flood Risk Management’ as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. As this zone is within the floodplain of the Owenacurra River and upstream from the Great Island Channel Special Area of Conservation, any development proposals are likely to require the provision of a Natura Impact Statement and can only proceed where it can be shown that it will not have significant impacts on the Great Island Channel SAC. Sustainable Urban Drainage</p> |                  |

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
|               | <p>Systems (SUDS) and sufficient storm water attenuation will be required for any development which may be permitted in this area.</p>   |                  |
| R-02          | <p>High density residential development – new development on this site should include detailed landscaping proposals.</p>  | 0.9              |
| R-03          | <p>Medium A density residential development to include a mix of house types. Consideration may also be given to the provision of a nursing home. Proposals should take cognisance of the period property in the near vicinity and should include detailed landscaping proposals for the site.</p>  | 7.5              |
| R-04          | <p>Medium A density residential development to include a mix of house types. Detailed access and landscaping proposals to be included.</p>   | 7.2              |
| R-05          | <p>High Density residential development. Proposals should take cognisance of the period property in the near vicinity and should include detailed landscaping proposals for the site.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines ‘The Planning System and Flood Risk Management’ as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p> | 1.7              |
| R-06          | <p>High density residential development.</p>   | 0.9              |
| R-07          | <p>Medium A density residential development with provision for some Medium B, subject to ground conditions.</p> <p>This zone is immediately adjacent to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. Development proposals must provide for sufficient stormwater attenuation and may require the provision of an ecological impact</p>   | 14.7             |

**Residential Areas**

3.4.7. The residential zonings for Midleton environs are set out below and for the most part are located south of the N25 at Baneshane and Ballinacurra.

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
| R-01          | <p>Medium A Density Residential Development. In submitting proposals for the development of this land, the developer will be required to:</p> | 32.3             |

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
|               | <p>assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC and SPA.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p> |                  |

#### Open Space/ Sports/ Recreation & Amenity

**3.4.8.** The development boundary for Midleton includes substantial areas of predominantly open land uses that are not, generally, intended for development but nevertheless form part of the structure of the town. The protection of these valuable open space areas have been made the subject of specific objectives. New active and passive open space facilities which will be required will be provided in the Masterplan area in conjunction with new development in that area.

**3.4.9.** Part of the O-05 now includes the lands previously zoned for a cemetery.

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
| O-01          | Passive open space for informal recreation. This area forms an important visual buffer to the railway line.                                | 10.1             |
| O-02          | Active open space for Midleton Rugby Club and Midleton College. Proposals for new or improved sports related facilities may be considered. | 7.9              |

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
| O-03          | <p>Active open space for informal public recreation including the provision of an amenity walk connecting with similar proposals in the Town Councils area.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p>   | 3.9              |
| O-04          | Active open space for Midleton FC. Proposals for new or improved sports related facilities may be permitted.   | 3.45             |
| O-05          | <p>Active open space, this facility could include new and improved facilities for the GAA, Tennis Court, Gym and Swimming Pool facilities or other sports complex uses. A direct pedestrian access to the town centre shall also be provided.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p> | 23.5             |
| O-06          | Protect the special character and amenity value of Ballyannan Wood.  | 23.3             |
| O-07          | Passive open space. This prominent slope makes a significant contribution to the rural character of Ballinacurra.  | 5.5              |

#### Community Facilities

**3.4.10.** It is intended that new school facilities to serve the town will be provided within the Masterplan area in tandem with development in that area. Provision has also been made at R-01 (Baneshane), C-01

(Ballinacurra) and T-01 for new primary school facilities to serve development in those areas.

**3.4.11.** There is a requirement for a site for a new cemetery in Midleton and provision has been made for a site in the X-02 zoning to the north of the town, however, this does not preclude consideration being given to alternative sites in the town, subject to proper planning and sustainable development considerations.

| Objective No. | Specific Objective               | Approx Area (Ha) |
|---------------|----------------------------------|------------------|
| C-01          | Primary junior school provision. | 2.6              |

#### Utilities

**3.4.12.** Provision has been made in an objective for the protection of the line of the Northern Relief Road in the town. Phase 1 of the scheme has been completed and proposals for phase 2 of the scheme, which runs between the Dungourney road and the Old Youghal road east of Midleton Distillery, are advancing.

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|----------------------|------------------|
| U-01          | Northern Relief Road | -                |

#### Employment and Economic Activity

**3.4.13.** In this plan substantial provision has been made for industry, business and enterprise development on greenfield lands in the town. Substantial provision for new high intensity employment uses is being made within the Masterplan area north of the railway line.

#### Industry

**3.4.14.** Much of the lands zoned I-03 have been developed over the lifetime of the previous plan but some lands remain (which may be required for the relief road). Provision for the line of the Northern Relief Road has been made within the I-03 and I-04 zonings.

**3.4.15.** The specific industrial zoning objectives for Midleton Environs are set out in the following table.

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
| I-01          | It is an objective to develop this site for industry and non retail commercial development.   | 0.8              |
| I-02          | It is an objective to develop this site for industry and non retail commercial development.   | 2.4              |
| I-03          | It is an objective to develop this site for industry and to provide for the future extension of the adjoining distillery to the south. Provision should be made to facilitate the construction of the northern relief road and to provide access from this road directly to the distillery complex for commercial vehicles.<br>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.  | 7.5              |
| I-04          | It is an objective to develop this site for industry and non retail commercial development taking into account the line of the proposed Northern Relief Road, the proximity of the Seveso site (Irish Distillers) to the north, the flood risk guidelines and adjacent residential, archaeological and sports uses. Proposals shall include: <ul style="list-style-type: none"> <li>a traffic and transport assessment and mobility management plan, and;</li> <li>detailed landscaping plans for the site having regard to its proximity to the N25.</li> </ul> Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 | 19.9             |

| Objective No. | Specific Objective                 | Approx Area (Ha) |
|---------------|------------------------------------|------------------|
|               | and 1-6 in Section 1 of this plan. |                  |

*Business*

**3.4.16.** While there are a number of industrial sites identified, it is also important that Midleton has a suitable supply of business land to cater for development at the smaller scale end of industry and of a format that has become more typical in the modern economy. A site has been identified at Baneshane, south of the N25 and formally an industrial zoned site, which is considered suitable for this type of development.

**3.4.17.** The specific business zoning objective for Midleton Environs is set out in the following table.

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
| B-01          | Business development including mixed use employment uses not suited to town centre or edge of centre locations. A 20m tree planted buffer shall be provided along the northern site boundary with the N25.<br>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. As this zone has been identified as being susceptible to flooding and is upstream from the Great Island Channel Special Area of Conservation, any development proposals are likely to require the provision of a Natura Impact Statement and can only proceed where it can be shown that it will not have significant impacts on the Great Island Channel SAC. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for any development which may be permitted in this area. | 26.8             |

*Enterprise*

**3.4.18.** The specific enterprise zoning objective for Midleton Environs is set out in the following table.

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
| E-01          | It is an objective to develop this site as a business park for enterprise/industry and non retail commercial development. Broad proposals for the development of the site in line with the zoning and including a detailed traffic management plan showing phasing of development in tandem with the delivery of the railway station at Water Rock and safe convenient and pleasant pedestrian and cyclist linkages with the railway station/s, town centre and residential areas shall be submitted prior to any detailed applications being made on the site. | 37.2             |

*Town Centre*

**3.4.19.** The specific town centre zoning objective for Midleton Environs is set out in the following table.

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
| T-01          | Town centre development. Consideration will be given to the siting of a primary school on part of this site subject to proper planning and sustainable development considerations. Development proposals must provide for sufficient stormwater and surface water attenuation in this zone. | 8.9              |

**Special Policy Area Objectives**

**Waterrock**

**3.4.20.** The Midleton Special Local Area Plan, adopted in September 2005, set out a development framework for Midleton to guide new development to take advantage of proposals to establish a suburban rail network for Cork, including the re-opening of the rail line to the town. The SLAP identified a 133.8 HA site at Water Rock, with the special zoning objective X-01, for a new residential neighbourhood. The plan recognised that the Water Rock area could offer significant potential for the expansion of Midleton to meet the new housing targets as set out in the Cork Area Strategic Plan. The site is split between 18-20 landowners/developers.

**3.4.21.** Following on the principles set out in the SLAP, this LAP puts in place the framework for the delivery of a residential neighbourhood incorporating mixed use business areas and employment areas to create a sustainable living community. The creation of this sustainable living community will involve the interaction of social, economic and environmental factors.

**3.4.22.** Because of the size and complexity of the proposals for this site, a non-statutory masterplan has been prepared to set out greater detail on the implementation of the principles of this plan and is published concurrent with this Plan for public comment. This master plan, when adopted, will require a review within a 2 year period.

*Site Location and Size*

**3.4.23.** The Water Rock site is located to the south west of Midleton town centre. The site is within the Water Rock, Knockgriffin (Imokilly), Carrigogna and Broomfield West Townlands. It is bounded on the east by the R626 (Mill Road), to the south by the newly opened Cork to Midleton Railway Line and the Northern Relief Road, to the west by the L3618 (Water Rock Road) and open countryside and to the north by the Water Rock Golf Course. The Waterrock site is partially developed at the north eastern end of the site (Tir Cluain housing estate).

**3.4.24.** The former Dawn Meats processing plant, cold stores and a number of smaller units with a mix of business uses are located on a site zoned in the Midleton Special Local Area Plan 2005 for established Industry/Enterprise located along the southern boundary of the site. This 11.5 hectare site and some additional land to the west has now been included within the masterplan boundary.

**3.4.25.** The site slopes upwards from south to north with the slopes becoming more pronounced towards the northern end of the site. The site has a predominantly southerly and south easterly aspect and there is a 33m change in levels from the southern to the northern site boundary. The site generally consists of farmland under a mixture of grass and tillage. There are substantial groups of trees along the

banks of the Owenacurra River and in the north eastern part of the site. There are a number of existing industrial sites and former industrial brownfield sites located along the railway line and in the south east corner of the site

**3.4.26.** Development Principles

**3.4.27.** The vision for delivering this ambitious urban expansion will be based on a set of accepted urban design principles outlined in the current Department of the Environment, Heritage and Local Government’s “Urban Design Manual: A best practice guide” and this will help shape the urban structure.

**3.4.28.** The development of the Waterrock site will be informed by the following principles:

General Principles

- To provide a coherent strategic spatial framework for the Water Rock lands.
- Optimise the accessibility opportunities at Water Rock to create a mixed use residential neighbourhood of between 2,500 – 3,500 houses that connects with neighbouring communities, and sets in place the necessary conditions to enable a sustainable community to develop and use site resources in an efficient manner.
- To benefit from and support the reopening of the Cork to Midleton railway line by ensuring convenient and direct access to the Midleton to Cork commuter rail services.
- To strengthen the role of the public realm – the network of streets and open spaces that enable a successful and vibrant public life – and realise the potential of the flood plain of the Owenacurra River as an important amenity and environmental asset for Water Rock and Midleton Town.
- Guide the performance of development to achieve environmental excellence, efficient use of resources and minimise waste through the provision of design guidance.

Landuse Principles

- To provide a mix of uses on the site to include residential, retail, offices, community uses and business uses. The site will also include provision of a community hall, sports, leisure and recreation facilities and a linear park along the Owenacurra River floodplain.

Community Principles

- To establish a new sustainable residential settlement with a mix of house types and sizes.
- To provide for recreational and community facilities including primary and secondary schools which will serve the Water Rock population and the population of the surrounding hinterland.
- To provide a mixed use neighbourhood centre to encourage the local population to shop in the area thereby creating a vibrant urban core.

Movement Principles

- To provide high density mixed use residential development in close proximity to the new railway station to encourage residents to commute by train to Cork City.
- Provision of a second railway station at the south west corner of the masterplan site to ensure that all residents are within a 10 minute walk of a railway station.
- To provide easy access and good connectivity for pedestrians and cyclists throughout the site with links to Midleton to encourage alternative modes of transport. The green corridors running through the site in an east to west and north to south direction will provide a safe and attractive environment for pedestrians and cyclists.
- Provide road based public transport links from the site to the railway stations and Midleton Town Centre.

**3.4.29.** The specific special policy area zoning objective for a major new residential neighbourhood for Waterrock is set out in the following table.

| Objective No. | Special Policy Area Objective X-01  | Approx Area (Ha) |
|---------------|---|------------------|
| X-01          | <p>The County Council consider that the area to which this objective relates is an appropriate location for a major expansion of the town that is required in order to achieve the scale of growth suggested in the Cork Area Strategic Plan. It is the Councils’ objective to secure the development of between 2,500 – 3,500 new dwellings on this site through a phased programme of development that will secure the timely provision of the necessary physical, social and economic infrastructure. The site shall be developed in accordance with the development principles set out in this Plan for the area to which this objective relates.</p> <p>The master plan will make provision for:</p> <ul style="list-style-type: none"> <li>• Clear and unambiguous proposals for the timing and construction of all the elements of the development in a number of sequential phases;</li> <li>• Provision of new housing within a clearly defined network of Character Areas so that each area can develop its own identity and sense of community;</li> </ul> | 164.5            |

| Objective No. | Special Policy Area Objective X-01   | Approx Area (Ha) |
|---------------|--|------------------|
|               | <ul style="list-style-type: none"> <li>•In order to secure the population growth and supporting development proposed in X-01, appropriate and sustainable water and waste water infrastructure, must be provided and be operational in advance of the commencement of any discharges from the development;</li> <li>•Proposals for the construction of a distributor and residential road network capable of accommodating public transport and a segregated footway and cycle way system linking the proposed northern relief route with the Mill Road near Broomfield, and the new railway bridge proposed as a replacement for the Water Rock level crossing in the south western part of the site;</li> <li>•Proposals for the provision and construction of 2 primary schools to meet the educational requirements of those likely to live in the development including the timing of their construction (minimum 2 ha);</li> <li>•The setting aside of land for the construction of a new secondary school (minimum 5 ha);</li> <li>•The construction of a neighbourhood centre consisting mainly of small scale convenience and comparison shops, community services, a community hall and sports, leisure and recreation facilities;</li> <li>•The provision of a 14ha linear park along the floodplain of the Owenacurra River to include provision of recreation, sports and leisure facilities. It will be a minimum requirement of the proposals for this area that they should maintain its' flood storage capacity at current levels. Wherever possible, the proposals for the area should include measures that will serve to increase the flood storage capacity of the area as a whole;</li> <li>•Structural landscaping along the site boundaries to protect it's setting and to provide a long-term edge to the built up area of the town;</li> </ul> |                  |

| Objective No. | Special Policy Area Objective X-01   | Approx Area (Ha) |
|---------------|--|------------------|
|               | <ul style="list-style-type: none"> <li>•Large scale development in this zone has the potential to impact on the nearby Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. Development proposals must provide for sufficient stormwater attenuation and may require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive.</li> <li>•The implementation of the phasing proposals embodied in the master plan to secure the overall co-ordination of the development. In principle, the commencement of development in a number of locations is acceptable provided adequate water services and road infrastructure is in place to serve the proposed development. However, care needs to be taken to ensure that this approach would not have an adverse effect on those living or working close to the approach routes to the site. In this respect, Waterrock Road is considered unsuitable as an access road to the development. Development in this part of the site should not commence until such time as appropriate alternative road access is in place or a timescale for its delivery has been agreed.</li> </ul> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p> |                  |

**3.4.30.** There are a number of other important special policy area sites in Midleton.

**3.4.31.** The first (X-02), north of Broomfield, is located to the east of Mill Road close to the northern edge of the built up area of the town. The eastern side of the site is generally flat but rises towards more

steeply sloping and prominent land to the west. The site has a 350m frontage to Mill Road itself. Most of the site is in agricultural use excepting a small part to the north that is used as an oil products distribution depot. There are existing houses adjoining the site to both the north and south.

**3.4.32.** The overall site has been designated in this plan for a mix of uses including sports, recreation, cemetery, residential uses and provision has also been made for business development.

**3.4.33.** Permission for 44 no dwellings plus a large GAA complex was granted on the X-03 site but these have not been developed. The site remains suitable for recreational and sports use combined with a limited amount of residential development and this zoning has been retained.

**3.4.34.** In the 2005 SLAP two sites were zoned for mixed use development along the quayside at Ballinacurra, however, these sites have been omitted from the proposals of this plan as they have been identified as having a significant flood risk.

**3.4.35.** The X-04 site in Ballinacurra is an important heritage site in a central area of Ballinacurra and its redevelopment would contribute greatly to the village environment. New buildings should respect the character and grain of the existing village and existing heritage buildings on the site.

**3.4.36.** Some of the land in the Waterrock Master Plan area has been cut off by the newly constructed northern relief road and requires its own land use objective (X-05). This land is adjacent to the Town Council boundary and opposite the Midleton railway station and is suitable for mixed use development of residential and offices

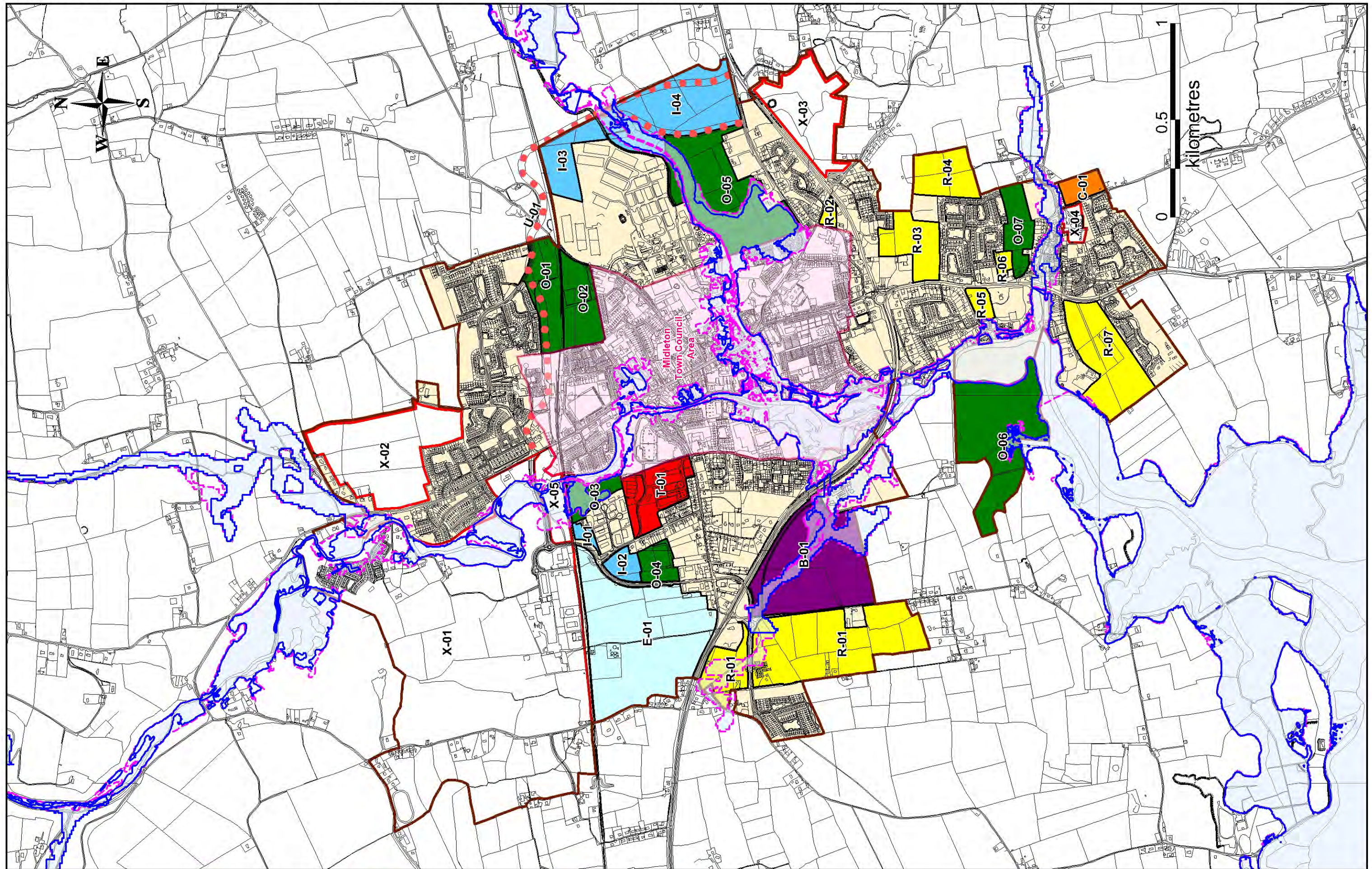
**3.4.37.** The additional special policy area zoning objectives for Midleton are set out as follows:

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
| X-02          | It is an objective to allow for a mix of uses on this site including the potential for the relocation of Midleton GAA, provision of a cemetery, residential and business uses.  | 25.4             |
| X-03          | It is an objective of this plan to allow for a mixed use development comprising sporting facilities, up to 44 dwelling houses, and a nursing home. Detailed proposals shall include a traffic and pedestrian impact management assessment | 14.3             |

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
|               | and no dwellings or nursing home will commence prior to the commencement of construction of the sporting facilities.  |                  |
| X-04          | These grain stores comprise a mix of traditional and relatively modern buildings on a restrictive site adjoining a recently developed residential area. Should an opportunity to redevelop the site arise during the lifetime of the plan, consideration should be given to the conversion of the principal traditional building on the site to other uses more compatible with the sites present surroundings. A limited amount of new development may be possible in a form that respects the traditional buildings remaining on the site.  | 2.0              |
| X-05          | <p>It is an objective to develop this area for a mixed use residential and office development. Provision may also be made for;</p> <ul style="list-style-type: none"> <li>• small scale retail units at ground floor level,</li> <li>• commercial and residential uses at upper floor levels appropriate to a mixed use urban neighbourhood.</li> </ul> <p>Pedestrian and cyclist linkages shall be provided along the Owenacurra River.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. As this zone is within the floodplain of the Owenacurra River and is upstream from the Great Island Channel Special</p> | 5                |

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
|               | Area of Conservation, any development proposals are likely to require the provision of a Natura Impact Statement and can only proceed where it can be shown that it will not have significant impacts on the Great Island Channel SAC. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for any development which may be permitted in this area. |                  |





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



# 4 Youghal Environs

## 4.1 VISION & CONTEXT

*Eochail - Yew Woods*

**The vision for Youghal to 2020 is to promote continued development of the town and its hinterland as a residential, employment, tourist and service location in a coastal setting with its special recreational, heritage and marine tourism functions.**

### Strategic Context

4.1.1. Youghal is designated as a **Ring Town** within the CASP Ring Strategic Planning Area and is located on Cork's eastern boundary with County Waterford. It is an important Ring Town which serves a large hinterland in both counties. Youghal is also an important tourist centre which has benefited from the recent completion of the Youghal by-pass.

4.1.2. Youghal is situated on the N25 National Primary Route which forms part of the Atlantic Corridor linking the gateway cities of Cork and Waterford. Development and improvement of the transport infrastructure within the region will not only greatly benefit the Cork and Waterford Gateways, but it will also benefit the other settlements within the corridor and within the wider periphery of the corridor. The reduction of travel times within the corridor will enable the enhancement of the catchments of the Gateways and improve the viability of further service and infrastructure development within these areas.

4.1.3. The improvement of the N25, including the completion of the Youghal bypass and the proposed bypassing of Castlemartyr and Killeagh plays a significant role in improving travel times and road safety. The N25 Atlantic Corridor is currently the subject of major on line improvement works and the preliminary design of the Midleton to Youghal section is underway. Financial considerations underlie the completion of these works with the timescale being 2012 to 2014 (possibly being extended to 2016).

4.1.4. The role of further development of the rail network forms an important consideration in the Atlantic Corridor concept and it is recognised that the provision of a future rail service to Youghal in the future will depend on increases in population numbers.

4.1.5. The CASP Update has identified a number of key economic development policies that influence the County's economic strategy which include the strengthening of all Ring Towns, including Youghal.

4.1.6. Youghal is also a designated district employment centre in the County Development Plan 2009. The strategic objective for Youghal is defined by SET 3-7 of the 2009 Cork County Development Plan which specifies that it is an objective of the plan to capitalise further from the by-pass in terms of its district employment centre and tourism functions, by encouraging a broader range of development options for the development of its strategically located employment sites and to secure the reopening of the disused rail line from Midleton and Cork.

### Local Context

4.1.7. Most of Youghal is located within the jurisdiction of the Town Council which is a separate planning authority. A new development plan for Youghal Town Council area was produced in 2009. Substantial parts of the area administered by the Town Council remain undeveloped and, therefore, most of the planned growth for the town will be accommodated within the Town Council area.

4.1.8. The objectives set out in this chapter should be read in conjunction with the zoning map for Youghal environs.

4.1.9. The town of Youghal is particularly attractive enjoying a fine townscape and a beautiful seaside setting. Much of the shoreline to the north and west is designated as a candidate Special Area of Conservation, a Special Protection Area and a proposed Natural Heritage Area. The steep slopes to the east of the town centre and in the northern part of the town's environs contribute significantly to the town's setting.

4.1.10. While the historic centre of Youghal, with its old walls, narrow streets and quays is quite unique, new development in the town has failed to complement the character of the town and for the most part comprises generic suburban style housing estates, which reflect very little of the local identity and add little to the grain of the Town. Most of these are outside of the historic town on the surrounding hills.

4.1.11. In physical terms Youghal is a long linear settlement built into the Hillside overlooking the harbour, which is at the confluence of the River Blackwater and Youghal Bay. The Town benefits from the natural amenities of a seaside location with extensive sandy beaches and fishing/port facilities.

4.1.12. The completion of the Youghal by-pass in 2005 has had a significant beneficial effect on the environment of the town. Congestion has been eased and the ambience of the public realm is much improved, however issues remain with conflicts between traffic, parking and pedestrian space, particularly in the main streets. There is an attractive pedestrian friendly environment on the approach to the

lighthouse, including a park and seaside walk. A Public Realm Plan is being implemented in the Town Council area.

## 4.2 PLANNING CONSIDERATIONS

### Population and Housing

4.2.1. The table below outlines the principal demographic figures for Youghal town for the last two census years 2002 and 2006. The population of Youghal rose by just 3% in the period 2002-2006 while households grew by 7%. The target for population identified by the County Development Plan 2009 for Youghal in 2020 is 8,309 which is an increase of 22%, while the household target for 2020 is 3,504 which is an increase of 51%. See table 1 below.

|             | 2002 census | 2006 census | 2020 Target | Growth 2006-2020 |
|-------------|-------------|-------------|-------------|------------------|
| Population  | 6,597       | 6,785       | 8,309       | 1,524            |
| Households* | 2,149       | 2,308       | 3,504       | 1,196            |

\*Estimate

4.2.2. This increase in households gives rise to the requirement for an additional 1,555 housing units to be accommodated in the town as set out in table 2 below.

| Population | Households | Dwelling Units |
|------------|------------|----------------|
| 1524       | 1196       | 1555           |

4.2.3. The 2008 Housing Land Availability Study indicates that the existing residential land supply in the town can adequately accommodate 1,785 dwellings.

4.2.4. The table below outlines the current housing stock figures for Youghal town. Over 1,500 new dwellings were completed in Youghal between 2001 -2010. There is currently an estimated 3,563 units occupied within the town. A survey in 2010 estimated that there are a further 6 units under construction and that newly built vacancies stand at 12 units (quite a low vacancy rate). There are 82 units which have an outstanding planning permission (including the Town Council area). It can be concluded that the potential housing stock based on current commitments for Youghal stands at 3,663.

| Youghal Housing Stock |                |                |                  |
|-----------------------|----------------|----------------|------------------|
| Dwellings 2001        | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 2037                  | 2988           | 3563           | 1526             |

Source: Geodirectory

**4.2.5.** The table below outlines that when houses constructed between 2006-2010 and the number of existing planning permissions are taken into account the net requirement of new housing in Youghal is 1555 units. Previous studies (Housing Land Availability Studies) have indicated that the capacity of the current zoned lands is 1785 units.

| Youghal Housing Requirement 2020           |  |                                  |   |
|--|--|----------------------------------|---|
| New House Construction Target 2006 to 2020 | Already built, 2006-10 plus units which are vacant and under construction. | Outstanding planning permissions | Additional New development Required to 2020 |
| 1555                                       | 478  | 82                               | 1077  |

**4.2.6.** On the evidence of the figures above Youghal Town experienced very modest population growth over the 2002-06 period. In a time of unprecedented economic growth, and given Youghal's role as an important Ring Town serving a large rural hinterland, this modest population growth is disappointing. This trend is particularly worrying in light of the fact that the surrounding villages and rural areas in the Midleton Electoral Area grew by 14% over the same period.

**4.2.7.** The County Development Plan 2009 recognises the need to strengthen the ring towns and in the case of Youghal to promote its development as a centre of population and employment growth of countywide significance. CASP update set revised population targets for the town. Youghal's target population for 2020, as set out in the 2009 CDP, is 8,309, which represents an increase of 1,524 on the 2006 population of 6,785.

**4.2.8.** This growth in population gives rise to a requirement for an additional 1,196 households equivalent to 1,555 new housing units. Given the level of development which has recently been constructed plus outstanding permissions, there is a resultant requirement for 1,077 new units in the town.

**4.2.9.** Substantial parts of the area administered by the Town Council remain undeveloped and, therefore, all of the planned growth for the town can be accommodated within this area. A total of 1,785 units can

be accommodated on the existing (2005) zoned residential land of the town and its environs, 1,523 of which are within the town council area. These figures do not account for development that may occur on brownfield sites. Therefore, the population target for the town does not give rise to any shortfall in supply of residential zoned land.

#### **Employment and Economic Activity**

**4.2.10.** Youghal has suffered in the recent past from closures of a number of businesses in the town. The 2006 Census identified that all the towns in Midleton EA had an excess of employees over jobs and this was most pronounced in the towns of Youghal and Cobh, where there are significant levels of commuting.

**4.2.11.** Employment opportunities in Youghal are provided mainly in the retailing, services and tourism sectors. New retail provision in the town has opened up new opportunities in retailing and stemmed the flow of expenditure accruing to other towns.

**4.2.12.** The County Development Plan 2009 designated Youghal as a District Employment Centre with a 2020 jobs target of 5,866 which represents an increase of 1,453 over 2006 levels. Currently employment and economic activity in Youghal is mainly concentrated in tourism, retailing and services.

**4.2.13.** A significant amount of lands were zoned for industrial development in Youghal in the 2005 Plan, mainly in the western and northern areas of the town. From a total of 110 ha which was available for development just 7 ha was developed in the lifetime of that plan. There are also a number of disused factory spaces as a consequence of closures over the last plan period.

**4.2.14.** The retail core of the town is located in the Town Council area and a number of retail developments in recent years has significantly improved the retail offer in the town, which had been reliant on nearby metropolitan towns. Approximately 10,000 square metres of retail floorspace is now in operation in the town area, both convenience and comparison.

**4.2.15.** Youghal plays a key role in tourism in East Cork. Accommodation facilities include a number of hotels and guesthouses as well as a considerable number of self catering units.

#### **Community Facilities**

**4.2.16.** Youghal is well served in terms of healthcare provision. There is a community hospital in the town and permission has just been granted for a HSE Health centre at Foxhole. Educational facilities include three primary schools and one secondary schools as well as a VEC Further Education facility. A new secondary school has been constructed in the town at Parkmountain. The population target set by the 2009 CDP of 8,309, will give rise to a small increase in demand for

educational facilities, which is likely to be catered for by existing schools.

**4.2.17.** Youghal has a variety of services and facilities, including a garda station, fire station, hospital, bus service, public library, theatre, and museum. There is also a community centre and a number of churches/places of worship. The town is also well served by sporting facilities with provision for GAA, rugby, soccer, tennis and golf. There is a new leisure centre and swimming complex near the beach which serves a wide area. Perks entertainment complex is located at the western entrance to the town.

#### **Infrastructure**

##### *Roads*

**4.2.18.** Youghal is well connected by virtue of its location on the N25 and the construction of the by pass has made a significant improvement to the environment within the town. Footpaths, pedestrian crossing and street furniture will be upgraded under the Public Realm Plan which is being implemented in the town. Some of the work which has been carried out to date on the streets around the centre has been very successful.

##### *Public Transport*

**4.2.19.** Youghal also has express hourly bus services to Cork and Waterford connecting with Cork Airport as well as local services.

**4.2.20.** The railway station and line serving Youghal is disused and the re-opening of the rail line remains a long term objective. The station is located at Front Strand at the southern end of the town.

##### *Water & Wastewater*

**4.2.21.** The public water supply is constrained in Youghal at present and needs investment and upgrading. Water supply is sourced from Boola which lies in Co Waterford. Youghal Water Supply Scheme is listed as a scheme to progress through planning on the DoEHLG's Water Services Investment Programme 2010-2012.

**4.2.22.** There is no wastewater treatment plant for the town and currently all effluent is discharged directly to the sea. The receiving waters in Youghal contain a number of nature conservation designations; cSAC-2170 Blackwater River, SPA-4028 Blackwater Estuary and pNHA-0072 Blackwater River and Estuary and the water quality status is considered to be moderate ecological status. In order to achieve compliance with the EU Urban Waste Water Directive the delivery of a new treatment plant and sewer system will be essential for Youghal within the lifetime of this plan if any new development is to occur. Consultants have been appointed to begin the design / construction process for a new treatment plant and upgrade of the network. This will involve upgrading the existing combined collection

system, provision of new foul sewers, a separate storm water system and new pumping stations and overflows. Provision is subject to the availability of finance, and though the target start is early 2011, a prequalification process for contractors commenced in late 2010. Youghal Sewerage Scheme is listed as a contract to start on the DoEHLG's Water Services Investment Programme 2010-2012.

*Flooding*

**4.2.23.** Draft flood risk maps prepared for the town have identified a potential risk of flooding in a number of places within, and on the northern and southern outskirts of the town, from both fluvial and tidal flooding. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. The planning proposals of this plan make provision for dealing with this flood risk. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

**4.2.24.** The 'Indicative Flood Extent Map' shown as part of the zoning map for Youghal Environs may be subject to some local uncertainties inherent in the flood risk modelling process used to generate the maps. Those contemplating development in or near the areas shown as being subject to a possible risk of future flooding are recommended, in consultation with County Council staff, to consider the need to undertake Stage 1 of the site-specific flood assessment process set out paragraph 1.7.12 in order to address any uncertainty in relation to flood risks before submitting an application for planning permission.

*Broadband & Utilities*

**4.2.25.** Fixed line broadband is available in Youghal.

**4.2.26.** Youghal has no gas supply and it would be a significant benefit to the town if gas was to be extended from Midleton to Youghal.

*Waste*

**4.2.27.** A civic amenity site has been provided in Youghal. There is also a landfill site in Youghal which is set to close in 2011 and all landfill waste will be directed to the new site at Bottlehill.

**Environment and Heritage**

**4.2.28.** Landscape type around Youghal is identified in the draft Landscape strategy as broad bay coast which stretches from Cork Harbour to Youghal. The character type is composite fertile patchwork coastal bay. The landscape value and landscape sensitivity are identified as very high and of county importance (vulnerable landscape which is highly sensitive to certain types of changes and with the ability

to accommodate limited development). The characteristics identified in the draft Landscape Strategy will assist in the visual impact assessment of large scale proposals for development

**4.2.29.** The Blackwater River in Youghal is a candidate SAC selected for alluvial wet woodlands and Yew wood, both priority habitats on Annex 1 of the EU Habitats Directive. The site is also selected as a candidate SAC for floating river vegetation, estuaries, tidal mudflats, Salicornia mudflats, Atlantic salt meadows, Mediterranean salt meadows, perennial vegetation of stony banks and old Oak woodlands, all habitats listed on Annex I of the E.U. Habitats Directive. The site is also selected for the following species listed on Annex II of the same directive - Sea Lamprey, River Lamprey, Brook Lamprey, Freshwater Pearl Mussel, Crayfish, Twaite Shad, Atlantic Salmon, Otter and the plant, Killarney Fern.

**4.2.30.** The Blackwater Estuary SPA is an internationally important wetland site on account of the population of Black-tailed godwit it supports. It is an objective of the CDP 2009 to maintain the conservation value of all Natural Heritage Areas proposed for designation and this Local Area Plan will attempt to avoid any adverse impacts on these sites

**4.2.31.** With regard to water quality, the Lower Blackwater Estuary/Youghal Harbour is the relevant coastal waterbody and its ecological status is moderate, also being classified as at risk of not achieving good status. The overall objective for 2015 is to restore this waterbody. Although other factors such as agricultural practices and septic tanks contribute to the water quality difficulties, a new waste water treatment plant for the town would aid the achievement of the objective to restore the water body. This waterbody is also classified as a 'Protected Area', which is a water body requiring special protection under EU legislation because they are bathing waters, nutrient sensitive and designated as an SPA and cSAC. Unless proposals to eliminate wastewater discharges to this waterbody are implemented then development cannot occur.

**4.2.32.** The following table summarises information in relation to water quality in the estuary.

| Lwr Blackwater Estuary/Youghal Harbour |                |
|--|----------------|
| Water Management Unit                  | Blackwater     |
| Waterbody Code                         | IE SW 020 0100 |
| Protected Area                         | Yes            |
| Coastal Water Status (July 09)         | Moderate       |
| Risk Assessment (River body)           | 1a at Risk     |
| Objective                              | Restore        |
| Q value                                | N/a            |

**4.2.33.** Youghal Claycastle, Front Strand and Redbarn beaches are very significant assets for the town and Claycastle and Redbarn are currently blue flag beaches. Front Strand is located adjacent to the railway station and leads onto Claycastle, which in turn leads on to Redbarn Beach. The levels of facilities at the two Town beaches include public toilets and parking (but no shower areas). Lifeguards are on duty in the bathing season and wheelchair access is available. Ballyvergen Marsh, of ornithological and botanical interest and of regional importance is located adjacent to the beaches and is designated as a proposed Natural Heritage Area (pNHA-0078). The provision of greater access to the natural and scenic amenities of this area, including the possibility of establishing interpretative facilities/ observation posts overlooking Ballyvergan Marsh and other heritage areas should be encouraged.

**4.2.34.** Youghal is a town of unique character and heritage with a distinctive and historic walled town centre and a considerable number of listed buildings and recorded monuments. Youghal is cited as one of the best examples of a Norman walled port in Ireland. A number of iconic buildings are located within the town including Tyntes castle, the Clock Tower and Myrtle Grove.

**4.2.35.** The Record of Monuments and Places designates part of the town as a Zone of Archaeological Importance.

**4.2.36.** In the past Youghal town centre has suffered from a number of bad flood events, affecting predominantly the town centre area including Market Place, Catherine Street and parts of Main Street. Separation of the foul and storm-water drainage is essential in this regard.

**4.3 PROBLEMS & OPPORTUNITIES**

**Population and Housing**

**4.3.1.** Although there has been low population growth in Youghal in the intercensal period 2002-2006, there has been a significant growth in new houses. This may be due to its strong tourist function and the role of second/ holiday homes. The target population for Youghal gives rise to a requirement for an additional 1,077 dwellings up to 2020. Notwithstanding recent housing growth, there remains a healthy supply of zoned residential in the town which is more than sufficient to cater for demand for this plan period. The majority of these lands are located within the Town Council administrative area, equating to 1,523 dwellings, while a further 262 dwellings could be accommodated on zoned lands in the Environs.

**4.3.2.** CASP Update 2008 recognised a problem with excessive growth occurring in the villages and rural areas of the CASP Ring which is unsustainable and must be reversed. There is therefore a requirement to slow down growth in the CASP Ring villages, whilst directing some additional growth to the Ring Towns such as Youghal.

Youghal is ideally situated to provide an alternative location for new houses in the eastern CASP Ring area. Youghal is identified as a population and employment growth centre, where servicing, facilities and access needs can be more easily met. If Youghal is to provide an alternative to growth in the villages and rural areas then, housing provision in Youghal must reflect this and a range of house types, including serviced sites and self build options should be provided. Strong growth in Youghal will further support the provision of a rail service to the town in the longer term, benefiting both residents and tourists in the area.

#### **Employment and Economic Activity**

**4.3.3.** Youghal was traditionally the trading, services and industrial centre for the area. The vision for the town is for further development of its employment base as part of its role as a designated district employment centre. There has been little new industrial development over the previous plan period and it is recognised that a fresh approach should be taken. The challenge for Youghal is to attract additional employment generating development to the town in order to stem the tendency for long distance commuting and to encourage the town to be more self-sufficient. Youghal has many distinct advantages in terms of attracting industry with a variety of suitable lands, access via the N25, a busy shipping port, its strategic location between two gateway cities and with a bustling attractive environment and quality of life factors. The tourism sector, as in the past, is likely to be a key sector for employment growth.

**4.3.4.** Under the previous plan 110 ha of industrial lands were made available for development in Youghal which can be seen as a significant oversupply. Just 7ha of these lands were developed between 2005 and 2010. In addition to these lands, there are a number of brownfield sites and disused factory premises available for re-development. In this context the location, quantity and type of employment lands which are available in the town needs to be revised.

**4.3.5.** Interest has been expressed in the relocation of the existing port facilities in the town from the central quays area northwards, allowing for redevelopment of the old port area (which has been zoned for town centre uses) and further enhancement/ improvement of the ports facilities. Proposals are at an early stage but a site is being considered at the Youghal Bridge Causeway. While the plan supports the principle of the relocation of the port, the proposal raises significant issues of environmental impact in areas of significant designated nature conservation importance. There is therefore a need for a full feasibility study before provision could be made for any proposal in this plan. These lands are also in an area which has a potential flood risk and this also needs to be taken into account in developing any proposals in this regard.

#### **Community Facilities**

**4.3.6.** Youghal benefits from an extensive range of sporting and community facilities which increases its attractiveness for both visitors and residents alike. It is an objective to support and maintain the existing facilities which are available in the town. There are extensive areas of zoned open space in the environs where consideration may be given to the development of further sporting or community facilities to serve the town's future needs as the population expands.

#### **Infrastructure**

**4.3.7.** Significant improvement of the town's infrastructural services is essential to the delivery of the proposed population and employment targets in the town as well as improving water quality in line with the 2015 water quality targets. The present situation whereby sewerage from the town discharges untreated to Youghal Bay is unsustainable and needs to be resolved as quickly as possible. Youghal main drainage collection system and Youghal Waste Water Treatment Plant are both listed as schemes at tender document stage in the current Water Services Investment Programme 2010-2012.

**4.3.8.** The location of the town on the Atlantic Corridor offers significant opportunities in terms of access to markets, attractiveness for tourism etc. The town is ideally positioned between the two gateway cities of Cork and Waterford with quick connections to their airports and ports. The bypassing of the town has led to significant improvements in the town's environment and implementation of the Public Realm Plan for the town will continue to enhance the atmosphere in the Town.

**4.3.9.** The re-opening of the railway line from Midleton to Youghal would further enhance the Town's connectivity and allow for increased sustainability in terms of commuting and travel patterns in the area.

#### **Environment and Heritage**

**4.3.10.** The town of Youghal is particularly attractive enjoying a fine townscape and a beautiful seaside setting. Much of the shoreline to the north and west is designated a candidate Special Area of Conservation, a Special Protection Area and a proposed Natural Heritage Area. The steep slopes to the east of the town centre and in the northern part of the town's environs contribute significantly to the town's setting and their continued protection forms an important component of the enhancement of the town's environment. In this regard the maintenance of certain areas of lands reserved for open space will be essential.

**4.3.11.** Given the importance of the beaches and coastline to the success of the town as a tourist resort, it is vital that facilities continue to improve. In particular improved toilet, shower, disabled and parking facilities are required at the beach areas and consideration should be given to provision of play areas at intervals along the beach front.

## **4.4 PLANNING PROPOSALS**

### **The Green Belt around Youghal**

**4.4.1.** Outside the development boundary, the land forms part of the green belt around Youghal. The policies regarding the green belt around towns are set out in section one of this document and some additional information is included in the County Development Plan 2009.

### **General Objectives**

**4.4.2.** The development boundary for Youghal Environs includes the area where new development is proposed outside the area of the Town Council's jurisdiction. The Development Plan for the Town Council's Area was adopted by the Town Council in 2009.

**4.4.3.** Land will need to be provided to accommodate a target population of 8,309 people, an increase of 1,524 on 2006 population levels. In this context, it is estimated that an additional 1,077 dwelling units will need to be provided to cater for this level of growth. There is capacity on the existing residential land supply in the town and its environs to provide for 1,785 dwelling units, 1,523 units of which can be accommodated in the Town Council area. It is therefore envisaged that the majority of new residential development in the town will be accommodated in the Town Council jurisdiction. While the zoning provisions in Youghal, are greater than required to meet the population target for the town, this land may have a role to play in addressing the uncertainty on the numbers that can be delivered in the villages should certain circumstances prevail.

**4.4.4.** The development strategy for Youghal is to focus new housing development and population growth in the Town Council area so as to further strengthen the case for re-opening the railway line from Midleton, as well as providing further impetus for enhancement of public service provision in the town, while also catering for all sectors of the housing market and offering a suitable housing mix.

**4.4.5.** The lands zoned in the Environs have been zoned for development largely because they can accommodate a form of development, which has been recognised in the past, is not catered for in the Town Council area, namely, lower density with potential for larger detached dwellings as an alternative to individual houses in the countryside and in a landscape setting of scenic quality and with extensive views. Provision has also been made for medium density housing on a site contiguous to the built footprint of the town.

**4.4.6.** Within the development boundary there are a number of specific zonings relating to provision of housing, employment, utilities etc. Other lands which are not subject to such specific zonings are governed by general objectives set out below.

**4.4.7.** Planned infrastructural improvements as a result of the town's location on the Atlantic Corridor will increase its connectivity, however, in order to ensure the town does not become unsustainably reliant on car-based commuting, the contemporaneous extension of the rail line to the town would be critical. Enhanced connectivity would strengthen the role of the town as a location for strong population and employment growth, beyond its tourist function. Even though this is probably outside the timeframe of this Local Area Plan, it is important that this long term objective is not compromised by inappropriate development or land use proposals. In this regard an objective to protect the railway line which lies within the County area is set out below.

| Objective No. | Development Boundary Objectives   |
|---------------|---|
| DB-01         | Taking account of development already completed or under construction, it is an objective of this plan to secure the development of 1,077 new dwellings in Youghal over the lifetime of the plan, in order to facilitate the sustainable growth of the town's population to 8,309 people over the same period, and of which the majority can be accommodated in the Town Council area.<br><br>These will be provided through the development of land for which planning permission has already been granted and by the development of land designated for development in this plan.   |
| DB-02         | (a) In order to secure the population growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of the Blackwater River Special Area of Conservation and Blackwater Estuary Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for developments within this area.<br><br>(b) All new development shall be connected to the public water supply, the public waste water treatment system and shall make adequate provision for storm water disposal |
| DB-03         | It is an objective to safeguard the existing rail line and associated rail infrastructure from inappropriate development that could compromise its use as a rail facility in the future.  |

| Objective No. | Development Boundary Objectives   |
|---------------|---|
| DB-04         | It is an objective that all proposals for employment related development shall be required to prepare and submit a mobility management plan that maximise the use of public transport options/ passenger rail services.   |
| DB-05         | Facilitate the improvement of the beach areas including adequate provision of toilet, shower and changing facilities as well as services such as play areas.  |
| DB-06         | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6.  |
| DB-07         | Youghal is situated adjacent to the Blackwater River Special Area of Conservation and Blackwater Estuary Special Protection Area. This plan will protect the favourable conservation status of these sites, and all new development shall be designed to ensure the protection and enhancement of biodiversity generally. Development proposals in unzoned parts of the settlement adjacent to the SAC and SPA will be likely to require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on these. |

**Residential Areas**

**4.4.8.** The residential zonings for Youghal Environs are set out below. Having regard to the extensive residential land available within the town council area a very limited amount of residential land has been zoned in the Environs area.

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
| R-01          | Medium A density residential development. Detailed landscaping proposals to be included as part of any proposals on the site.  | 3.3              |
| R-02          | Medium B density residential development. Detailed landscaping proposals to be included as part of any proposals on the site.  | 5.4              |
| R-03          | Medium A density residential development. Provision shall be made for access through the site for development of the lands to the south within the Town Council area | 3.7              |

**Open Space/ Sports/ Recreation & Amenity**

**4.4.9.** The development boundary follows the line of the by-pass to the west of the town. As a result, it includes substantial areas of predominantly open land uses that are not, generally, intended for development but nevertheless form part of the structure of the town. The protection of these valuable open space areas have been made the subject of specific objectives.

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
| O-01          | Passive open space. This area, consisting predominantly of woodland and agricultural land, forms an important visual part of the setting to Youghal particularly when seen from the north. The existing pattern of land uses will remain largely unchanged.<br><br>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. | 91.5             |
| O-02          | Passive open space. This area, consisting predominantly of agricultural land, forms an important visual part of the setting to Youghal particularly when seen from the north. The existing pattern of land uses will remain largely  | 13.3             |

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
|               | unchanged.   |                  |
| O-03          | Passive open space. This area, consisting predominantly of agricultural land, forms an important visual part of the setting to Youghal. The existing pattern of land uses will remain largely unchanged. | 10.4             |

**Economy and Employment**

**4.4.10.** In this plan provision has been made for industry and business development within the town environs outside the area administered by the Town Council. This is because the topography of the Town Council's area does not lend itself so readily to this form of development, lower lying lands in the town council area have been identified as having a flood risk and so that maximum use can be made of the new bypass in serving these areas. Lands previously zoned in the Environs for these uses have also been identified as having a flood risk and as a result have been removed from the proposals of this plan.

**4.4.11.** Consequently lands have been zoned for business and industry at the northern end and south-western end of the town where fast and ready access is available to the N25. The uses allowed within these lands has been broadened to allow for flexibility within the zoning. It is anticipated that by clarifying and extending the permitted uses and by concentrating these uses in a particular area close to the N25 that substantial gains can be made over the next plan period in industry and enterprise in Youghal.

*Business*

**4.4.12.** Lands at the northern end of the town between the bypass and the inner relief route have been zoned for business,

**4.4.13.** The specific business zoning objectives for Youghal Environs are set out in the following table.

| Objective No. | Specific Objective   | Approx Area (Ha) |
|---------------|--|------------------|
| B-01          | Business development to include retail warehousing. This zone is adjacent to the Blackwater River Special Area of Conservation and Blackwater Estuary Special Protection Area. Development proposals must provide for sufficient stormwater attenuation and will require the provision of an | 9.3              |

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
|               | ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC and SPA.  |                  |
| B-02          | Business development. This zone is adjacent to the Blackwater River Special Area of Conservation and Blackwater Estuary Special Protection Area. Development proposals must provide for sufficient stormwater attenuation and will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC and SPA. Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. | 4.0              |
| B-03          | Business development.   | 14.9             |

*Industry*

**4.4.14.** The specific industrial zoning objective for Youghal Environs is set out in the following table.

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
| I-01          | Large scale industry to include warehousing, storage and logistics. | 23               |

**Special Policy Area Objectives**

**4.4.15.** The lands at the north western end of the town between the by-pass and the inner relief route have been zoned as a special policy area (5.6 ha site). This objective is quite specific in terms of what is envisaged for this site which is recognised as a very important gateway site given its location at the northern approach to the town. There is a former brickworks on part of the site which conveys the historic role of Youghal and could be developed as a tourist attraction. The site is adjacent to the Blackwater Estuary which supports a range of habitats and a large population of wintering bird species of high conservation value. Development on this site should be set out in a Masterplan by the developer and should be of a very high quality having regard both to the ecological and historic landscape sensitivities of the site. Input from both built and natural heritage specialists will be required in the development of such proposals which should significantly enhance the visual approach to Youghal.

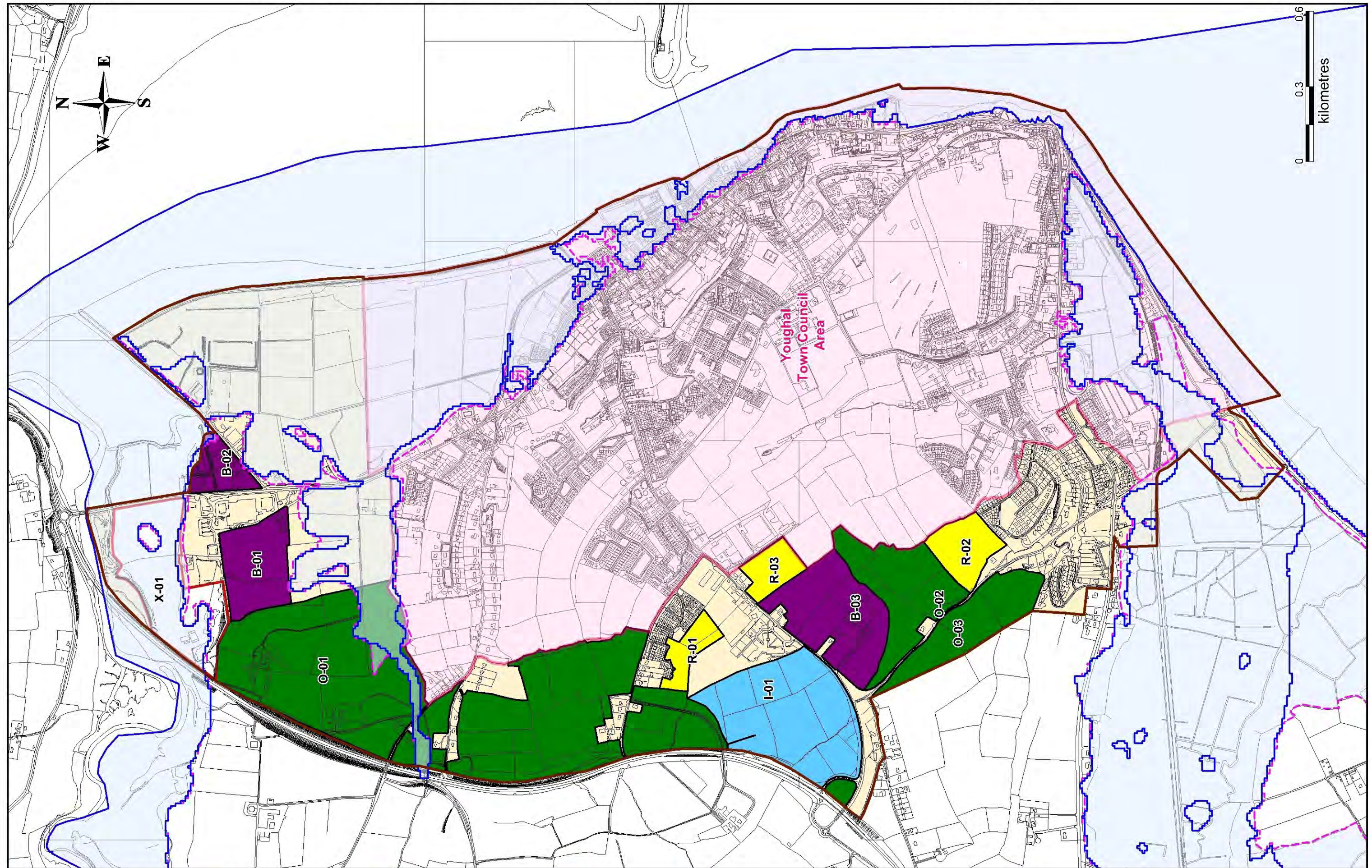
**4.4.16.** The specific Special Policy Area zoning objective for Youghal Environs is set out in the following table.

| Objective No. | Specific Objective  | Approx Area (Ha) |
|---------------|---|------------------|
| X-01          | Development of business uses including a service station and tourist related non high street uses, incorporating the protection and enhancement of the historic structures on site (Youghal Brickworks is a designated Protected Structure, RPS No. 415 and a Recorded Monument CO067-12 and the area also contains a standing stone which is a Recorded Monument CO 067-071) and providing for a significant area of open space along the northern and western boundaries. This will involve submission of a comprehensive masterplan for the site, to be prepared with the support of built and natural heritage professionals including (inter alia) a qualified conservation architect. Proposals should ensure the protection and preservation of the historic structures on the site in an appropriate setting and protect the nature conservation values of the area and shall be accompanied by an archaeological and architectural assessment. The layout of the site should facilitate access by the public and the development of appropriate interpretive facilities. Detailed landscaping proposals to | 17.3             |



| Objective No. | <b>Specific Objective</b>  | Approx Area (Ha) |
|---------------|--|------------------|
|               | <p>be included as part of any proposals on the site. Proposals for the site shall also be accompanied by a traffic and transport assessment, mobility management plan and parking strategy.</p> <p>This site is adjacent to the Blackwater River Estuary Special Protection Area and Blackwater River Special Area of Conservation and will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SPA and nearby SAC. A buffer zone will be required between any development proposed for this zone and the SPA and SAC. The size of the buffer zone will be determined at project level.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p> |                  |





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



**KEY VILLAGE/ SPECIALIST EMPLOYMENT CENTRE**

Whitegate/Aghada

**KEY VILLAGES**

Castlemartyr

Cloyne

Killeagh



# 5 Whitegate and Aghada

## 5.1 VISION AND CONTEXT

*Whitegate - 'Ireland's Energy Park'*

**The overall strategic aims for Whitegate / Aghada are to promote its role as a location for the storage and processing of strategic energy resources, consolidating its industrial and harbour related roles within this sensitive coastal setting and with limited expansion of residential uses.**

### Strategic Context

5.1.1. In the 2005 Local Area Plan Whitegate / Aghada was designated as a main settlement, however, in the 2009 Cork County Development Plan Whitegate / Aghada no longer fulfils a function as a main town but has been designated as a **Specialist Employment Centre**, to reflect its role in the storage and processing of strategic energy resources. In light of the changing emphasis on the function of the settlement the position of the settlement in the settlement network of the electoral area has been re-considered.

5.1.2. Whitegate/ Aghada is comprised of four main areas of existing development, Rostellan, Farsid, Aghada and Whitegate and although each area is distinguishable, collectively they have a critical mass of population and services more akin to those of a Key Village, functioning as service centres and community focal points for the adjacent hinterland. Therefore, in this Plan Whitegate/ Aghada is designated as a Key Village, in addition to its employment designation, in the settlement network and comprises the settlements of Rostellan, Farsid, Aghada and Whitegate. This key village is located within the County Metropolitan Strategic Planning Area as determined in the 2009 CDP.

5.1.3. Whitegate – Aghada is designated in the Cork Area Strategic Plan as a strategic industrial location particularly because of the capacity of the area to accommodate large scale industrial undertakings that require either dedicated port facilities, access to large volumes of sea water or strategic access to the natural gas network. Provision is made for both the expansion of existing undertakings and the development of new industries when opportunities arise. CASP Update reiterates Whitegate/ Aghada as a Strategic Employment Location in Metropolitan Cork in the updated spatial strategy. It also identifies the settlement as a preferred location for large stand alone industrial uses, with a commensurate

limitation on residential growth to avoid unnecessary conflicts in the future.

5.1.4. The South West Bioenergy Plan 2009-2020 published by the South West Regional Authority recommends that the Whitegate area be designated as a National Bioenergy Park, to accommodate research and development as well as production of biofuels and other bioenergy resources. As a country that currently imports over 90% of its energy resources, domestic production of bioenergy could significantly improve the security of energy supply. This plan sees Whitegate as being of strategic importance in the delivery of the national target of 10% biofuel use in transport by 2020 through working closely with the Whitegate refinery to maximise levels of fuels blends and exploiting the established distribution networks.

5.1.5. An area south of the existing refinery complex has been identified as a potential location for the storage of further strategic oil stocks on behalf of the National Oil Reserves Agency. Operational stocks held at the Whitegate Refinery already form part of the oil stocks held by Ireland in line with its international obligations to maintain 90 day reserves of national strategic stocks.

5.1.6. Outside the development boundary, the land forms part of the Rural Housing Control Zone, as designated in the Cork County Development Plan 2009. Here, the objectives of the Development Plan seek to restrict individual urban-generated houses. This restriction is relaxed in principle for local rural housing needs.

### Local Context

5.1.7. These settlements curve around the coastline of Cork Harbour from Rostellan Lough to the north to Fort Carlisle to the south. Each of the four main areas of the settlement has a recognisable character, although the distinction between the settlements is becoming increasingly eroded. Rostellan and Farsid both consist primarily of one-sided main streets that face out over the water and backed by steeply sloping hillside. There has been a modest amount of growth in these settlements in recent years comprising a small terrace of dwellings on the road heading south out of Rostellan and a scheme of detached houses on the hillside behind the main street of Farsid.

5.1.8. More substantial housing development has taken place in Aghada clustered around the community facilities at Upper Aghada, and including a small scheme of Council housing. Gaps in development between Farsid and Aghada and Aghada and Whitechurch have been maintained for the most part, helped by the designation of strategic areas of passive open space providing green buffer zones. For the most part, development along the regional road has been limited to infill and renovation type development.

5.1.9. The original power station at Aghada and the oil refinery are prominent features in the landscape of the settlement, although

substantial areas of open space provide a landscaped setting for these installations, particularly in wider views from across Cork Harbour. Two new power stations have also been developed on industrial lands, one at Aghada and one at Whitegate.

5.1.10. Whitegate village, like Rostellan and Farsid comprises a single street settlement overlooking Whitegate Bay and the oil storage tanks on Corkbeg Island. Housing at this location has followed the valleys running east and south-east from the main street and generally following the contours. Whitegate is the part of the settlement that has accommodated the most intensive form of housing development in recent years with a number of new estates, some of which remain to be completed.

## 5.2 PLANNING CONSIDERATIONS

### Population and Housing

5.2.1. The 2006 Census recorded a population in Whitegate/ Aghada of 1669 people, an increase of 455 from 2002 (figures quoted are a combination of the census figures for Aghada, Farsid, Rostellan and Whitegate). This represents a 37% increase in the inter-censal period. An examination of Geo-directory figures for the number of houses in the settlement show that there was doubling in the number of houses over the ten year period up to 2010 from 435 to 870 units. See Table 1 below.

| Dwellings 2001 | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
|----------------|----------------|----------------|------------------|
| 435            | 609            | 870            | 435              |

Source: Geo-directory

5.2.2. CASP Update and the CDP 2009 do not envisage Whitegate as a location for significant population growth.

5.2.3. Of the 48.5 hectares of land that was zoned for residential development in the 2005 Local Area Plan approximately 20 hectares remain undeveloped. Permission has been granted for 190 units on this land which have yet to commence. Only 13 units were recorded as vacant in a survey undertaken in early 2010, which is less than 2% of the total housing stock and therefore not a significant issue in this settlement.

### Community Facilities

5.2.4. Whitegate/ Aghada is well served by recreation and community facilities including Aghada GAA Club (club grounds are

just outside the development boundary north of Rostellan over the bridge), Lower Aghada Tennis and Sailing Club (6 tennis courts and used for bowls), Corkbeg Sports and Social Club (soccer pitch and pitch and putt course), a new multi games facility and a community centre at Aghada Upper and a new playground in Whitegate village.

**5.2.5.** There are two national schools within the development boundary, Whitegate National School and Scoil Iosagain in Upper Aghada, two churches, two post offices and a garda station.

#### **Infrastructure**

**5.2.6.** Whitegate is the finishing point of the R630 regional road, a heavily trafficked route connecting the settlement to the N25 at Midleton via the settlements of Saleen and Ballinacurra. The nature of the industrial uses at Whitegate mean that the road carries a high proportion of heavy goods vehicles (HGVs). In February 2009 a Traffic Management Study for this road was adopted by the County Council and contains detailed traffic management proposals for Farsid and Rostellan, Lower Aghada and Whitegate villages.

**5.2.7.** A bus service operates between Cork City and Whitegate via Midleton six days a week (no Sunday service). The potential for landing stations at Aghada and Fort Carlisle as part of the CATS Harbour ferry service has been identified.

**5.2.8.** A pedestrian walk/ cycle path along the coastline known as the People's Path has been developed by Rostellan Development Association in recent years.

**5.2.9.** The Whitegate Regional Water Supply Scheme is operating at full capacity and the interlinked Cloyne/ Aghada Scheme is operating at close to full capacity. The need to upgrade these schemes has been identified as a priority (no. 144) on the Council's Assessment of Water Services Needs with a start date post 2012.

**5.2.10.** There are a number of significant water users in Whitegate and should demand increase from these users there may be a requirement to extend the Harbour and City Water Supply from Carrigtwohill to Whitegate.

**5.2.11.** The existing sewerage scheme is a combined sewerage scheme that discharges without treatment to the lower harbour at a number of locations though primarily at Long Point. Proposals for a new waste water treatment plant with a 2,000 PE as part of the Whitegate/ Aghada Sewerage Scheme are at planning stage in the Water Services Investment Programme 2010-2012.

#### **Flooding**

**5.2.12.** Lee CFRAMS has identified a number of areas at risk from tidal flooding along the shoreline and there are three recorded flood events, occurring at Whitegate Village and two on the Rostellan Road.

Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

#### **Economy and Employment**

**5.2.13.** As outlined earlier, Whitegate has a nationally important role in the energy sector being the location of the country's only oil refinery and also accommodating three power stations. Between fuel and energy production the Whitegate area can deliver 25% of the country's energy needs. The designation of the settlement as a Specialist Employment Centre in the 2009 CDP is recognition of the importance of this role. Census 2006 recorded the total number of jobs in Whitegate/ Aghada in 2006 as 743 and CASP Update has set a growth target for 2,000 additional jobs by 2020 to bring the total jobs figure to 2,743.

**5.2.14.** The oil refinery is a major industrial presence in the harbour and is owned and operated by ConocoPhillips Ireland. The facility has been in operation in the area for more than 50 years and is responsible for the production of more than a third of Ireland's transportation and space heating fuels, with a production capacity of approximately 80,000 barrels a day. The refinery is considered a key national and regional asset in terms of developing bio-energy and is responsible for the production of a significant element of the national bio-fuel substitution target, producing in the order of 36 million litres per annum of bio-fuel from soya oil, which having been blended with fossil based diesel, is distributed across Munster, parts of Leinster and Connaught.

**5.2.15.** Fuelled by natural gas, ESB's original power station at Aghada is a long established facility, having been commissioned in 1980. In June 2010 a new gas fired generating station was opened on the site at a cost of €360 million, along with a €75 million upgrade of the four existing units, making the Aghada site Ireland's largest power station capable of generating 963MW, enough to power 500,000 homes. Use of state-of-the-art technology ensures the provision of low-carbon electricity making it one of the most efficient and cleanest plants in Europe.

**5.2.16.** A new €400 million combined cycle gas turbine electricity generating station has also recently been built adjacent to the ConocoPhillips refinery with a 440MW generation capacity. These new generating stations will improve Ireland's security of energy supply.

**5.2.17.** A number of these establishments are, or will be, covered by the Seveso II Directive (96/082/EEC) which seeks to prevent major

industrial accidents involving dangerous substances and to limit the consequences of accidents on people and the environment. The Health and Safety Authority have established consultation distances around these establishments.

**5.2.18.** Other small scale employment is provided mainly in local services and retail in the four village centres.

**5.2.19.** At nearby Inch, to the east of Whitegate is the PSE Kinsale ENERGY Limited onshore gas terminal, Inch Terminal. PSE Kinsale Energy has been producing gas from offshore reservoirs since 1978. The gas is extracted from a number of subsea reservoirs and co-mingled on two offshore platforms located approximately 50km off the coast. The gas is then transported via a subsea pipeline to the onshore facility at Inch, where the gas enters the national gas grid. The national gas pipeline grid was originally to convey Kinsale Head gas from Inch to users nationwide. PSE Kinsale Energy also operates a gas storage facility using one of their subsea reservoirs. Gas is taken from the national gas grid and injected into this reservoir during times of low demand and is withdrawn when demand is high.

**5.2.20.** The storage capacity is currently approximately 5% of annual national consumption and is the only gas storage facility in Ireland. PSE Kinsale Energy Limited is proposing to expand their gas storage operation by utilising an additional reservoir. The capacity of the proposed gas storage facility would be approximately 18% of annual national consumption, which is in line with the European norm of approximately 20%. The development of additional gas storage utilising the existing grid connection at Inch would provide a strategic gas storage facility for Ireland and would significantly enhance security of gas and electricity supplies. This is in line with the Government's strategic objective to increase the capacity for gas storage as part of its objective to ensure the security of energy supply and helps Ireland to meet the requirements of the new EU Security of Supply Directive.

**5.2.21.** Such a development would enhance the strategically important role of the Whitegate/ Aghada area and the East Cork area in the national energy sector. In the future, if technology becomes available there could also be the potential to store carbon dioxide from electricity generation in some of the depleted offshore reservoirs utilising parts of the redundant offshore wells and facilities.

#### **Environment and Heritage**

**5.2.22.** There are no significant watercourses that drain through Whitegate/ Aghada but the existing combined sewerage system discharges to the adjoining coastal waters of Cork Harbour. Water quality in this part of the harbour is identified as of moderate ecological status and while it is an objective to restore to good status there is a risk that it will not achieve good status by 2015. The planned new wastewater treatment plant should help in achieving this aim.



**5.2.23.** Throughout the area as a whole, there are 5 buildings or other structures entered in the Record of Protected Structures including Whitegate School, the Bell Tower of the former Catholic Church and Whitegate House. Numerous buildings and other structures are entered in the National Inventory of Architectural Heritage, with particular clusters around Whitegate village centre and at Fort Carlisle.

**5.2.24.** Fort Carlisle is built on the promontory at the entrance to Cork Harbour and overlooking Fort Camden on the opposing headland. The design of the fort as we see it today dates mainly to the later part of the 19th Century. The Fort was presented to the Irish Government in July 1938 at which time it was renamed as Fort Davis and it continues to be used by the Defence Forces to this day for training purposes.

**5.2.25.** Because of their location near the mouth of Cork Harbour, some areas of established or proposed new industrial areas are designated as scenic landscape. This designation is not intended to undermine the principle of industrial development in these areas, but in determining applications for planning permission, special attention will be paid both to the design and siting of large structures or buildings and to the provision of appropriate structural landscaping. Views from Roches Point will be of particular relevance. The R630 running through the village is designated as part of the S51 scenic route, where the objective is to preserve the character of the views and prospects from the route.

**5.2.26.** A number of important natural heritage sites are located close to Whitegate/ Aghada. Rostellan Lough and Aghada Shore forms part of a larger proposed Natural Heritage Area (pNHA-1076) that extends northwards to the Poul nabibe Inlet at Saleen and which is of significance for its waterfowl. Rostellan Lough is a small brackish lake that is used by swans throughout the winter. A further pNHA-1084 covers Whitegate Bay which is a locally important site for shore birds, supporting up to 10% of the shore birds in Cork Harbour. A significant part of the coastline of this settlement is also designated as part of a Special Protection Area (SPA-4030) for Cork Harbour which is an internationally important wetland site.

**5.2.27.** The Draft Landscape Strategy identifies Whitegate / Aghada as being located within the City Harbour and Estuary landscape character type which is deemed to be of very high value (scenic landscapes with highest natural and cultural quality, areas with conservation interest and of natural importance). This landscape is rated to be of National Importance. Landscape sensitivity is classified as Very High, as these are landscapes which are considered extra vulnerable and likely to be fragile and susceptible to change.

### 5.3 PROBLEMS AND OPPORTUNITIES

**5.3.1.** One of the biggest challenges facing Whitegate - Aghada relate to its role as a strategic energy production site and concern the economic importance of achieving the development of areas set aside for industry whilst protecting and enhancing the amenities enjoyed by the residential community and the scenic amenities of the wider area. While the planning policy has been to consolidate the settlement, the village has undergone substantial population growth in the last decade with a doubling of the housing stock. Approximately 20 hectares of the residential land zoned in the 2005 Local Area Plan remains undeveloped.

**5.3.2.** CASP Update sets a significant jobs growth target for Whitegate of an additional 2,000 jobs by 2020 and in order to accommodate this growth, and to maximise the potential for energy related industry, it will be necessary to identify additional lands for industrial expansion. Whitegate has significant potential as a location for large stand-alone industry, some of which is likely to be covered by the Seveso II Directive. Inappropriately located residential development has the potential to undermine the strategic industrial role of the settlement and therefore this Plan must consider how best to reconcile these competing functions.

**5.3.3.** Whitegate is a unique site. It has high capacity connection points to the national electricity grid and gas network, is proximate to major transport and port infrastructure and along with existing energy operations, it has a significant competitive advantage for strategic energy development. It is crucial that this advantage be safeguarded by appropriate land use policies and objectives.

**5.3.4.** Whitegate must therefore place itself in a position to respond to the changing requirements of the energy sector with the growth of renewable fuels, bio-fuel production, de-carbonisation of the energy mix and providing for a site format suited to these emerging industries. Whitegate is a location that is likely to be suited to develop a carbon capture and storage complex, and advances in carbon sequestration technology, may see this role expand.

**5.3.5.** The removal of the 83 hectare stand-alone industrial site at Saleen provides an additional incentive for the provision of a suitable landbank at Whitegate.

**5.3.6.** In the review of their Strategic Development Plan, the Port of Cork have identified the potential of Whitegate/ Dognose as a location to be developed for port operations, particularly for bulk liquid trades. Although no specific on-shore site has been outlined, the Port considers Dognose Bank as a viable option for a new jetty with tank farm storage on adjacent lands to the east. Whitegate/ Aghada therefore has potential as an area for the provision of additional port facilities, including the re-location of some of the existing facilities at the City Docklands.

**5.3.7.** The challenges outlined above are further complicated by the scenic amenities and quality of the landscape and how best to accommodate large-scale industry in this important scenic coastal location and in particular the impact on views at the entrance to Cork Harbour. Planning proposals will need to consider how best to mitigate visual impacts and the need for structural screening.

**5.3.8.** The settlements are constrained by the shoreline to the north and west, and to a lesser extent by the steep topography to the south and east. The desirability of protecting the integrity, scale and character of the traditional streetscape also acts as a constraint on development and change.

### 5.4 PLANNING PROPOSALS

**5.4.1.** The development boundary for Whitegate - Aghada includes not only those areas that are either already developed or set aside in this plan for future development for particular uses but also those areas of established open space that form part of the structure of these areas and are integral to safeguarding the scenic amenities and landscape quality of the area.

#### General Objectives

**5.4.2.** Following on from the policy in the 2005 Plan, the planning policy for Whitegate / Aghada seeks to reinforce the strategic industrial role of the settlement whilst making provision for a limited amount of growth in housing at a scale to meet mainly local requirements. The housing growth target for the village has been determined having regard to factors such as the scale of the settlement, the need to sustain existing services and community facilities, the availability of facilitating infrastructure and proximity to established and future industrial complexes.

**5.4.3.** It is envisaged that the settlement should grow by an additional 190 units, which is consistent with the policy to limit housing development. It is considered that the bulk of this housing will be provided around the existing housing and community facilities available at Upper Aghada. With an expansion of industrial lands to the south of the village, opportunities for residential development in Whitegate village itself will be limited.

**5.4.4.** In previous plans Whitegate/ Aghada was classified as a main town and so the housing development of recent times has largely been in the form of estate type development. The established pattern of development allows scope to integrate further estate type development successfully and therefore it is envisaged that any individual housing development may be up to 40 housing units in size.

**5.4.5.** In order to deliver the planned level of growth, the delivery of a new wastewater treatment system will be a necessity. The Whitegate / Aghada Sewerage Scheme has been identified at

Planning Stage on the Water Services Investment Programme 2010-2012 and therefore should be commissioned in the lifetime of this plan.

**5.4.6.** A detailed traffic management study has been completed for the R630 Midleton to Whitegate Road and this document will be an important guide in the treatment of transportation issues arising from new developments along, and accessing on, to this route. It is therefore appropriate that any new development makes provision for the implementation of the recommendations of this study.

**5.4.7.** Due to the complex linear nature of this settlement it does not have a large village centre but this plan does identify four village cores containing the main commercial activity in the settlement and locations where additional retail and other services are desirable.

**5.4.8.** The general development objectives for Whitegate / Aghada are set out in the following table:

| Objective No. | Development Boundary Objectives  |
|---------------|--|
| DB-01         | a. Within the development boundary of Whitegate / Aghada it is an objective to encourage the development of up to 190 additional dwelling units in the period 2010-2020.<br>b. No one proposal for residential development shall be larger than 40 housing units.  |
| DB-02         | a. In order to secure the growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for developments within this area.<br>b. All new housing developments shall be connected to the public water supply, the public waste water treatment system and shall make adequate provision for storm water disposal. |
| DB-03         | It is an objective to support the principles of the Midleton to Whitegate R630 Traffic Management Study as these apply to Rostellan, Farsid, Aghada and Whitegate, in a sustainable manner.  |
| DB-04         | It is an objective to encourage additional retail and  |

| Objective No. | Development Boundary Objectives  |
|---------------|--|
|               | services in the village cores commensurate with the scale of the settlement.   |
| DB-05         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.  |
| DB-06         | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6.   |
| DB-07         | Whitegate/Aghada is situated adjacent to Cork Harbour Special Protection Area. This plan will protect the favourable conservation status of this site, and all new development shall be designed to ensure the protection and enhancement of biodiversity generally. Development proposals in unzoned parts of the settlement adjacent to the SPA will be likely to require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on these. |

**Economy and Employment**

*Industry*

**5.4.9.** Three main areas are set aside for industrial development. The first of these main areas is located east of the existing electricity generating station, between the residential clusters of Whitegate village and Upper Aghada. A larger site, of which this site forms part, was zoned in the 2005 Plan but remains undeveloped. The most exposed portion of the site has been omitted from any industrial use and will instead now form a strategic area of open space between the power stations at Aghada and Whitegate village. The remaining lands are accessed from a narrow county road which will require upgrading in order to facilitate development on the site. The site is not on a public transport corridor and therefore is not suited to high density employment use, however, there are likely to be smaller scale opportunities for energy related development such as Research & Development, transport and maintenance, aligned with its emerging role as a strategic energy ‘hub’ and National Bioenergy Park as recommended in the South West Bioenergy Plan 2009-2020.

**5.4.10.** The second of these comprises a group of three sites adjoining or close to the existing oil refinery. It is envisaged that this area will be reserved to cater for any requirement that the oil refinery may have for the expansion of its activities. The scenic landscape designation that applies to a large part of the area is not intended to inhibit this development but will mean that special attention is paid to the siting, design and landscaping of any large scale buildings or structures proposed, with particular attention paid to views from the entrance to Cork Harbour at Roche’s Point.

**5.4.11.** The Port of Cork’s Strategic Development Plan identifies Whitegate as a potential location for port operations, related in particular to bulk liquid trades. It is recognised that new port facilities may be required at Whitegate to cater for the additional port-related development that may be developed within the I-04 or X-01 sites. These facilities should be provided in a sustainable manner. Any such development must comply with the provisions of Article 6 of the Habitats Directive. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for any development which may be permitted in this area.

**5.4.12.** The specific industry related zoning objectives for Whitegate - Aghada are set out in the following table:

| Objective No. | Industry  | Approx Area (Ha) |
|---------------|---|------------------|
| I-01          | Development of small to medium scale energy related uses, including research and development, maintenance and transport uses. Any development proposals shall provide for the upgrading of the county road adjoining the site up to the junction with the R630 regional road.   | 30.2             |
| I-02          | Development of uses ancillary to the adjoining established industrial area such as car parks, staff facilities, administration buildings or the storage of non-hazardous materials. Special attention will be paid both to the design and siting of any large structures or buildings and to the provision of appropriate structural landscaping. This zone is adjacent to the Cork Harbour Special Protection Area. Development proposals must provide for sufficient stormwater attenuation and may require the provision of ecological assessments. New developments which involve industrial discharges will require the provision of an ecological impact assessment | 2.8              |

| Objective No. | Industry  | Approx Area (Ha) |
|---------------|---|------------------|
|               | report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SPA.   |                  |
| I-03          | Development of uses ancillary to the adjoining established industrial area such as car parks, staff facilities, administration buildings or the storage of non-hazardous materials. Special attention will be paid both to the design and siting of any large structures or buildings and to the provision of appropriate structural landscaping.   | 4.5              |
| I-04          | Provision for the extension of the adjoining established industry area including new port related activities and bulk liquid storage. Special attention will be paid both to the design and siting of large structures or buildings and to the provision of appropriate structural landscaping. Proposals for the development of this site shall include proposals for the provision of long term structural landscaping on site O-16.  | 52.8             |
| I-05          | Maintain existing industrial/ electricity generation uses. Any new development on the site shall pay special attention both to the design and siting of any large structures or buildings so as to minimise the visual impact of development, including on longer distance views from the Cobh area, and shall include the provision and maintenance of structural landscaping to the western and southern site boundaries. The site contains Recorded Monument CO088-030 – Castle unclassified and CO088-105 & 106 – Shell Middens. Any development in this area should take this into account and may require an archaeological assessment.<br><br>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines ‘The Planning System and Flood Risk Management’ as described | 66.6             |

| Objective No. | Industry   | Approx Area (Ha) |
|---------------|--|------------------|
|               | in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. As this zone is located adjacent to the Cork Harbour Special Protection Area development proposals may require the provision of a Natura Impact Statement and can only proceed where it can be shown that it will not have significant impacts on the SPA. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for any development which may be permitted in this area.   |                  |
| I-06          | Maintain existing refinery/ industrial uses. Any new development on the site shall pay special attention both to the design and siting of large structures or buildings and to the provision of appropriate structural landscaping. The site contains a Recorded Monument CO088-029 – Burial Ground. Any development in this area should take this into account and may require an archaeological assessment.<br><br>As this zone is located adjacent to the Cork Harbour Special Protection Area development proposals may require the provision of a Natura Impact Statement and can only proceed where it can be shown that it will not have significant impacts on the SPA. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for any development which may be permitted in this area. | 88               |

**Special Policy Area**

**5.4.13.** The third site for industrial development, a considerable landbank due east of the refinery, is designated as a Special Policy Area. A more extensive area was reserved as a potential industrial zone, including this site, as far back as the 1980’s, and while this was not included in the 2005 LAP, the unique potential of Whitegate in the emerging energy fields of carbon capture and renewables provide sufficient justification for re-establishing at least part of this zoning. While there are no firm proposals at present, it is envisaged that this site will provide the strategic landbank required to facilitate the development of Whitegate as Ireland’s energy park, allowing for

flexibility on the site format for large scale industry and safeguarding a sufficient area from inappropriate development that could undermine the viability of the site for energy storage or processing activities. The protection of the residential amenities of existing properties will be integral to the advancement of any proposals on this site.

**5.4.14.** The landbank identified is considerable and the realisation of development on this scale will require significant investment in supporting infrastructure, not least the road network.

**5.4.15.** The special policy area objectives for Whitegate - Aghada are set out in the following table:

| Objective No. | Special Policy Area   | Approx Area (Ha) |
|---------------|---|------------------|
| X-01          | Area with potential for major, large-scale energy and renewable energy related development, including port-related activities and bulk liquid storage and processing activities. The siting and design of large structures or buildings shall have regard to the existing site contours, the need to minimise the visual impact of the development and the requirement to protect the residential amenities of existing properties. It is not intended that the entirety of this site be development but that proposals for the development of the site shall include for the provision of long term structural landscaping with particular attention to the site boundaries and existing residential development. Development proposals shall also provide for the upgrading of road, water supply and wastewater infrastructure to a standard acceptable to the Council. This zone is close to Cork Harbour Special Protection Area. Development proposals in this zone may require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive. Regard should be had in any such assessment to the use of this area by species for which the SPA is designated and the potential impact on same. | 388              |

**Open Space/ Sport/ Recreation & Amenity**

**5.4.16.** Whitegate - Aghada is a generally dispersed settlement with substantial and prominent areas of open land uses forming part of the settlement. Many of these areas contribute to the landscape setting of the large scale industry that exists within the settlement and also form an attractive backdrop to longer distance views across the lower reaches of Cork Harbour. In this plan these areas have been made the subject of specific objectives so that they can be given an appropriate degree of protection.

**5.4.17.** The specific open space, sports, recreation, amenity and agriculture zoning objectives for Whitegate - Aghada are set out in the following table:

| Objective No. | Open Space & Agriculture  | Approx Area (Ha) |
|---------------|---|------------------|
| O-01          | Passive open space where existing land uses will remain largely unchanged. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development.   | 0.9              |
| O-02          | Passive open space where existing land uses will remain largely unchanged. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development.   | 1.04             |
| O-03          | Maintain existing sports facilities and active recreation uses. This zone is within Cork Harbour Special Protection Area and is not suitable for development. Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. | 1.04             |
| O-04          | Passive open space where existing land uses will remain largely unchanged. This zone is within Cork Harbour Special Protection Area and is not suitable for development. The area makes a significant contribution to the attractiveness of longer distance views from the Cobh area and provides important visual and physical separation between the village of Aghada and industrial areas to the  | 4.7              |

| Objective No. | Open Space & Agriculture   | Approx Area (Ha) |
|---------------|--|------------------|
|               | west.  |                  |
| O-05          | Passive open space where existing land uses will remain largely unchanged. This zone is within Cork Harbour Special Protection Area and is not suitable for development. The area makes a significant contribution to the attractiveness of longer distance views from the Cobh area and provides important visual and physical separation between the village of Aghada and industrial areas to the west.                   | 2.1              |
| O-06          | Passive open space where existing land uses will remain largely unchanged. The area makes a significant contribution to attractiveness of longer distance views from the Cobh area and provides important visual and physical separation between the village of Aghada and industrial areas to the west.   | 35.7             |
| O-07          | Passive open space where existing land uses will remain largely unchanged. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development. The area makes a significant contribution to the attractiveness of longer distance views from the Cobh area and provides important visual and physical separation between the village of Whitegate and industrial areas to the north and east. | 24.7             |
| O-08          | Passive open space. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development.   | 0.2              |
| O-09          | Maintain existing play area. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development.  | 0.7              |
| O-10          | Passive open space.  | 0.2              |

| Objective No. | Open Space & Agriculture   | Approx Area (Ha) |
|---------------|--|------------------|
| O-11          | Passive open space to provide a long-term, structural landscape setting for the adjoining oil refinery. Proposals for the long term maintenance and management of the mature trees on the site will be encouraged. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development.  | 0.9              |
| O-12          | Maintain existing sports facilities and active recreation uses. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development. Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. | 9.2              |
| O-13          | Passive open space to provide a long-term, structural landscape setting for the adjoining oil refinery. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development. Proposals for the long term maintenance and management of the mature trees on the site will be encouraged.  | 4.5              |
| O-14          | Passive open space to provide a long-term, structural landscape setting for the adjoining oil refinery. Proposals for the long term maintenance and management of the mature trees on the site will be encouraged.   | 2.6              |
| O-15          | Passive open space to provide a long-term, structural landscape setting for the adjoining oil refinery. This zone is adjacent to Cork Harbour Special Protection Area and is not suitable for development. Proposals for the long term maintenance and management of the mature trees on the site will be encouraged.  | 5.5              |

| Objective No. | <b>Open Space &amp; Agriculture</b>   | Approx Area (Ha) |
|---------------|---|------------------|
| O-16          | Passive open space comprising a mix of agricultural land uses and structural tree planting to provide a mature landscape setting for the adjoining oil refinery. Appropriate landscape proposals for this site will be brought forward as part of proposals for the development of the site I-04. | 75.4             |
| O-17          | Passive open space to provide a long-term, structural landscape setting for the adjoining oil refinery. Proposals for the long term maintenance and management of the mature trees on the site will be encouraged.  | 10.7             |

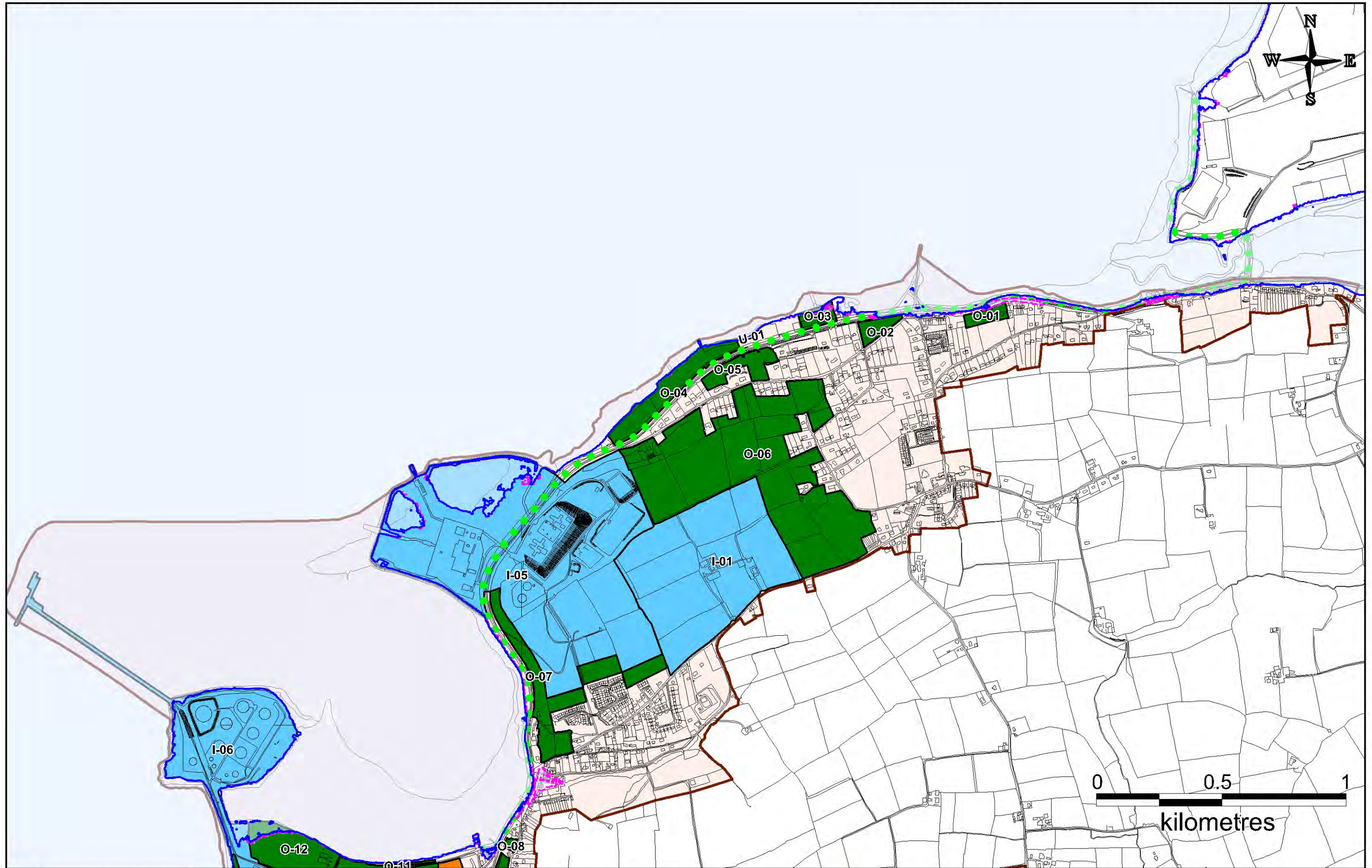
| Objective No. | <b>Utilities</b>   | Approx Area (Ha) |
|---------------|--|------------------|
| U-01          | Pedestrian walk from Rostellan Wood along the shore of Cork Harbour. The proposed walk is adjacent to Cork Harbour Special Protection Area will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive. The development of this walk may only proceed where it can be shown that it will not have significant negative impact on the SPA. | -                |

**Community & Utilities**

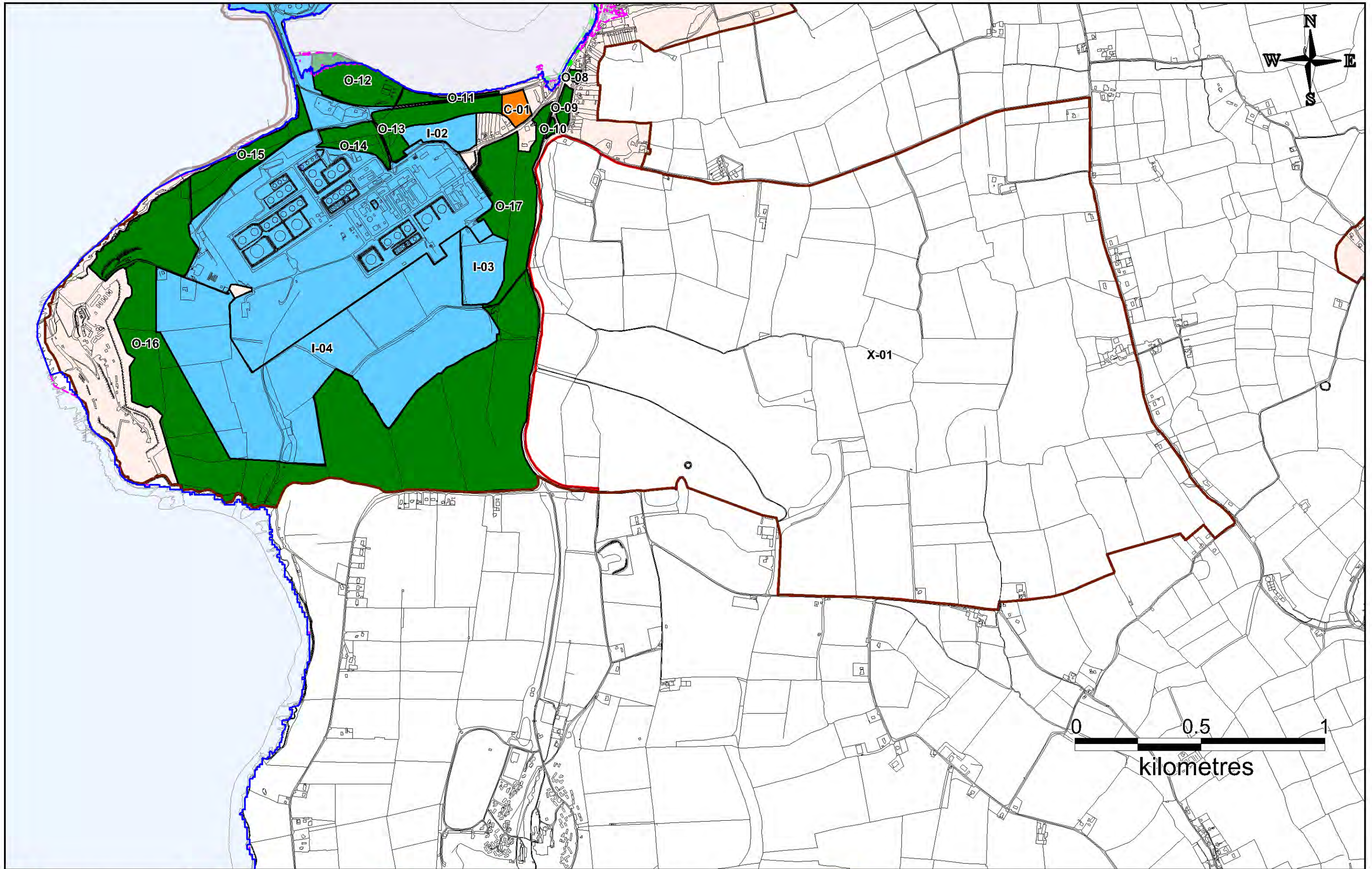
**5.4.18.** Provision has been made for the extension of Whitegate national school, as the existing building is not large enough to cater for the existing number of students and which also currently contains a number of portacabins on site.

**5.4.19.** The specific community and utilities objectives for Whitegate - Aghada are set out in the following tables:

| Objective No. | <b>Community</b>  | Approx Area (Ha) |
|---------------|---|------------------|
| C-01          | Provision for extension to primary school. This zone is adjacent to the Cork Harbour Special Protection Area. Development proposals in this zone will be likely to require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on these. | 1.2              |



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



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

# 6 Castlemartyr

## 6.1 VISION & CONTEXT

*Baile Na Marta – Castle of the Relics of the Martyrs.*

**The vision for Castlemartyr to 2020 is to develop a compact, strong village core, carefully manage the village’s valuable heritage and to achieve a sustainable level of residential development and provision of employment and services commensurate with the scale of this key village.**

### Strategic Context

**6.1.1.** Castlemartyr is designated as a Key Village within the CASP Ring Strategic Planning Area. Along with the other key villages in the Ring area, Castlemartyr has experienced very high rates of growth in the last decade. The objectives of the County Development Plan in regard to the settlements in the Ring area are based on a number of sustainable goals, “to establish an appropriate balance in the spatial pattern of distribution of future population growth, broadly in line with CASP, so that Bandon, Fermoy, Macroom and Youghal can accelerate their rate of growth and achieve a critical mass of population in the towns to enable them maximise their potential to attract new investment in employment, services and public transport”.

**6.1.2.** It is also an objective “to facilitate the development of the villages and rural areas 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 being under pressure from urban development”. (Para 2.4.29, p. 31, CDP 2009).

**6.1.3.** CASP Update 2008 noted the need to control future population growth in the CASP Ring, especially in the villages and rural areas in order to support the role of the Ring Towns and re-balance growth relative to its location within Metropolitan Cork. This will require more moderate growth within the village network of the Midleton EA to ensure the delivery of this CASP objective.

**6.1.4.** Castlemartyr is located on the N25 National Primary Route which forms part of the Atlantic Corridor linking the gateway cities of Cork and Waterford. Villages and rural areas which are located between the Gateway cities have much to contribute to the Atlantic Gateways concept, which seeks a balance between large scale development in the gateways whilst encouraging more appropriately scaled development in the surrounding villages. Furthermore, the

careful management of countryside areas and their natural and built heritage and landscapes is a key part of establishing an attractive context for the Gateways, essential to their international competitiveness

**6.1.5.** Castlemartyr lies within an agricultural hinterland which is part of the Rural Housing Control Zone as designated in the County Development Plan 2010, where it is an objective primarily to restrict individual urban-generated houses and protect the character of the rural areas. This restriction is relaxed in principle for local rural housing needs.

### Local Context

**6.1.6.** Castlemartyr is located about 8 kilometres east of Midleton, and between the villages of Mogeely and Ladysbridge to the north and south respectively. The N25 runs through the centre of the village at present, resulting in high levels of traffic congestion at peak times. A by-pass has been planned to the north of the village which will ease congestion considerably. This will significantly improve the village environment.

**6.1.7.** The core area of Castlemartyr Village is quite traditional in scale and design and for the most part is very attractive. The focus of the long main street culminates at the bridge at the eastern end and the character of this area has been well protected to date. The bridge itself is a national monument. Most of the buildings along the main street comprise 2-3 storey 19th and early 20th century buildings set back from the road by wide areas of footpath resulting in a very pleasant vista. The south western edge of the main street is dominated by the walls and entrance gate of the Castlemartyr Castle estate. New footpaths and street lighting have been recently installed which contribute significantly to the villages visual charm. There is however a certain level of dereliction and vacancy in the village which includes some attractive Georgian townhouses.

**6.1.8.** The village and surrounding area has a wealth of natural and built heritage. There are five buildings or other structures located within the village, which are entered in the Record of Protected Structures. This includes St. Anne’s Church of Ireland and Castlemartyr Castle, which, along with its grounds and part of the village main street, are included as part of an Architectural Conservation Area, where it is an objective to protect and enhance the special character of the area. Other listed buildings include, St Theresa’s Convent (former Castlemartyr House), Castlemartyr School and Castlemartyr Tower House.

**6.1.9.** To the east of the village, Clasharinka Pond and surrounding fields are proposed as a natural heritage area, due to the presence of rare flora. Castlemartyr dower spring, which is a karst spring, is listed as being of geological interest and is on a list of sites being drawn up which will be proposed as Natural Heritage Areas.

**6.1.10.** The old Castlemartyr House and grounds of Castlemartyr Castle have been successfully redeveloped as a hotel, spa and golf course, now known as Castlemartyr Resort. The new holiday housing within its grounds have integrated well with the castle and the village. The development provides a significant level of employment locally.

**6.1.11.** The village has also benefited from the recent development of a large Centra fronting the main street with car parking to the rear. This is located on the southern side of the main street and extends into a backland area. The remaining backland areas on the southern side of the street have remained undeveloped as has the corner site opposite Pat Shorts pub. Nor has development taken place on the undeveloped lands to the north of the main street (although it should be noted that there were a couple of unsuccessful planning applications on those lands).

**6.1.12.** The level of housing development over the past ten years in Castlemartyr is exceptional and much of it comprises modern housing estates which are unsympathetic to the character of the village. These are mainly located on the eastern side of the village and include semi detached and detached houses, with a certain amount of terraced and apartment developments. The design and scale of these new housing estates does not sit well with the existing village, particularly when viewed from the eastern approach on the N25.

## 6.2 PLANNING CONSIDERATIONS

### Population and Housing

**6.2.1.** The population of Castlemartyr grew significantly from 577 in 2002 to 978 in 2006 (CSO). In terms of growth this represents a 69.5% increase in population.

**6.2.2.** The geodirectory figures show an increase of 451 units between 2000 and 2010. In 2000 there were 150 dwellings in the village, rising to 310 in 2005 and 601 in 2010.

| Castlemartyr Housing Stock |                |                |                  |
|----------------------------|----------------|----------------|------------------|
| Dwellings 2001             | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 150                        | 310            | 601            | 451              |

Source: Geo-directory

**6.2.3.** In early 2010 there were 46 vacant dwellings in the village. There are a further 200 units permitted under outstanding planning permissions. Overall housing vacancy rates in the village in 2010 amount to just 7.6% of the total housing stock which is not excessive



and can reasonably be expected to be occupied when the market picks up.

**6.2.4.** There is a single planning permission for 200 units outstanding on the eastern edge of the village south of the N25. No development has taken place to date on the large area of lands west of the River and north of the Main Street or on the undeveloped lands to the east of the village. There is sufficient capacity on existing undeveloped land within the village and there is no requirement to zone additional land outside of the existing boundaries.

**Infrastructure**

**6.2.5.** The public water supply serving the village is at capacity.

**6.2.6.** The waste water treatment plant serving the village is also at capacity and is not in a position to accept influent. The relevant WMU Plan states that there is insufficient existing assimilative capacity and this is a significant problem. The WWTP is in breach of the Urban Waste Water Treatment Regulations and there is a capacity deficit of 1000 PE. The waste water treatment plant will need to be upgraded in order to facilitate further development in the village. This is at planning stage but is not expected to be built in the short term.

**6.2.7.** The village is located on the N25 and congestion is a major factor particularly at peak times. Car parking does not appear to be a significant issue in the village. The level of through traffic detracts significantly from the atmosphere in the village. This will be alleviated somewhat by the proposed by-pass but traffic calming measures would improve the situation in the interim. There are daily public bus services connecting Castlemartyr with Cork City, Midleton, Killeagh and Youghal.

**Flooding**

**6.2.8.** Parts of Castlemartyr have been identified as being at risk of flooding. The areas at risk largely follow the path of the Womanagh River through the village and further lands to the east and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated as being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities ‘The Planning System and Flood Risk Management,’ issued by the Minister of the Environment, Heritage and Local Government in 2009.

**6.2.9.** The ‘Indicative Flood Extent Map’ shown as part of the zoning map for Castlemartyr may be subject to some local uncertainties inherent in the flood risk modelling process used to generate the maps. Those contemplating development in or near the areas shown as being subject to a possible risk of future flooding are

recommended, in consultation with County Council staff, to consider the need to undertake Stage 1 of the site-specific flood assessment process set out in Section 1 of this plan in order to address any uncertainty in relation to flood risks before submitting an application for planning permission.

**Community Facilities**

**6.2.10.** Castlemartyr is well served in terms of community facilities, including sports facilities, churches, a pharmacy, childcare facilities, convenience stores, a community hall, Garda Station, post office and GAA grounds.

**6.2.11.** The existing primary school is located on the south eastern end of the village and is accessible on foot from the village. The 2008/2009 records show that there were 138 pupils in the school.

**Economy and Employment**

**6.2.12.** Employment in the village is provided in local shops and businesses as well as in the hotel and golf course. There are small scale industrial enterprises in the industrial area located to the north of the main street which also provide employment. The lands comprising 6.2ha which were zoned for small to medium sized industrial development in the 2005 plan have remained undeveloped. Similarly the large neighbourhood centre site to the north of the main street (which includes the existing industrial estate) has not been developed.

**Environment and Heritage**

**6.2.13.** The village is located within the Womanagh Water Management Unit Action Plan Area where there are 8 river water bodies, three of which are of moderate status and five are poor. There are two river water bodies at Castlemartyr which are of moderate to poor status and at risk of not achieving good status by 2015. The moderate/poor status of the river is a serious issue in determining planning proposals for the settlement, and while agriculture is the main pressure on the water bodies, a new waste water treatment plant for the village would aid the achievement of the objective to restore the river water bodies to good status by 2015. The following tables summarise information in relation to water quality in the river.

| Womanagh River               |                                      |
|------------------------------|--------------------------------------|
| Water Management Unit        | Womanagh                             |
| Waterbody Code               | IE-SW-19-1793                        |
| Protected Area               | No                                   |
| River Status (July 09)       | Poor                                 |
| Risk Assessment (River body) | At Risk of not achieving good status |
| Objective                    | Restore to good status by 2015       |
| Q value                      | Poor                                 |

| Kiltha River                 |                                      |
|------------------------------|--------------------------------------|
| Water Management Unit        | Womanagh                             |
| Waterbody Code               | IE-SW-19-1909                        |
| Protected Area               | No                                   |
| River Status (July 09)       | Moderate                             |
| Risk Assessment (River body) | At Risk of not achieving good status |
| Objective                    | Restore to good status by 2015       |
| Q value                      | N/A                                  |

**6.2.14.** Landscape type around Castlemartyr is identified in the draft Landscape strategy as broad shallow patchwork valley. This character area provides a transition from the fissured fertile middleground to the north and the main settlements are Castlemartyr, Killeagh, Mogeely and Ladysbridge. The landscape value and sensitivity are identified as medium and of local importance. One of the key characteristics of the landscape area is the quality of its vernacular built environment and the historical importance of the older houses, estates, towns and villages.

**6.3 PROBLEMS & OPPORTUNITIES**

**6.3.1.** The rural setting of Castlemartyr along with its proximity to Midleton and to Cork City makes it a popular location for development. However in the past this development has taken the form of new residential development on greenfield sites on the edge of the village with little or no development on the large area of brownfield lands which lie to the north and the south of the main street. There are significant opportunities for development in and around the core area of the village, which may involve some site assembly. These sites should be accessed off the main street and

development should follow the grain and scale of the existing village core.

**6.3.2.** The site zoned for town centre use in 2005 was extremely large at 7.7 ha and encompassed the existing industrial area along the river back to the east. A tightening of the village centre area to the lands to the rear of the existing premises would benefit the future development of the village and allow definition of the centre.

**6.3.3.** It is important that the strategic gap between Castlemartyr and Ladysbridge to the south of the village remains free from development to protect the individual identity of both these settlements.

**6.3.4.** The development of the grounds of Castlemartyr House and Castle into Castlemartyr Resort has been a significant addition to the village. The village and area generally has a wealth of historic and natural assets which offer further opportunities to develop amenities and provide greater access to the natural and scenic amenities of the area by developing two new amenity walks. However any development proposals would have to be consistent with the objectives of the Architectural Conservation Area in the village and the protection of the existing protected structures and pNHA.

**6.3.5.** Given this unique heritage, it is clear that the townscape requires careful management and it is considered that a village design statement would be appropriate which would act as a supplementary local development framework. Such a statement would profile the key attributes of the village and offer guidance on how to integrate new development.

**6.3.6.** The availability of certain public services such as public water supply and sewerage facilities may constrain development in the short term, however it is clear that the village has the capacity to accommodate further development over the lifetime of this plan.

**6.3.7.** Therefore only relatively limited population growth is envisaged for Castlemartyr given its location within the Ring Area of Cork and having regard to its role as Key Village in the settlement hierarchy, however the issues relating to servicing and access are significant and further development will be constrained until these issues are overcome.

**6.4 PLANNING PROPOSALS**

**Overall Scale of Development**

**6.4.1.** Within the four key villages in the Midleton there is a requirement for an additional 477 dwelling units in order to meet the population targets for the area. All this future growth in housing is capable of being located within the existing development boundaries of the settlements without further expansion of development lands.

Key villages have a significant role to play in the development of the area and in this context, it is important that the village continue to grow. Having regard to the existing scale of this key village it is considered appropriate that a further 235 houses be permitted within the village. However the constraints regarding waste water and water supply capacity must be resolved prior to any large scale development occurring.

**6.4.2.** New single housing developments should be not more than 30 units in total and be designed to fit with the character of the village.

**6.4.3.** The 2010 housing stock within the village amounts to 601 housing units (geodirectory). There are sufficient brownfield and greenfield sites within the existing development boundary to cater for any additional residential development required to serve the target population. It is not envisaged that all of the land within the development boundary be developed, but there is a sufficient amount of land to allow for choice. New developments should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Development which utilises brownfield sites should be prioritised and development on lands in the ACA should be sympathetic to the character of the area.

**6.4.4.** Provision should also be made for new housing which would act as a real alternative to the construction of one off housing in the countryside. There is considerable pressure for development in the surrounding rural area and the LAP needs to ensure that adequate and suitable provision is made for larger house sites in the village. Lands outside of the village core area are considered most suitable in this context.

**6.4.5.** Potential exists within the village for small scale economic development within the village core. Significant potential exists for further tourism development in the village by maximising the uses for economic development offered by the range of cultural and heritage facilities in the village. New development should comprise a mix of retail and general business uses with an element of residential uses. This area should form a coherent extension to the existing village core without detracting from the existing centre. The core is defined by the existing grain of the village centre and includes the extremely important corner site at the bridge.

| Objective No. | Development Boundary Objectives  |
|---------------|--|
| DB-01         | (a) Within the development boundary of Castlemartyr it is an objective to encourage the development of up to 235 houses in the period 2010 – 2020.<br><br>(b) The number of houses in any particular group should have regard to the character of the existing village and will not normally exceed the provision of |

| Objective No. | Development Boundary Objectives   |
|---------------|---|
|               | 30 units.   |
| DB-02         | (a) In order to secure the growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of Ballymacoda Bay Special Area of Conservation, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for developments within this area.<br><br>(b) All development should be connected to the public water supply, the public waste water treatment system and make adequate provisions for storm water storage and disposal. |
| DB-03         | Residential development in other areas outside the village core shall provide for small groups of houses, detached housing, serviced sites and or self build options.   |
| DB-04         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.   |
| DB-05         | Other business / industrial development outside of the specific zonings can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.   |
| DB-06         | It is an objective to encourage and facilitate the development of local amenities and tourist facilities and services in the village.   |
| DB-07         | It is an objective to undertake a Village Design Statement for Castlemartyr within the lifetime of the Local Area Plan.   |
| DB-08         | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6.  |

**Town Centre/ Neighbourhood Centre**

6.4.6. The specific town centre/ neighbourhood centre zoning objective for Castlemartyr is set out in the following table:

| Objective No. | <b>Economy &amp; Employment</b>  | Approx Area (Ha) |
|---------------|--|------------------|
| T-01          | <p>Facilitate expansion of the village core area, subject to satisfactory vehicular and pedestrian access, whilst also preserving the grain and architectural character of the streetscape, and to include a mix of uses such as general office, retail, office based industry, community facilities, residential development and an element of off street parking.</p> <p>Development within the core of the village shall be designed to a high standard and reinforce the character of the streetscape. Where appropriate development should be in the form of terraced development / courtyard schemes. New development should consolidate and strengthen the existing village core, be sympathetic to the scale and character of the village, contribute to the compact form of the village and respect the views and settings of existing heritage buildings in the village</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p> | 11.42            |

**Open Space & Agriculture**

6.4.7. The existing playing pitches on the Ladysbridge Road provide an important amenity for the village as well as forming a strategic buffer between Castlemartyr and Ladysbridge which it is important to retain.

| Objective No. | <b>Open Space &amp; Agriculture</b>   | Approx Area (Ha) |
|---------------|---|------------------|
| O-01          | Maintain existing playing pitches. These lands provide an important amenity for the village and form an important part of the long term strategic gap between Castlemartyr and Ladysbridge. | 4.45             |

**Infrastructure**

6.4.8. There are opportunities for amenity walks within the village which should be protected. The line of the by-pass to the north of the village also needs to be shown.

| Objective No. | <b>Infrastructure</b>   | Approx Area (Ha) |
|---------------|---|------------------|
| U-01          | Proposed by-pass. Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. |                  |
| U-02          | Develop an amenity walk along the bank of the River Kiltha.   |                  |
| U-03          | Develop pedestrian access between the proposed extended village centre and the existing main street.  |                  |

**Economy and Employment**

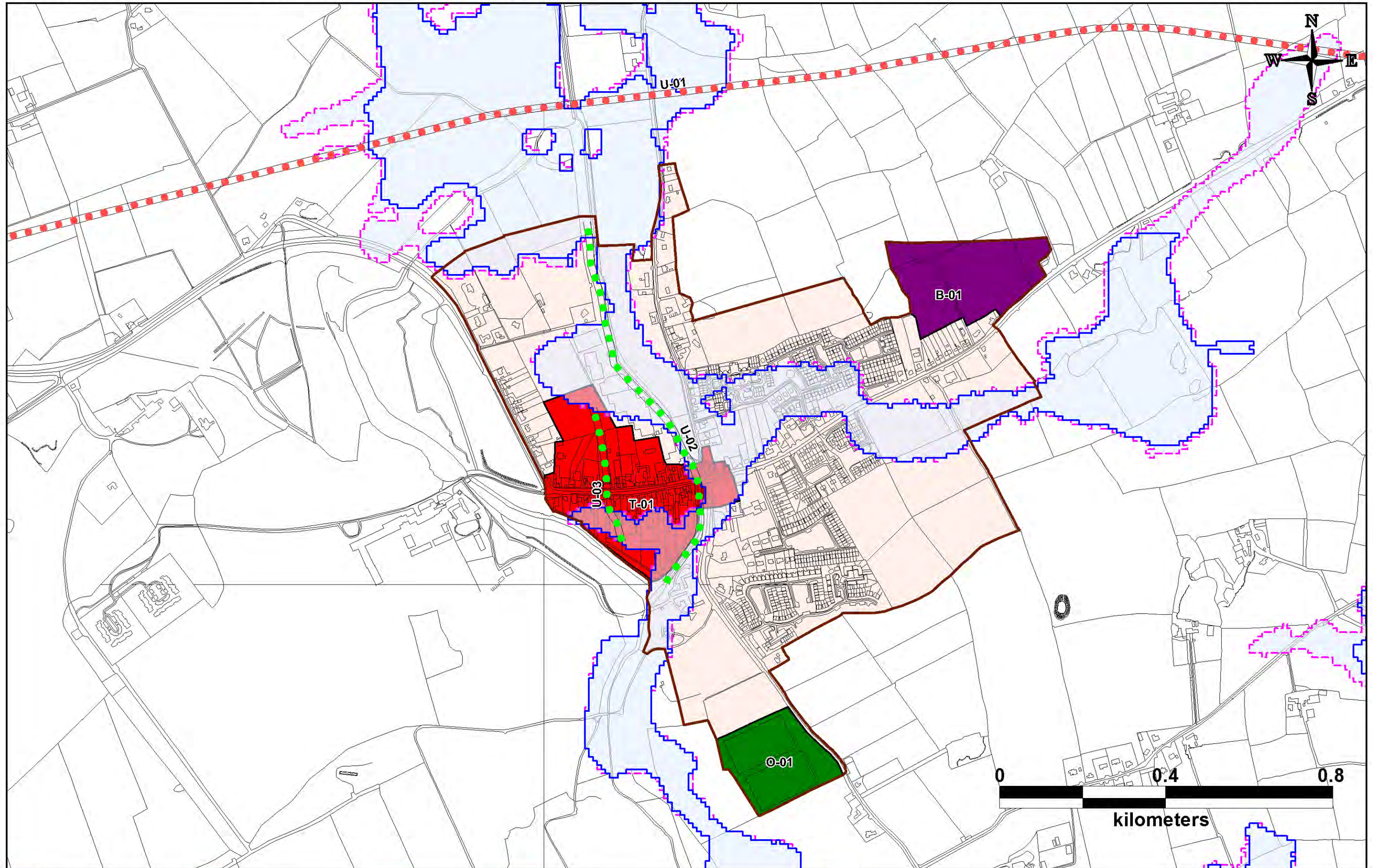
6.4.9. Lands around the village core are identified as being suitable for further village centre mixed use development. These lands should be developed as a priority in a comprehensive and cohesive manner, and development proposals should retain the character of the existing streetscape and provide for high quality development on the backland areas.

**Business**

6.4.10. The lands zoned for small to medium sized industry on the eastern outskirts of the village have not been developed to date. The site is around 6.2 ha and in a reasonably suitable location for business type uses. In this regard the site should be zoned as a business area.

| Objective No. | <b>Business</b>   | Approx Area (Ha) |
|---------------|---|------------------|
| B-01          | Business development. Access shall be by means of a single access point from the national road. | 6.2              |





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

# 7 Cloyne

## 7.1 VISION & CONTEXT

*Cluain Uamha – Meadow of the Caves.*

**The vision for Cloyne is to promote village centre renewal within a strong village core, whilst protecting the villages unique heritage, character and setting, and to achieve a sustainable level of residential and commercial development in conjunction with the provision of services and infrastructure.**

### Strategic Context

**7.1.1.** Cloyne is located within the CASP Metropolitan Strategic Planning Area. Cloyne is one of three Key Villages in the Midleton Electoral Area which have experienced very high rates of growth in the last decade. The objectives of the County Development Plan seek “to establish key villages as the primary focus for development in rural areas and the provision of local services, by encouraging and facilitating population growth, by supporting the retention and improvement of key facilities, including social and physical infrastructure and public transport”.

**7.1.2.** Cloyne is surrounded by a large rural hinterland, which forms part of the designated Rural Housing Control Zone, where it is an objective primarily to restrict individual urban-generated houses and protect the character of the rural areas. This restriction is relaxed in principle for local rural housing needs.

### Local Context

**7.1.3.** Cloyne is located approximately 7 kilometres south of Midleton, on the R629 regional route, which connects Midleton with Ballycotton. A relief road is being constructed linking the Cork Road and the Ballycotton Road at the north eastern side of the village centre. When completed this should alleviate congestion in the centre which is a serious issue for the village.

**7.1.4.** Parking is a significant issue in the village. On street parking tends to cause congestion in the village core although the situation has been eased somewhat by the provision of a small off street car park on Chapel St.

**7.1.5.** Cloyne Village is a very attractive rural village with a considerable cultural and social history. The core of the village comprises principally traditional buildings, mostly 2-3 storeys in height tightly focussed around the main crossroads. Much of the commercial development lies in the immediate vicinity of the crossroads with a number of heritage industrial buildings stretching southwards along Church St. Some of these are still in commercial use, others have been converted for residential use. There are some small scale derelict infill sites along the frontage of the four main streets. Beyond this core area, the grain of development expands out into smaller scale modern housing estates. There is only one housing estate of any considerable size with 53 units completed out of a total of 103 permitted units on Spital Street.

**7.1.6.** After a period of decline in the early 1990’s, the population of Cloyne has recovered and increased significantly in recent years. Much of this development took place in the form of new private housing estates on greenfield sites in the village, although there was some infill development closer to the village centre as well as the successful conversion of older industrial buildings as apartment units. Most of the new housing close to the core has tried to follow the grain of the existing buildings with limited success

**7.1.7.** Some of the older buildings within the village have been demolished and replaced, with the older cottages along the approach roads renovated or removed. In general terms however the historic fabric of the village has been retained and enhanced in many cases.

**7.1.8.** A new primary school to serve the village and surrounds has recently been constructed on River Street. Records for Cloyne NS show that the school had 189 pupils in 2008/9.

**7.1.9.** The village has a strong GAA tradition, having been home to the famous hurler Christy Ring and there are two pitches in the village.

**7.1.10.** Cloyne has a wealth of natural and built heritage. There are six buildings or other structures which are entered in the Record of Protected Structures, including Cloyne Cathedral, Saint Colman’s Roman Catholic Church, Old St Coleman’s CYMS Hall, Cloyne House, the round tower and 18th Century warehouse. There is also an extensive cave system to the east of Cloyne, situated mainly within the grounds of Cloyne House, and which along with part of the village centre, is included as part of an Architectural Conservation Area, where it is an objective to protect and enhance the special character of the area. Cloyne Caves and Cloyne Cave Pits are identified in the County Development Plan as being of geological importance and may be proposed as NHAs.

## 7.2 PLANNING CONSIDERATIONS

### Population and Housing

**7.2.1.** Cloyne witnessed a substantial growth in population numbers from 785 in 2002 to 1095 in 2006. The geodirectory figures also show a large increase in housing units numbers between 2000 and 2010. In 2000 there were 260 dwellings in the village, rising to 359 in 2005 and 653 in 2010. This represents a significant increase with growth of 393 dwellings units in the village over a ten year period, more than doubling the 2000 figures.

| Cloyne Housing Stock |                |                |                  |
|----------------------|----------------|----------------|------------------|
| Dwellings 2001       | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 260                  | 359            | 653            | 393              |

Source: Geo-directory

**7.2.2.** In early 2010 there were 42 vacant dwellings in the village with 2 more under construction. A further 158 units are outstanding under existing planning permissions. Housing vacancy rates in the village in 2010 amount to just 6% of the total housing stock which is not excessive and can be reasonably be expected to be occupied when the market picks up. Cloyne is located in the Metropolitan area where it is anticipated that the economic recovery will impact first and therefore the vacancy rates do not give cause for concern.

**7.2.3.** The outstanding planning permissions are not confined to one single site, but are scattered throughout the village. No development has taken place on three of those sites. There is sufficient capacity on existing land within the village and there is no requirement to zone additional land outside of the existing boundaries.

### Community Facilities

**7.2.4.** Cloyne is well served by local facilities including a primary school, church, Cathedral, pharmacy, childcare facilities, convenience stores, GAA community centre, public houses, Garda Station and graveyard. There is also a doctor’s surgery and nursing home.

### Infrastructure

**7.2.5.** A public water supply is available in the village and forms part of the Cloyne Aghada Whitegate Regional Water supply scheme. The interlinked Cloyne –Aghada scheme is operating close to full capacity. Some works are required to reduce the vulnerability of the scheme to pollution of existing sources by augmentation and upgrade with new sources.

**7.2.6.** Cloyne’s waste water treatment plant was commissioned in 2010 and has a PE design of 1400 with current treatment at 1018. The plant is therefore in a position to accept influent at present. A waste water licence for 1800 PE has been applied for. Discharge is to a protected area. The treatment capacity needs to be upgraded as the discharge is to designated shellfish waters and proposed designated bathing areas.

**7.2.7.** Cloyne is served by a daily public bus service that connects it with Cork City, Midleton, Ballycotton and Whitegate. The village also enjoys good accessibility from the R630 and R629. However the streets in the village centre are quite narrow and difficult to negotiate for large vehicles. Most of the residential areas are connected with the village centre and facilities by footpaths, however in places these are inadequate and need to be upgraded and defined. Car parking is a significant issue in the village with double parking a serious problem in the centre contributing to traffic congestion.

**Flooding**

**7.2.8.** Parts of Cloyne have been identified as being at risk of flooding. The areas at risk largely follow the path of the Shanagarry River north of the village and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities ‘The Planning System and Flood Risk Management,’ issued by the Minister of the Environment, Heritage and Local Government in 2009.

**Economy and Employment**

**7.2.9.** Employment in the village mainly takes the form of small scale industrial enterprises, retailing and local services. There is a Centra supermarket in the village centre with parking to the rear as well as a number of restaurants. There are no large scale employers in the village and two sites which were zoned in the 2005 plan or industry have not been developed. It is likely therefore that many of the residents of the village commute to other areas for work. It is desirable that further employment opportunities are created in the village.

**Environment and Heritage**

**7.2.10.** There are no nature conservation designations in Cloyne Village.

**7.2.11.** The village is located within the Womanagh Water Management Unit Action Plan Area. The river water body at Cloyne is of poor status and at risk of not achieving good status by 2015. The poor status of the river is a serious issue in determining planning

proposals for the settlement, and while agriculture is the main pressure on the water body, a new waste water treatment plant for the village would aid the achievement of the objective to restore the river water bodies to good status by 2015. The following table summarises information in relation to water quality in the river.

| Shanagarry River             |                                      |
|------------------------------|--------------------------------------|
| Water Management Unit        | Womanagh                             |
| Waterbody Code               |                                      |
| Protected Area               | Yes                                  |
| River Status (July 09)       | Poor                                 |
| Risk Assessment (River body) | At Risk of not achieving good status |
| Objective                    | Restore to good status by 2015       |
| Q value                      | N/A                                  |

**7.2.12.** In terms of landscape type Cloyne is identified as Broad Fertile Lowland Valley and its character area is designated as Shallow Patchwork Valley. The value and sensitivity is given as medium and of local importance. One of the key characteristics of this landscape character area is the quality of its vernacular built environment and historic importance including Ballymaloe House and grounds.

**7.2.13.** In total there are six structures in the village which are in the Record of Protected Structures. These very significant heritage buildings need to be protected from inappropriate development which might detract from their character.

**7.3 PROBLEMS & OPPORTUNITIES**

**7.3.1.** In general road access to the village is considered adequate at present, however certain sections are not considered suitable for large volumes of traffic. Access within the village is constrained in a number of locations, most notably in the centre of the village at the junction of Rock Street and Chapel Street. The provision of a by-pass would significantly ease congestion from the village centre. Furthermore, there are certain areas in the village where environmental improvements are needed in terms of footpaths, traffic calming, off street parking areas, bus set down.

**7.3.2.** Much of the development in the village has been residential however the unique heritage the town enjoys offers opportunities for tourism development. The village lacks some community facilities including a community hall and village playground/youth facilities.

**7.3.3.** The lands which are zoned for industry and commerce in the village have not been taken up in the lifetime of the 2005 plan. Planning permission for site development works for an industrial estate on the industrial lands at Kilboy Cross was refused in 2008. The site lies on a regionally important aquifer and within the source protection zone for the Cloyne /Aghada water supply. Access may also present an issue. There have been no further proposals on this site in the interim. Given the physical problems which the site presents it has been removed from the planning proposals of this plan.

**7.3.4.** Although the village has many fine heritage buildings, including the cathedral, round tower and older industrial buildings as well as a cave system which has potential for public access, it has not been successful in marketing/utilising these assets and offering an accessible tourism product. Significant potential exists for a linked tourism product, connecting the caves, Cloyne House, Cathedral, Round Tower and Mill buildings. In particular there is an opportunity for developing a new tourism product at Cloyne House, given its unique heritage and history.

**7.3.5.** However any development proposals would have to be consistent with the objectives of the Architectural Conservation area in the village and the protection of the existing protected structures and geological features.

**7.3.6.** Given the village’s special heritage, it is considered that the townscape requires careful management and it is considered that a village design statement would be appropriate which would act as a supplementary local development guidance. Such a statement would profile the key attributes of the village and offer guidance on how to integrate new development.

**7.3.7.** It is important that the landscape setting of the village is adequately protected. This can be achieved in part, by avoiding development on the slopes to the north, and by avoiding sprawl on important approach roads to the village.

**7.4 PLANNING PROPOSALS**

**Overall scale of development**

**7.4.1.** There are sufficient brownfield and greenfield sites within the existing development boundary to cater for any additional residential development required to serve the target population although it is not anticipated that all the lands should be development. Having regard to the scale of the existing village it is considered that not more than 255 new units should be permitted over the lifetime of the plan, assuming that all servicing constraints are resolved.

**7.4.2.** The lands close to the village core have significant potential for development and new proposals here should take the form of

extensions to the village core with provision for off-street parking. This area is suitable for mixed use development, including commercial, offices, residential, community and retail uses. Provision should be made for both pedestrian and vehicular access from the main streets. The opportunity should be taken to link the main streets with the main heritage/historic features of the town.

**7.4.3.** Individual developments should not exceed 30 houses, should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Development which utilises brownfield sites should be prioritised. There are significant opportunities for infill development along the main streets and on backlands in the village.

**7.4.4.** Provision should be made for a range of serviced sites which would act as real alternatives to the construction of one off houses in the countryside. There is considerable pressure for development in the surrounding rural area and the LAP needs to ensure that adequate and suitable provision is made for larger house sites in the village. Lands outside of the village core area are considered most suitable in this context and should provide for small groups of housing, serviced site or self build options.

**7.4.5.** The LAP should encourage and make adequate provision for community facilities in the village. There is a requirement for a community centre in the village which could cater for general community needs, youth facilities, playground etc. This could be achieved through the conversion/reuse of an existing building or the construction of a new building on lands, preferably close to the centre. There is a particular need for a childcare/ youth /community centre facility in the village.

**7.4.6.** Given the compact nature of Cloyne, the level of through traffic, as well as difficulties with narrow footpaths along the central streets and lack of provision for bus stop/s it is clear that an overall solution is needed to address the transport and traffic issues which affect the village. In this regard an integrated traffic management plan should be developed which would aim to further the provision of a bypass to the Ballycotton road, address the bus stop issue as well as examining ways to improve parking, pedestrian, cycle facilities and linkages in the village.

**7.4.7.** Potential exists within the village for small scale economic development, either on sites close to the village centre or on lands closer to the development boundary. Significant potential exists for further tourism development in the village by maximising the uses for economic development offered by the range of cultural and heritage facilities in the village.

| Objective No. | Development Boundary Objectives  |
|---------------|--|
| DB-01         | (a) Within the development boundary of Cloyne it is an objective to encourage the development of up to 255 houses in the period 2010 – 2020.<br><br>(b) The number of houses in any particular group should have regard to the character of the existing village and will not normally exceed the provision of 30 units.   |
| DB-02         | (a) In order to secure the population growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of the Cork Harbour SPA, must be provided and be operational in advance of the commencement of any discharges from all residential and other development.<br><br>(b) All development should be connected to the public water supply, the public waste water treatment system and make adequate provisions for storm water storage and disposal. |
| DB-03         | Residential development outside the village core shall provide for small groups of houses, detached housing, serviced sites and or self build options.   |
| DB-04         | Business / industrial development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.  |
| DB-05         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.  |
| DB-06         | It is an objective to secure the provision of a multi-use community building and children’s play area either through the re-use of an existing building within the village boundary or on existing brownfield lands close to the village centre.   |
| DB-07         | It is an objective to encourage and facilitate the development of tourist facilities and services in the village.  |
| DB-08         | It is an objective to undertake a Village Design Statement for Cloyne within the lifetime of the Local Area Plan.  |
| DB-09         | It is an objective to undertake and implement an integrated traffic management plan for the village which will :<br><br>i. provide a relief road at U-02.<br><br>ii. provide and maintain new amenity walks  |

| Objective No. | Development Boundary Objectives  |
|---------------|--|
|               | in the village and maintain the amenity walk at U-05.<br><br>iii. make adequate provision for safe walking and cycling routes throughout the village.<br><br>iv. provide an adequate bus stop area in a suitable location close to the village centre.<br><br>v. facilitate the provision of adequate car parking/loading/footpaths and public lighting within the village.  |
| DB-10         | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6. |

**Open Space & Agriculture**

**7.4.8.** There are a number of open space areas both formal and informal which need to be protected from development and these should be identified in the village plan. The informal area of open space which was located to the south of the village has been removed as this is not required and is currently used as agricultural land. The lands previously zoned for industry adjacent to the GAA pitch have been zoned for open space and community uses.

| Objective No | Open Space & Agriculture   | Approx Area (Ha) |
|--------------|--|------------------|
| O-01         | Maintain existing open space and recreation area.<br><br>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines ‘The Planning System and Flood Risk Management’ as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. | 2.6              |
| O-02         | Retain existing sports pitches.  | 2.2              |



| Objective No | <u>Open Space &amp; Agriculture</u>   | Approx Area (Ha) |
|--------------|---|------------------|
| O-03         | Open space and community uses.<br>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. | 1.4              |

**Community and Utilities**

**7.4.9.** It is imperative that the relief road is completed linking the Cork and Ballycotton Roads and in this regard agreement has been reached between the Council and a developer to secure the completion of this road.

| Objective No. | <u>Infrastructure</u> | Approx Area (Ha) |
|---------------|-----------------------|------------------|
| U-01          | Maintain amenity walk | -                |
| U-02          | Compete relief route  | -                |

**Town Centre/ Neighbourhood Centre**

**7.4.10.** The specific town centre/ neighbourhood centre zoning objective for Cloyne is set out in the following table:

| Objective No. | <u>Town Centre</u>  | Approx Area (Ha) |
|---------------|---|------------------|
| T-01          | Village core extension including convenience and comparison shopping, commercial and residential uses and to include an element of off-street parking and satisfactory pedestrian access to the main streets. Development within the core of the village shall be designed to a high standard and reinforce the character of the streetscape.<br><br>Where appropriate development should be in the form of terraced development / courtyard schemes. | 6.6              |

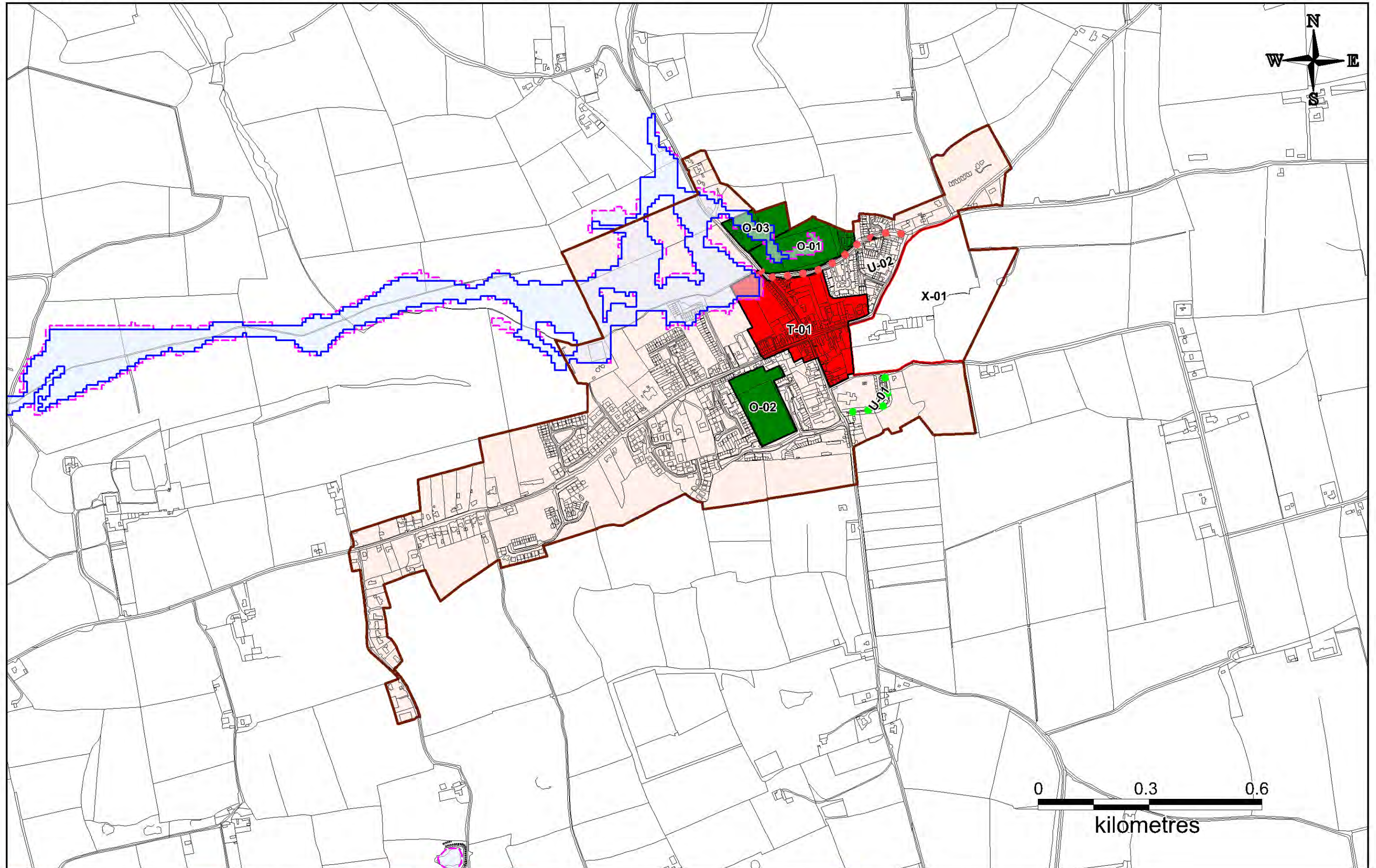
| Objective No. | <u>Town Centre</u>  | Approx Area (Ha) |
|---------------|---|------------------|
|               | New development should consolidate and strengthen the existing village core, be sympathetic to the scale and character of the village, contribute to the compact form of the village and respect the views and settings of existing heritage buildings in the village.<br>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. |                  |

**Special Policy Area**

**7.4.11.** The lands around Cloyne House which were zoned C-01 under the 2005 Plan were not developed during that plan period. Given this sites historic and cultural importance as well as its central location, it is desirable that the site be developed in an appropriate manner. In this regard a special policy area zoning will be applied to the site as follows:

| Objective No. | <u>Special Policy Area</u>   | Approx Area (Ha) |
|---------------|--|------------------|
| X-01          | It is an objective to facilitate the development of a tourist attraction based on the cave network and the historical structures associated with the lands at Cloyne House. This will involve comprehensive proposals for the protection and preservation of the historic structures and landscaping on the site in an appropriate setting, the layout of the site to facilitate access by the public and the development of interpretive facilities and associated tourist related non high street commercial uses. | 10.8             |





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

## 8 Killeagh

*Cill la ...Grey Church or possibly Church of Aedh*

**The vision for Killeagh to 2020 is to realise the potential and value of its heritage and amenities, promote regeneration and expansion of the village core and to encourage a more moderate rate of residential development in keeping with its role as a key village located on the Atlantic Corridor and on the Cork – Youghal railway line.**

### Strategic Context

**8.1.1.** In the overall strategy of this Local Area Plan, Killeagh is designated as a Key Village within the CASP Ring Strategic Planning area of County Cork. The objectives of the County Development Plan in regard to the settlements in the Ring area are based on a number of sustainable goals, *“to establish an appropriate balance in the spatial pattern of distribution of future population growth, broadly in line with CASP, so that Bandon, Fermoy, Macroom and Youghal can accelerate their rate of growth and achieve a critical mass of population in the towns to enable them maximise their potential to attract new investment in employment, services and public transport”*.

**8.1.2.** It is also an objective *“to facilitate the development of the villages and rural areas 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 being under pressure from urban development”*. (Para 2.4.29, p. 31, CDP 2009).

**8.1.3.** CASP Update 2008 noted the need to control future population growth in the CASP Ring, especially in the villages and rural areas in order to support the role of the Ring Towns and re-balance growth relative to its location within Metropolitan Cork. This will require more moderate growth within the village network of the Midleton EA to ensure the delivery of this CASP objective.

**8.1.4.** In terms of transportation and connectivity Killeagh is extremely fortunate in that it lies on both the N25 National Primary route which forms part of the Atlantic Corridor linking the gateway cities of Cork and Waterford and on the former railway line between Cork and Youghal. Villages and rural areas which are located between the Gateway cities have much to contribute to the Atlantic Gateways concept, which seeks a balance between large scale development in the gateways whilst encouraging more locally scaled development in the surrounding villages. Furthermore, the

careful management of countryside areas and their natural and built heritage and landscapes are a key part of establishing an attractive context for the Gateways, essential to their international competitiveness.

**8.1.5.** It is an ambition of Cork County Council to re-establish the rail link between Cork/Midleton and Youghal which will benefit those villages which are located on the line such as Killeagh and Mogeely. The Killeagh line was still being used intermittently until the late 1980s and the re-opening of the line would be hugely beneficial for the village and surrounds offering a genuine alternative to travel by private motor car thereby facilitating a move to more sustainable travel patterns in the CASP area.

### Local Context

**8.1.6.** Killeagh is located approximately 10 km west of Youghal and 14km east of Midleton. The N25 runs through the centre of the village at present, resulting in high levels of traffic congestion at peak times. A by pass as part of the upgrade of the N25 has been planned to the south which will ease congestion considerably and result in a significant improvement in the quality of the village environment.

**8.1.7.** Killeagh is also served by regular daily bus services, which operate between Waterford, Youghal and Cork City.

**8.1.8.** Killeagh benefits from a very wide range of local services and community facilities including a primary school, churches, a number of convenience stores, post office, pharmacy, Garda station, veterinary clinic and public houses. These are mostly located along the main street and contribute to a vibrant and busy atmosphere. However the level of through traffic is a significant problem at the moment detracting considerably from the village environment by way of noise and general disturbance. This can only be satisfactorily resolved when the village is by-passed. In the interim the village would benefit significantly from traffic calming measures and proper definition of the footpaths and crossing points.

**8.1.9.** In terms of quality of life, the village is fortunate to have some valuable amenity areas including Killeagh GAA grounds, which has some impressive facilities and Glenbower Wood, which is situated along part of the Dissour River valley to the north of the village. The Wood offers a very attractive environment for walks and leisure activities and there are current proposals to provide a playground with car parking at the entrance to the wood. Glenbower Wood is also accessible on foot directly from the village while provision for car parking has been made within the Wood.

**8.1.10.** In recent years, Killeagh has experienced a significant level of residential development which has taken place on lands adjacent to the village centre. Much of the new housing development is in the form of modern housing estates with a mix of terraced, semi detached, detached and serviced sites offering a significant level of

housing choice. The new housing areas are linked to the village centre by footpaths and walkways and for the most part are well laid out and integrated with the village. There is however an issue in that there are a number of unfinished estates to the west of the village centre with high levels of vacancy as of 2010 which may pose a problem for the future.

**8.1.11.** Killeagh can generally be described as a compact village with a traditional main street lined with 2-3 storey buildings. The village enjoys a significant heritage and, due to its special character, part of the village centre including part of the main street are included as part of an Architectural Conservation Area, where it is an objective to protect and enhance the special character of this area. There are five buildings or other structures entered in the Record of Protected Structures, including Killeagh Mills, a thatch house, Saint John & Saint Virgilius Catholic Church, the Church of Ireland and Dromdihy Country House & Stables, which is located to the northeast of the village. The two churches and the Old Thatch Pub provide well known landmarks in the village. The old railway line and signal box remain to the south of the village which form both part of the villages current identity and future development options.

**8.1.12.** Lands along the N25 on the approach to the village have remained largely free from development. There are also large areas of land adjacent to the village core which have not been developed and these are significant in their potential for further development of the village centre area.

## 8.2 PLANNING CONSIDERATIONS

### Population and Housing

**8.2.1.** The population of Killeagh grew from 426 in 2002 to 521 in 2006 (CSO) which represents a 22.3 % increase in population. This was the lowest rate of growth of all of the four key villages in the Midleton Electoral Area but is still substantial in its own right.

**8.2.2.** There are also geodirectory figures for the villages which show a large increase in house numbers between 2000 and 2010. In 2000 there were 144 dwellings in the village, rising to 204 in 2005 and 345 in 2010. This represents a significant increase of 201 dwellings units in the village over a ten year period.

| Killeagh Housing Stock |                |                |                  |
|------------------------|----------------|----------------|------------------|
| Dwellings 2001         | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 144                    | 204            | 345            | 201              |

Source: Geo-directory

**8.2.3.** In 2010 the Housing Land Availability Study showed there were 47 vacant dwellings in the village. There are a further 188 units permitted under outstanding planning permissions and most of these are on lands to the west of the village. Overall housing vacancy rates in the village in 2010 amount to 14% of the total housing stock. Relative to the other key villages this rate of vacancy is high and it may be some time before these are fully occupied.

**8.2.4.** There is sufficient capacity within the development boundary and there is no requirement to zone additional land outside of that boundary.

**Community Facilities**

**8.2.5.** The existing primary school is located on the main street in the village and is somewhat restricted in its current location. The school is within walking distance of all residential areas, however at peak periods, parents dropping and collecting children causes further traffic congestion on the main street. A new school site was identified to the west of the main street on the old Cork Road in the 2005 plan and this has not been developed to date.

**Infrastructure**

**8.2.6.** The current public water supply scheme is operating at full capacity which gives cause for concern. Due to the very limited storage available, a mains break, power outage or other such event would result in unplanned water outages. The water supply is sourced in two local wells, the older well located to the south near the abandoned railway line, the newer located to the north of the N25 east of the village. There are concerns about the potential risks to public health arising from the older source. The newer source is located in an aquifer that is to be developed further as part of the proposed upgrade to the water supply scheme. The Killeagh Water Supply Scheme is intended to address the risk and identifies the work that is required to upgrade the existing water supply, including the provision of a new source, storage and treatment facilities. The scheme is on the Council's Assessment of Needs 2009. This infrastructural deficiency is likely to impact on the development of the village.

**8.2.7.** A new waste water treatment plant has been constructed on a site to the east of the village centre and is currently accessible through an existing housing estate. The plant has a PE design of 2000 and current treatment stands at 1000. This discharges to the Womanagh River. A waste water discharge licence for 1800 has been applied for. The discharge is not to a protected area. There may also be some issues relating to future assimilative capacity, however the new plant may overcome the problems outlined as it has stormwater holding and nutrient removal.

**8.2.8.** In visual terms the centre of Killeagh suffers from excessive levels of through traffic and this combined with poor street and

footpath definition, an excess of overhead wires and lack of traffic calming detracts considerably from the very attractive historic core.

**Flooding**

**8.2.9.** Substantial parts of Killeagh have been identified as being at risk of flooding. The areas at risk largely involve the village centre and lands east of the village and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

**8.2.10.** The 'Indicative Flood Extent Map' shown as part of the zoning map for Killeagh may be subject to some local uncertainties inherent in the flood risk modelling process used to generate the maps. Those contemplating development in or near the areas shown as being subject to a possible risk of future flooding are recommended, in consultation with County Council staff, to consider the need to undertake Stage 1 of the site-specific flood assessment process set out in Section 1 of this Local Area Plan in order to address any uncertainty in relation to flood risks before submitting an application for planning permission.

**Economy and Employment**

**8.2.11.** Local employment is provided in the shops and services within the village and the village acts as a service centre to its large hinterland. There are no significant employers in the village and the lands which were zoned for industry on the Youghal side of the village have remained undeveloped over the course of the 2005 plan period. These lands comprise some 7.8 ha in total and directly adjoin the N25. Similarly the large town centre site to the east of the main street has not been developed in the lifetime of the 2005 plan. Unless these sites are developed, employment will be most likely restricted to local retailing and smaller service providers. Given the proximity of the village to larger employment centres in Midleton it is likely that many residents will continue to commute for employment purposes.

**Environment and Heritage**

**8.2.12.** The village is located within the Womanagh Water Management Unit Action Plan Area where there are 8 river water bodies, three of which are of moderate status and five are poor. The two river water bodies at Killeagh are of moderate/poor status and at risk of not achieving good status by 2015. The phosphorus levels of this section of the River Dissour are currently an issue in the receiving waters of this settlement. The moderate/poor status of the rivers is a serious issue in determining planning proposals for the settlement,

and while agriculture is the main pressure on the waterbody, a new waste water treatment plant for the village would aid the achievement of the objective to restore the river water bodies to good status by 2015. The following tables summarises information in relation to water quality in the rivers.

| Dissour River                |                                      |
|------------------------------|--------------------------------------|
| Water Management Unit        | Womanagh                             |
| Protected Area               | No                                   |
| River Status (July 09)       | Moderate                             |
| Risk Assessment (River body) | At Risk of not achieving good status |
| Objective                    | Restore to good status by 2015       |
| Q value                      | Good                                 |

| Ballyling River              |                                      |
|------------------------------|--------------------------------------|
| Water Management Unit        | Womanagh                             |
| Protected Area               | No                                   |
| River Status (July 09)       | Poor                                 |
| Risk Assessment (River body) | At Risk of not achieving good status |
| Objective                    | Restore to good status by 2015       |
| Q value                      | N/A                                  |

**8.2.13.** Landscape type around Killeagh is identified in the draft Landscape Strategy as broad shallow patchwork valley. This character area provides a transition from the fissured fertile middleground to the north and the main settlements include Castlemartyr, Killeagh, Mogeely and Ladysbridge. The landscape value and sensitivity are identified as medium and of local importance. One of the key characteristics of the landscape area is the quality of its vernacular built environment and the historical importance of the older houses, estates, towns and villages.

**8.2.14.** The accessible location of Glenbower Wood on the edge of the village is of considerable amenity value. A local group, Glenbower Wood and Lake Ltd., was formed to manage the wood as a recreational amenity for the people of Killeagh. This group has prepared an Enhancement Plan 2010-2015 with the purpose of maintaining and enhancing the important features of the site, to review a biodiversity study and management plan undertaken in 2005

and to produce a revised management plan for the next 5 years. This Plan identifies short, medium and long term objectives for the Woods including the provision of improved signage, enhanced recreational facilities and a children's playground, which it is considered are broadly compatible with the specific objective for the Woods outlined below.

### 8.3 PROBLEMS & OPPORTUNITIES

**8.3.1.** Recent development in Killeagh has focussed mainly on residential uses. An important component of this Local Area Plan is to promote other forms of development such as commercial, industrial and tourism type uses and to encourage and help facilitate a greater level of community facilities within the village. The main street will continue as the main focal point of the village, while an area east of the main street has been identified to facilitate the expansion of the village centre.

**8.3.2.** The site at Killeagh Mills has not been developed to date. This structure is an important part of the heritage of the village and it is desirable to see it re-used in an appropriate manner.

**8.3.3.** Given the villages special heritage, it is clear that the townscape requires careful management and it is considered that a village design statement would be appropriate which would act as a supplementary local development framework. Such a statement would profile the key attributes of the village and offer guidance on how to integrate new development.

**8.3.4.** Killeaghs' rural setting, good range of services and accessibility to Midleton and to Youghal makes it an attractive location for development. Improvements to the village centre, including an enhanced streetscape with provision for improved public footpaths and off-street car parking would also be desirable. It is also important that the landscape setting of the village is adequately protected. This can be achieved in part, by avoiding development on the hillsides and on important approach roads to the village.

**8.3.5.** The present level of through traffic, including large numbers of heavy goods vehicles, is creating a considerable amount of traffic congestion in the village. The proposed bypass combined with traffic calming and pedestrian safety measures in the village could help ease this congestion. The re-opening of the rail connection between Youghal and Cork remains a long term objective for the village.

**8.3.6.** The development boundary for Killeagh allows for the expansion of the existing village centre and for additional residential and industrial development.

**8.3.7.** The constraints on water supply facilities as well the issues with receiving waters may constrain development in the short term, however having regard to the location of the village in the Ring Area

of Cork and having regard to its role as Key Village in the settlement hierarchy, the potential for the re-opening of the railway line and the scale of the existing settlement, it is considered that Killeagh should undergo a moderate level of growth over the lifetime of this plan.

### 8.4 PLANNING PROPOSALS

#### General Objectives

**8.4.1.** Outside the development boundary, the land forms part of the open countryside. Here, the objectives of this plan seek to prevent sprawl and ensure a clear distinction between built up areas and the open countryside by reserving land in the immediate surroundings of settlements generally for use as agriculture, open space and recreational uses.

**8.4.2.** During the life of this plan, development will focus mainly on lands close to the village centre. The scale and form of development will be very much dependant on improvements to the village's infrastructure including the provision of a new water supply scheme and completion of the Killeagh bypass to the south of the village which will alleviate the congestion currently experienced in the village. Having regard to the scale of the existing village and depending on adequate provision of services, it is considered that not more than 135 additional housing units should be permitted (notwithstanding existing planning permissions).

**8.4.3.** There are sufficient brownfield and greenfield sites within the existing development boundary to cater for any additional residential development required to serve the target population. Individual developments should not exceed 30 houses, should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. New development on lands in the ACA should be sympathetic to the character of the area. Having regard to the large area of the village that is located in the ACA and proposal to by-pass the village it seems appropriate to prepare a village design statement which would guide future development in the historic area of the village.

**8.4.4.** The lands to the east of the Main Street represent a significant opportunity for an extension to the village centre in the form of infill development subject to any physical constraints being overcome. This area is suitable for mixed use type development, including offices, community facilities, retail, residential. Residential development close to the village core should be medium density. Access should be provided off the main street and while pedestrian access should not be difficult given the number of existing gateways and lanes leading to the rear of the existing properties, a suitable vehicular access is not readily available. New development should ensure adequate separation distance is maintained from the waste water treatment plant. There are also opportunities here to link the

new village expansion area with the river – offering possibilities for further amenity walks/ parkland areas.

**8.4.5.** Provision should also be made for a range of serviced sites which would act as real alternatives to the construction of one off houses in the countryside. There is considerable pressure for development in the surrounding rural area and the LAP needs to ensure that adequate and suitable provision is made for larger house sites in the village. Lands outside of the village core area are considered most suitable in this context. Provision should be made for small groups of housing, detached houses, serviced sites and self build options.

**8.4.6.** The LAP should encourage and make provision for the adequate provision of community facilities in the village. There are current proposals for a children's playground which should be easily accessible by foot and bicycle. Outside of the development boundary the railway line and ancillary area should be protected from encroachment.

**8.4.7.** Given the valuable heritage which the village enjoys, it is desirable that a village design statement is carried out.

| Objective No. | Development Boundary Objectives   |
|---------------|---|
| DB-01         | (a) Within the development boundary of Killeagh it is an objective to encourage the development of up to 135 houses in the period 2010 – 2020.<br><br>(b) The number of houses in any particular group, should have regard to the character of the existing village and will not normally exceed the provision of 30 units.   |
| DB-02         | (a) In order to secure the population growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will help secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development, and where applicable protect the integrity of Natura 2000 sites.<br><br>(b) All development should be connected to the public water supply, the public waste water treatment system and make adequate provisions for storm water storage and disposal. |
| DB-03         | Residential development in other areas outside the village core shall provide for small groups of houses, detached housing, serviced sites and or self build options.   |
| DB-04         | Other business / industrial development outside of  |

| Objective No. | <b>Development Boundary Objectives</b>   |
|---------------|--|
|               | the specific zonings can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.   |
| DB-05         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.  |
| DB-06         | It is an objective to encourage and facilitate the development of local amenities and tourist facilities and services in the village.  |
| DB-07         | It is an objective to upgrade footpaths and public lighting within the village core.   |
| DB-08         | It is an objective to implement traffic calming measures in the village which include the proper demarcation of the road edge, pedestrian areas and car parking /loading spaces.   |
| DB-09         | It is an objective to safeguard the rail line and associated rail infrastructure from inappropriate development which could compromise its use as a rail facility in the future.   |
| DB-10         | It is an objective to undertake a Village Design Statement for Killeagh within the lifetime of the Local Area Plan.  |
| DB-11         | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6. |

**Town Centre/ Neighbourhood Centre**

8.4.8. The lands zoned for a village centre under T-01 in the 2005 plan have not been developed to date. However the development of these lands remains an important objective. It would be preferable if these lands were developed in a comprehensive manner as extensions to the village centre, and development proposals should retain the character of the existing streetscape and provide for high quality development on the backland areas. A village design statement would be most useful in this regard. This zoning should be retained for the next plan period and access to the river should be facilitated as part of any proposals. Adequate buffers must be maintained between development and the new waste water treatment plant.

8.4.9. The lands around Killeagh Mills which were zoned X-01 under the 2005 Plan were not developed during that plan period. Permission was granted on the site to demolish the sheds attached to existing Mill building and to renovate and provide a four storey extension to the Mill building to provide three retail/commercial units, eighteen apartments, and four serviced sites. No development has taken place to date on the site. Given the mills historic and cultural importance as well as its central location, it is desirable that this site be developed in a sympathetic manner.

8.4.10. The specific town centre/ neighbourhood centre zoning objective for Killeagh is set out in the following table:

| Objective No. | <b>Business Development</b>  | Approx Area (Ha) |
|---------------|--|------------------|
| T-01          | <p>Facilitate expansion of the village centre subject to satisfactory vehicular and pedestrian access, whilst also preserving the architectural character of the streetscape, and to include a mix of uses such as general office, retail, office based industry, community facilities, residential development and an element of off street parking. Access to the river to be provided with a buffer area for amenity uses/open space on the river bank.</p> <p>Development within the core of the village shall be designed to a high standard and reinforce the character of the streetscape. Where appropriate development should be in the form of terraced development / courtyard schemes.</p> <p>New development should consolidate and strengthen the existing village core, be sympathetic to the scale and character of the village, contribute to the compact form of the village and respect the views and settings of existing heritage buildings in the village.</p> <p>Facilitate the re-use of the lands and structures on the Killeagh Mills site for appropriate uses (mixed use type development would be</p> | 9.0              |

| Objective No. | <b>Business Development</b>  | Approx Area (Ha) |
|---------------|--|------------------|
|               | <p>acceptable such as offices, residential, commercial, retail), provided the character of the mills remains intact and the conservation of the structure is ensured.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines ‘The Planning System and Flood Risk Management’ as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan.</p> |                  |

**Open Space & Agriculture**

8.4.11. It is proposed to develop the amenities of the village by providing greater access to the natural and scenic amenities of the area through the development of two new amenity walks.

| Objective No. | <b>Heritage and Environment</b>                                    | Approx Area (Ha) |
|---------------|--|------------------|
| O-01          | Protect the special character and amenity value of Glenbower Wood. | 5.2              |
| O-02          | Maintain existing sports and amenity area                          | 6.5              |

**Community & Utilities**

8.4.12. The site for a new primary school site zoned in 2005 has not been developed to date and has been retained in this plan.

| Objective No. | <b>Educational, Institutional and Civic</b> | Approx Area (Ha) |
|---------------|---|------------------|
| C-01          | New Primary School.                         | 2.9              |

8.4.13. There are opportunities for amenity walks within the village which should be protected. The line of the by pass to the north of the village and the railway line also need to be protected.

| <i>Objective No.</i> | <b><u>Utilities and Infrastructure</u></b>   | <i>Approx Area (Ha)</i> |
|----------------------|--|-------------------------|
| U-01                 | Maintain amenity walk through Glenbower Wood.  |                         |
| U-02                 | Extend public footpaths and lighting to the north and south of the village centre in conjunction with the proposed new school.   |                         |
| U-03                 | Proposed by pass.<br>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. |                         |

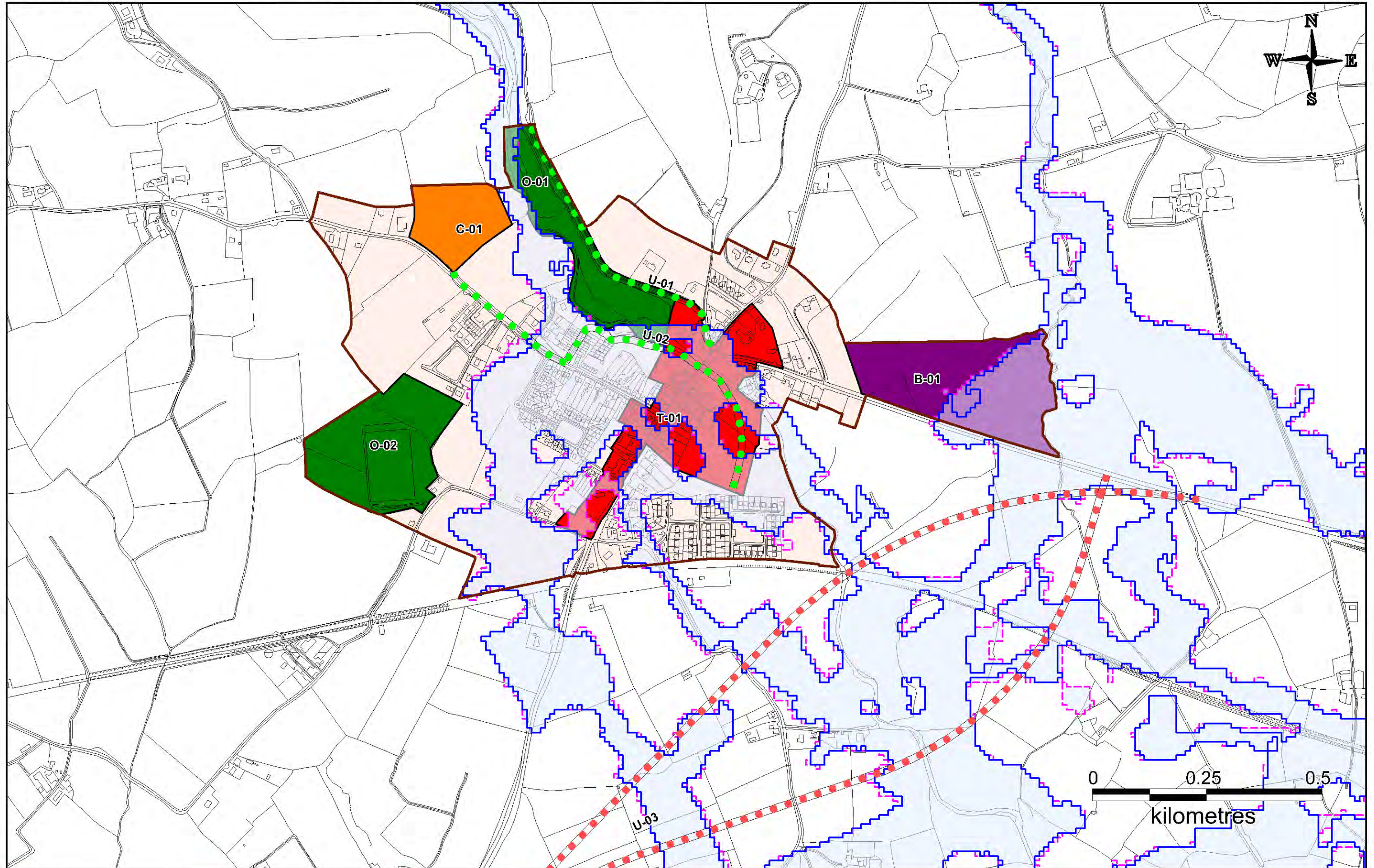
### ***Economy and Employment***

#### *Business*

**8.4.14.** Previously zoned industrial sites on the north eastern edge of the village zoned in 2005 have not been developed to date. The two sites combined comprised a total of 7.8 ha, however this is not of a sufficient size to accommodate a stand alone industry. In this Plan, this area has been retained for business use. However, the easternmost part of the site has been shown to be a risk of flooding.

| <i>Objective No.</i> | <b><u>Business Development</u></b>   | <i>Approx Area (Ha)</i> |
|----------------------|--|-------------------------|
| B-01                 | Business development. Access shall be by means of a single access point from the national road.<br><br>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. | 7.8                     |





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



**VILLAGES**

Ballycotton

Ballymacoda

Churchtown South

Dungourney

Knockraha

Ladysbridge

Mogeely

Saleen

Shanagarry / Garryvoe



# 9 Ballycotton

## 9.1 VISION & CONTEXT

*The vision for Ballycotton to 2020 is to protect the special character and coastal setting of the village, to encourage permanent residential development, and to promote and develop the tourist and fishing sectors in tandem with provision of employment and services.*

### Strategic Context

**9.1.1.** Ballycotton is located within the CASP Ring Strategic Planning Area. The objectives of the County Development Plan 2009 in regard to the settlements in the Ring area are based on a number of sustainable goals, “to establish an appropriate balance in the spatial pattern of distribution of future population growth, broadly in line with CASP, so that Bandon, Fermoy, Macroom and Youghal can accelerate their rate of growth and achieve a critical mass of population in the towns to enable them maximise their potential to attract new investment in employment, services and public transport”. It is also an objective “to facilitate the development of the villages and rural areas so that the rate of future population growth complements the strategy to achieve a critical mass of population in the towns and provide protection for those areas recognised as being under pressure from urban development”.

**9.1.2.** CASP Update 2008 noted the need to control future population growth in the CASP Ring, especially in the villages and rural areas in order to support the role of the Ring Towns and re-balance growth relative to its location within Metropolitan Cork. This will require more moderate growth within the village network of the Midleton EA to ensure the delivery of this CASP objective.

### Local Context

**9.1.3.** Ballycotton is situated approximately seventeen kilometres southeast of Midleton and four kilometres south of Shanagarry village. Ballycotton is an important fishing port and popular holiday resort and plays an important role in the development of tourism in the East Cork area.

**9.1.4.** Ballycotton has a number of important community facilities including a primary school, convenience stores, Garda station, church, community centre, post office and a lifeboat station and marine emergency services, which serve Ballycotton Harbour and a wider coastal area.

**9.1.5.** The village also has a number of guesthouses, public houses, restaurant and a hotel, which are important for the tourist industry in the area. Amenities in the area include a pitch and putt club, a coastal amenity walk and a number of beaches.

**9.1.6.** Ballycotton has an important built and natural heritage. There are four buildings or other structures entered in the Record of Protected Structures including Star of the Sea Roman Catholic Church, Saint Colman's Church and two thatch houses.

**9.1.7.** The village is situated on an elevated headland within an area comprising considerable natural and scenic amenities. Much of the area is designated as part of an extensive area of scenic landscape, while Ballycotton Islands, which are located to the east of the village, are proposed as a Natural Heritage Area, due mainly to the prevalence of seabirds and rare flora.

**9.1.8.** The village has retained much of its original character with very attractive streetscapes comprised of traditional type houses and terraces. Much of the development in the village has been in the form of second or holiday homes in the form of detached houses on the outskirts of the village. A new apartment scheme has been constructed on the pier road. A scheme of 8 serviced sites at the entrance of the village has also been fully developed. There is significant pressure for holiday and second home houses in the surrounding countryside.

## 9.2 PLANNING CONSIDERATIONS

### Population and Housing

**9.2.1.** Unusually for a village in the Ring area, the population of Ballycotton fell marginally from 425 in 2002 to 412 in 2006, a drop of -3.1%. There had also been a population decline in the previous intercensal period between 1996 and 2002. This may be a direct result of the popularity of Ballycotton as a second or holiday home location.

**9.2.2.** There has been very little residential development in the village in recent years and most of it has been related to the second homes/tourist market. In 2010, the geodirectory recorded a total housing stock of 285 dwelling units in the village, an increase of 68 units since 2000.

| Ballycotton Housing Stock |                |                |                  |
|---------------------------|----------------|----------------|------------------|
| Dwellings 2001            | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 217                       | 257            | 285            | 68               |

Source: Geo-directory

**9.2.3.** In 2010 there were no vacant dwellings in the village, nor any outstanding planning permissions. Compared to other villages in the Midleton electoral area, this is a rather unique situation which has arisen from a number of circumstances particular to Ballycotton. There are constraints with water supply and waste water disposal. Additionally the lands which are zoned for development within the village are elevated and difficult (but not impossible) to access.

**9.2.4.** There is no requirement to identify additional land outside of the existing boundaries for future development. The lands within the boundary are capable of accommodating any additional development and any difficulties with servicing and access are surmountable.

### Community Facilities

**9.2.5.** Ballycotton has a wide range of amenities catering for both local and tourist populations, ranging from fishing, pitch and putt, walks, a hotel, self catering units and restaurants. These facilities are essential to the economy of the village and should be supported.

**9.2.6.** The Ballycotton lifeboat service has a long history in the area and continues to play a role in the life of the village. The Ballycotton 10 is a very popular ten mile run which takes place each year.

**9.2.7.** There is a primary school serving the village and surrounds at the entrance to the village. The 2008/2009 school records demonstrate that Scoil Realt Na Mara primary school had 110 pupils. The village is also served by a doctor's surgery.

### Infrastructure

**9.2.8.** A public water supply is available in the village.

**9.2.9.** Ballycotton is served at present by a septic tank which is overloaded and the sewer network itself needs upgrading. The septic tank discharges to the Bay directly. Proposals for a new waste water treatment plant as part of the Ballycotton/Shanagarry/Garryvoe scheme are at planning stage which will have a PE design of 1200. This will involve providing a new plant, new sea outfall and new pipework. The area is part of the Womanagh River Management Unit Action Plan.

**9.2.10.** Ballycotton is served by public transport and a daily bus service operates between Ballycotton, Midleton and Cork City.

**9.2.11.** Ballycotton is located on the R629 and is also accessible from Whitegate via a number of local roads. The roads within the village are narrow and constrained by the geographic layout of the village with a limited amount of footpath provision. There is also an issue with on street parking which contributes to congestion particularly in summer.

**Economy and Employment**

**9.2.12.** Commercial fishing is one of the main economic activities in the village. Tourism plays a key role in the local economy, however, the season has remained relatively short. There are a number of shops, pubs and other services which are open year round.

**Environment and Heritage**

**9.2.13.** There are a number of nature conservation designations affecting the village and surrounds. Ballycotton Islands are a proposed Natural Heritage Area due to its bird wildlife. There is also a pNHA at Ballycotton Bay and a Special Protection Area designation also affects the bay. Much of the land is designated scenic landscape in the County Development Plan 2009 and there are two scenic routes in the village itself.

**9.2.14.** There is no information on river water bodies in Ballycotton although it is part of the overall Womagh Water Management Unit. Ballycotton Bay is a Coastal Waterbody and is not at risk. The overall objective for 2015 is to protect this waterbody. A new waste water treatment plant for the village would aid the achievement of the objective to protect the water body. The following tables summarises information in relation to water quality in the Bay.

| Ballycotton Bay           |                     |
|---------------------------|---------------------|
| Water Management Unit     | Womagh              |
| Waterbody Category        | Coastal Waterbody   |
| Waterbody Code            | IE-SW-040-0000      |
| Protected Area            | Yes                 |
| Status                    | Good                |
| Risk Assessment (Coastal) | Not at risk         |
| Objective                 | Protect good status |
| Q value                   | N/A                 |

**9.2.15.** Ballycotton has a bring site for glass, tins, cans and newspaper and magazines.

**9.2.16.** Landscape type around Ballycotton is identified in the draft Landscape strategy as broad bay coast which stretches from Cork Harbour to Youghal. The character type is composite fertile patchwork coastal bay. The landscape value and sensitivity are identified as very high and of county importance.

**9.3 PROBLEMS AND OPPORTUNITIES**

**9.3.1.** The principle concern in Ballycotton is the continued decline in population. In comparison with other more centrally located villages in the Midleton Electoral Area, Ballycotton has experienced relatively low levels of residential development. However the village has the capacity to support additional housing but the risk is that providing extra land for new housing may simply serve to encourage more second/holiday homes buyers, thus exacerbating rather than solving the permanent problem.

**9.3.2.** A related concern regarding new development in Ballycotton is to ensure a balance between permanent residents and holiday visitors, avoiding an excess of often-vacant holiday homes. Holiday home developments, if inappropriately located, can result in a serious loss of vitality in areas such as Ballycotton during the winter months. Equally the loss of the unique character of the village resulting from insensitive large-scale development could seriously undermine the attractiveness of the village and surrounding area.

**9.3.3.** There are serious issues in Ballycotton in relation to water supply and waste water treatment and until such time as these are overcome, very little development can occur. The other key challenge relates to the topography of the undeveloped land within the boundary, much of which is prominent and difficult to access.

**9.3.4.** Opportunities for some infill development and refurbishment exist within the village, particularly along the Main Street. Such development needs to respect the vernacular character of the village.

**9.3.5.** Ballycotton is a popular destination for day trips and longer-term tourism. Over the last plan period there has been some improvements in the amenities in the village, in particular in the provision of accommodation. The tourist potential of the village itself would benefit from infrastructural improvements and the development of additional tourist facilities such as car parking and possible some additional tourist accommodation, (caravanning, camping, hostels) while the protection of the village streetscape and provision for improved street lighting, public footpaths and street furniture would also be desirable.

**9.3.6.** The site which was designated for hotel/commercial use was not developed in the lifetime of the 2005 plan. This is a half hectare site in a prominent position at the south eastern end of the village with extensive views which would be very suitable for a hotel or other such tourism related commercial development.

**9.3.7.** It is also important that the landscape setting of the village is adequately protected. This can be achieved in part, by avoiding development on prominent hillsides and ridges to the south. In addition it is important that the shoreline, particularly those areas that may be susceptible to coastal erosion, are adequately protected from inappropriate development.

**9.3.8.** The coast and shoreline of the area offer opportunities for the development of informal recreation facilities. Other important issues for the area include internal traffic management and improved public transport services to the village.

**9.3.9.** Road access to and within the village is generally unsuitable for large volumes of traffic and the village regularly suffers from congestion, particularly during peak holiday periods. Car parking is limited within the village, and an over reliance on on-street car parking, combined with narrow streets further exacerbates traffic congestion. This plan promotes the development of an integrated traffic management plan for the village which would aim to open up lands for development within the village, provide a bus stop and examine ways to improve parking, pedestrian, cycle facilities and linkages in the village.

**9.4 PLANNING PROPOSALS**

**General Objectives**

**9.4.1.** During the life of this plan, development will focus mainly on lands within the village boundary and is subject to upgrading the village's wastewater treatment facilities. The scale and form of development will be very much dependant on improvements to the village's infrastructure. The development boundary for the village defines the existing extent of the built up area, whilst also allowing some expansion for residential development. Having regard to the scale of the existing village it is considered that not more than 45 additional housing units should be permitted. It is not envisaged that the full extent of the lands within the boundary should be developed.

**9.4.2.** It is essential that much of this growth comprise permanent residential development and that commensurate levels of social and community facilities, services and infrastructure be provided in tandem with this growth. Further economic and employment growth is central to the future development of this village.

**9.4.3.** There are sufficient brownfield and greenfield sites within the existing development boundary to cater for any additional residential development required to serve the target population. Individual developments should not exceed 15 no. houses, should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. New development on lands in the village should be sympathetic to the character of the village. There are a number of opportunities for infill development throughout the area, provided that the special character of the village is maintained.

**9.4.4.** If the planned investment in water and wastewater treatment infrastructure cannot be delivered, the development potential of the village will be limited to a small number of individual houses with their own waste water and water facilities because of their cumulative

environmental effects. Because of the topographical nature of Ballycotton, it is unlikely that many sites in the village would be suitable for such private provision of services.

**9.4.5.** Most of the village area is subject to a scenic landscape designation in the County Development Plan 2009 and there are two scenic routes within the village. Capacity for new development is limited by complex topography, sensitive environmental setting and inadequate infrastructure. There are a number of elevated ridges and prominent hilltops to which are particularly sensitive to development, as they not only form part of the landscape setting of Ballycotton, but also the wider coastal area.

**9.4.6.** Due to its sensitive scenic and coastal setting and significant topographical and accessibility constraints, consolidation of the settlement as a provider of important local services and public amenities, along with some limited tourism development and residential expansion is considered the most appropriate strategy for Ballycotton.

**9.4.7.** There is no children’s playground in the village to serve the needs of local and tourist population and it is an objective of the Plan to facilitate the development of such an amenity in the village.

| Objective No. | Development Boundary Objectives   |
|---------------|---|
| DB-01         | (a) Subject to the upgrading of the village’s wastewater treatment facilities, within the development boundary of Ballycotton it is an objective to encourage the development of up to 45 houses in the period 2010 – 2020.<br><br>(b) The number of houses in any particular group should have regard to the character of the existing village and will not normally exceed the provision of 15 units.   |
| DB-02         | (a) In order to secure the population growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of Ballycotton Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water |

| Objective No. | Development Boundary Objectives   |
|---------------|---|
|               | attenuation will be required for developments within this area.<br><br>(b) It is an objective that all development should be connected to the public water supply and public wastewater treatment facilities, and make adequate provisions for storm water storage and disposal.  |
| DB-03         | In the absence of these services, a maximum of 5 individual dwellings may be permitted subject to normal proper planning and sustainable development considerations. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality and impacts on Ballycotton Bay Special Protection Area. Any new dwellings served by private facilities must make provision for connection to the public system in the future. |
| DB-04         | Development within the core area of the village should be designed to a high standard and reinforce the character of the streetscape. Where appropriate development should be in the form of terraced development / courtyard schemes. New development should consolidate and strengthen the existing village core, be sympathetic to the scale and character of the village, contribute to the compact form of the village and respect the views and settings of existing heritage buildings in the village as well as the scenic landscape designations and scenic routes.  |
| DB-05         | Residential development in other areas should provide for small groups of houses, detached housing, serviced sites and or self build options.   |
| DB-06         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.   |
| DB-07         | Tourist / business / industrial development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.   |
| DB-08         | It is an objective to encourage and facilitate the development of local amenities and tourist facilities and services in the village.   |
| DB-09         | It is an objective to undertake and implement an integrated traffic management plan for the village   |

| Objective No. | Development Boundary Objectives  |
|---------------|--|
|               | which will : <ul style="list-style-type: none"> <li>• Examine ways to open up access to lands suitable for development in the village</li> <li>• Make adequate provision for safe walking and cycling routes throughout the village.</li> <li>• Provide an adequate bus stop area in a suitable location close to the village centre.</li> <li>• Facilitate the provision of adequate car parking/loading/footpaths and public lighting within the village.</li> </ul> |
| DB-10         | It is an objective to secure the provision of a children’s playground in the village.  |
| DB-11         | This settlement is adjacent to Ballycotton Bay Special Protection Area. This plan will protect the favourable conservation status of this site, and all new development shall be designed to ensure the protection and enhancement of biodiversity generally.  |

**Open Space & Agriculture**

**9.4.8.** It is important to protect open space designations, the existing cliff walk and existing tourism related amenity uses like the pitch and putt course in the village. The open space zonings on two areas of land at the north western end of the village have been removed. These lands are subject to a scenic landscape designation and any development on these lands should have regard to the need to maintain the open rural nature of the lands.

| Objective No. | Open Space & Agriculture  | Approx Area (Ha) |
|---------------|---|------------------|
| O-01          | Passive open space. This coastal site is important to the setting of the village and within Ballycotton Bay Special Protection Area. There is a presumption against development on these lands because of the importance of preserving views over the wider coastal area and in the interests of protection of the species for which the SPA is designated. | 1.8              |
| O-02          | Protect and maintain amenity use.   | 1.5              |

**Community & Utilities**

**9.4.9.** It is proposed to further develop the amenities and provide greater access to the natural and scenic amenities of the area by developing two new amenity walks.

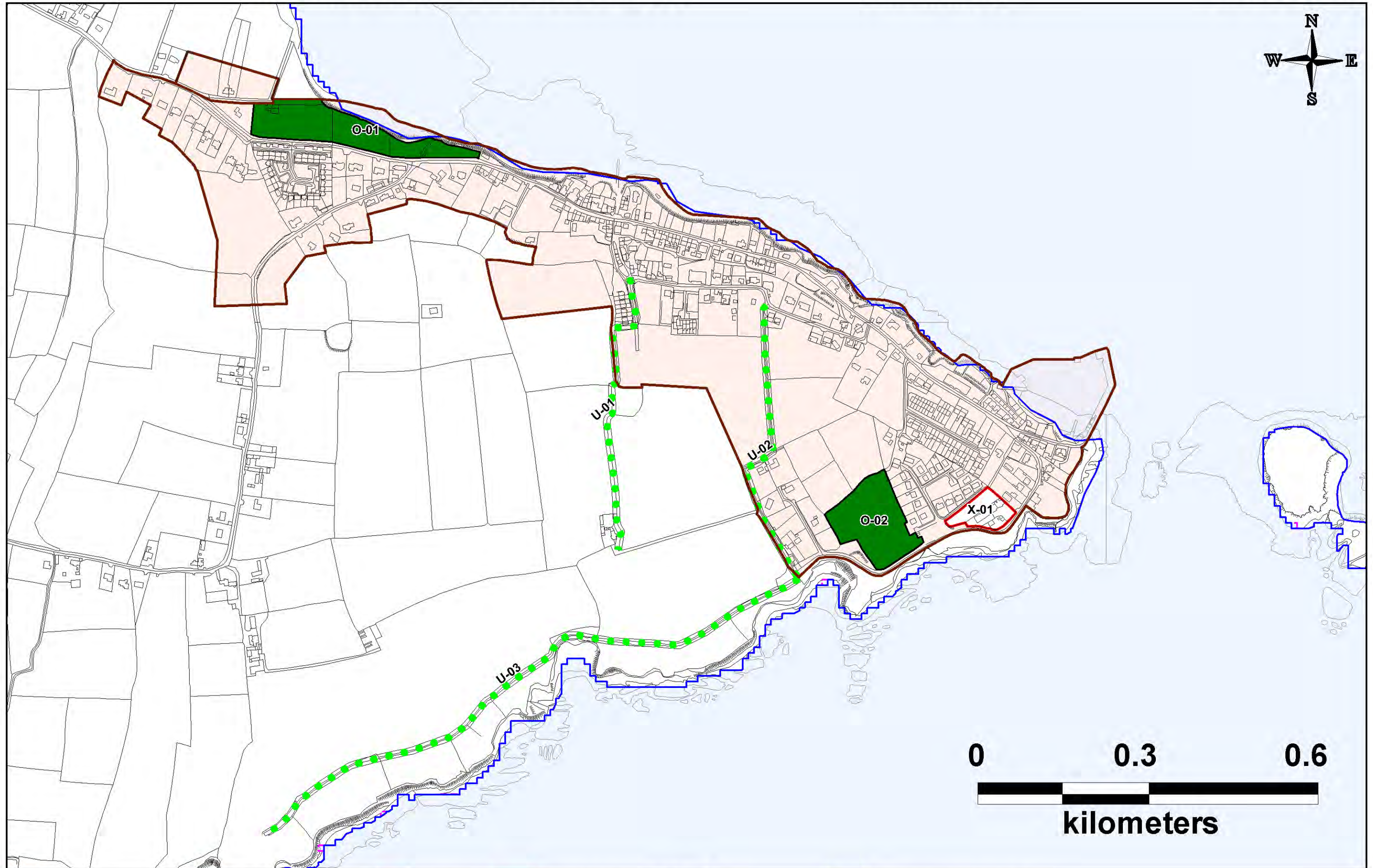
| <i>Objective No.</i> | <b>Utilities</b>                   | <i>Approx Area (Ha)</i> |
|----------------------|------------------------------------|-------------------------|
| U-01                 | Develop and maintain amenity walk. |                         |
| U-02                 | Develop and maintain amenity walk. |                         |
| U-03                 | Maintain coastal amenity walk.     |                         |

**Special Policy Area**

**9.4.10.** It is an objective in the lifetime of this plan to secure the development of the site on the Cliff Road for tourism/ commercial use. Broad uses could include hotels, restaurant, bar, heritage centre etc. subject to normal proper planning criteria.

| <i>Objective No.</i> | <b>Special Policy Area</b>  | <i>Approx Area (Ha)</i> |
|----------------------|---|-------------------------|
| X-01                 | Opportunity site for tourist related uses including hotel, hostel, restaurant, bar or heritage centre / museum. | 0.5                     |





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

# 10 Ballymacoda

## 10.1 VISION AND CONTEXT

*The vision for Ballymacoda to 2020 is to encourage small scale residential development, sympathetic to the character of the village, in tandem with provision of employment and services.*

### Strategic Context

**10.1.1.** Ballymacoda is designated a village located within the CASP Ring Strategic Planning Area. The objectives of the County Development Plan 2009 in regard to the settlements in the Ring area are based on a number of sustainable goals, “to establish an appropriate balance in the spatial pattern of distribution of future population growth, broadly in line with CASP, so that Bandon, Fermoy, Macroom and Youghal can accelerate their rate of growth and achieve a critical mass of population in the towns to enable them maximise their potential to attract new investment in employment, services and public transport”.

**10.1.2.** It is also an objective “to facilitate the development of the villages and rural areas so that the rate of future population growth complements the strategy to achieve a critical mass of population in the towns and provide protection for those areas recognised as being under pressure from urban development. (Para 2.4.29, p. 31, CDP 2009).

**10.1.3.** CASP Update 2008 noted the need to control future population growth in the CASP Ring, especially in the villages and rural areas in order to support the role of the Ring Towns and re-balance growth relative to its location within Metropolitan Cork. This will require more moderate growth within the village network of the Midleton EA to ensure the delivery of this CASP objective.

### Local Context

**10.1.4.** Ballymacoda is situated approximately 10 kilometres south-west of Youghal, just off the R633 regional route which connects Ladysbridge to Youghal. Ballymacoda functions as a local service centre, and has a number of important community facilities including convenience stores, a post office, public houses, a Southern Health Board clinic and Ballymacoda Church, which is entered in the Record of Protected Structures. Kilcredan National School, which is located

approximately three kilometres west of Ballymacoda, is the nearest primary school serving the village.

**10.1.5.** The village is located within a broad valley area, with a prominent hillside to the south and an extensive flat wetland area to the north, much of which is proposed as a Special Protection Area for birds and is also proposed as a Natural Heritage Area.

**10.1.6.** The village has retained much of its original character with very attractive streetscapes comprised of traditional type houses and terraces. There has been a limited amount of residential development in the village with some infill along the main street as well as a small housing estate at the north eastern end of the village which has not been completed. There is significant pressure for one off houses in the surrounding countryside.

## 10.2 PLANNING CONSIDERATIONS

### Population and Housing

**10.2.1.** There has been a considerable level of residential development in the village in recent years. The census does not produce figures for Ballymacoda however estimates show a total housing stock of 92 dwelling units in the village in 2010, an increase of 48 units since 2000. This constitutes a considerable expansion over the past 10 years and is a very positive sign for the village.

| Ballymacoda Housing Stock |                |                |                  |
|---------------------------|----------------|----------------|------------------|
| Dwellings 2001            | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 44                        | 51             | 92             | 48               |

Source: Geo-directory

**10.2.2.** There is a high level of vacancy in the village in 2010. There were 20 vacant houses in total, as well as two under construction. There were a further 17 with planning permission. This is a significant level of vacancy in a small village and much of the vacant stock consisted of terraced housing along the main street.

**10.2.3.** For the most part the layout of new development has been in character with the traditional grain of development in the village in that new housing has been mainly infill with a small amount of estate type development on greenfield sites, thus ensuring an availability of choice in the local housing market. However the designs of the houses have had limited success in replicating the existing housing stock.

### Community Facilities

**10.2.4.** The national school is located some three kilometres distant, outside the village boundary.

### Infrastructure

**10.2.5.** Public water supply is limited at present and needs to be upgraded. In particular, the distribution network has a history of leakage and mains rehabilitation is required.

**10.2.6.** There is no waste water treatment plant in the village. There is a septic tank which currently caters for in excess of 100 PE and drains to a tributary of the Ballymacoda River. The village is within the Womanagh WMU. This septic tank is operating at full capacity resulting in poor quality effluent discharge. Ballymacoda Bay is a designated shellfish area. This is an unsustainable situation, particularly given the nearby designated Natura sites. This deficiency is likely to impact on the development potential of the village.

**10.2.7.** There is no public transport serving the village.

**10.2.8.** The roads serving the village are quite poorly aligned and narrow. Within the village there are some footpaths and public lighting, although the footpaths are lacking in definition.

### Flooding

**10.2.9.** Parts of Ballymacoda have been identified as being at risk of flooding. The areas at risk are mainly to the north and centre of the village. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities ‘The Planning System and Flood Risk Management,’ issued by the Minister of the Environment, Heritage and Local Government in 2009.

### Economy and Employment

**10.2.10.** Local employment is provided in a number of shops, pubs, garages and a post office in the village.

### Environment and Heritage

**10.2.11.** There are a number of nature conservation designations in the vicinity. Ballymacoda Bay which joins Youghal Bay is a proposed Natural Heritage Area, candidate Special Area of Conservation and Special Protection Area.

**10.2.12.** There is no information on river water bodies in Ballymacoda although it is part of the overall Womanagh Water Management Unit. Youghal Bay is the Coastal Waterbody and is not

at risk. The overall objective for 2015 is to protect this waterbody. A new waste water treatment plant for the village would aid the achievement of the objective to protect the coastal water body. The following table summarises information in relation to water quality in the Bay.

| Youghal Bay               |                     |
|---------------------------|---------------------|
| Water Management Unit     | Womanagh            |
| Waterbody Category        | Coastal Waterbody   |
| Waterbody Code            | IE-SW-020-0000      |
| Protected Area            | Yes                 |
| Status                    | Good                |
| Risk Assessment (Coastal) | Not at risk         |
| Objective                 | Protect good status |
| Q value                   | N/A                 |

**10.2.13.** Ballymacoda Church is entered in the Record of Protected Structures.

**10.2.14.** Landscape type around Ballymacoda is identified in the draft Landscape strategy as broad bay coast which stretches from Cork Harbour to Youghal. The character type is composite fertile patchwork coastal bay. The landscape value and sensitivity are identified as very high and of county importance.

**10.3 PROBLEMS AND OPPORTUNITIES**

**10.3.1.** The combined advantages of the village’s proximity to Youghal, its good range of services, and the attractive setting of the area, enhance the appeal of the village for limited development. However the absence of employment and the location of the school well outside of the village boundary will result in high levels of car dependency for future residents. The lack of modern wastewater treatment facilities or of firm proposals to provide those is a limiting factor in the development of the village. Given the numbers of newly built houses in the village which are not occupied (20 vacant dwellings plus 2 under construction) there is a reasonable housing stock available for the foreseeable future. The village should continue to act as an alternative location for one off houses in the area.

**10.3.2.** Any new development should be in character with the scale and grain of the village. This Plan will encourage small scale residential and community facilities. However, until such time as the infrastructural constraints are overcome, new housing development should be restricted to individual houses and serviced sites.

**10.3.3.** The approach and surrounds to the village are very attractive and in this regard it is important that the landscape setting of the village is adequately protected. This can be achieved in part, by avoiding development on the approach roads to the village and on the hills to the south.

**10.4 PLANNING PROPOSALS**

**General Objectives**

**10.4.1.** During the life of this plan, development will focus on lands within the village boundary and should seek to support the existing level of services in the village. The scale and form of development will be very much dependent on improvements to the village’s infrastructure. The development boundary for the village defines the existing extent of the built up area, whilst also allowing some expansion for residential development.

**10.4.2.** Having regard to the scale of the existing village and the lack of appropriate wastewater facilities it is considered that not more than 25 additional housing units in a mix of house types should be permitted. In particular provision should be made for individual houses which would offer alternatives to one off houses in the countryside.

**10.4.3.** Both the scale and form of development will be very much dependant on retaining the character of the village and improvements to the infrastructure of the village. While there may be opportunities for terraced and in-fill development in the village core, most development will be in the form of individual dwellings/ serviced sites and in this context no one proposal for residential development should be larger than 5 units.

**10.4.4.** Given the scale of growth outlined above, it is not envisaged that the whole of the lands within the development boundary will be developed in the lifetime of the plan. While the inclusion of these lands will offer locational choice for new housing, there will be a requirement to accommodate uses other than residential to support the growing population of the village. Additional retail or service uses would be a welcome addition.

**10.4.5.** The lands on the western approach to the village form a pleasant backdrop to the village which were previously zoned open space may be suitable for some small scale development subject to the lands remaining predominantly open and rural in character.

**10.4.6.** If improvements in water and wastewater treatment infrastructure cannot be delivered, the development potential of the village will be limited to a small number of individual houses with their own waste water and water facilities because of their cumulative environmental effects.

**10.4.7.** Further improvements to public footpaths, street lighting and car parking are required close to the village centre.

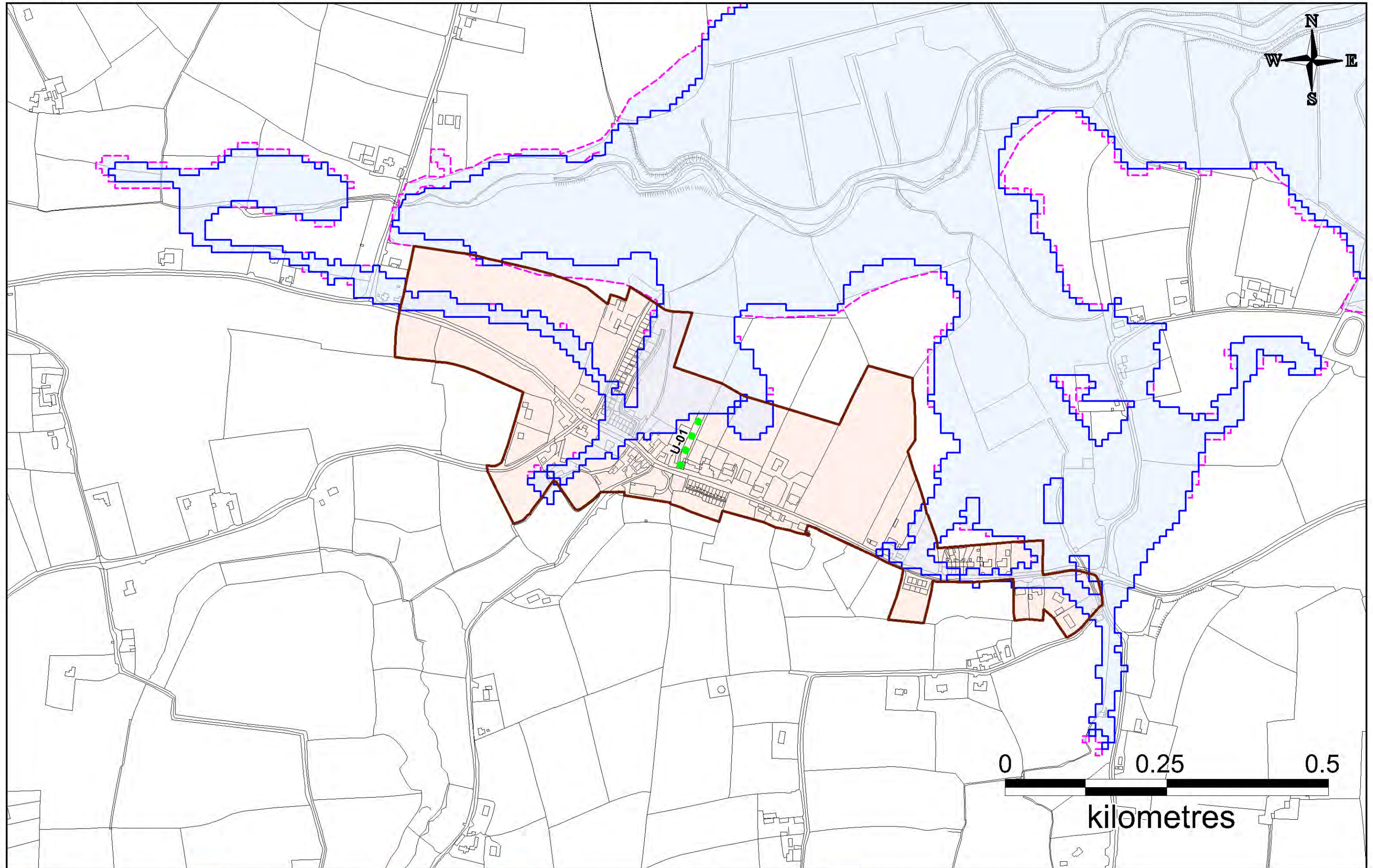
| Objective No. | Development Boundary Objectives   |
|---------------|---|
| DB-01         | (a) It is an objective to encourage the development of up to 25 houses in the period 2010 – 2020 within the development boundary of Ballymacoda.<br><br>(b) The number of houses in any particular group should have regard to the character of the existing village and will not normally exceed the provision of 5 units.   |
| DB-02         | (a) In order to secure the growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of Ballymacoda Bay Special Area of Conservation, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for developments within this area.<br><br>(b) All development should be connected to the public water supply, the public waste water treatment system and make adequate provisions for storm water storage and disposal. |
| DB-03         | In the absence of these services, development should be limited to 5 dwelling units, subject to normal proper planning and sustainable development considerations. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality and impacts on Ballymacoda Bay Special Area of Conservation. Any new dwellings served by private facilities must make provision for connection to the public system in the future.  |

| <i>Objective No.</i> | <b><u>Development Boundary Objectives</u></b>  |
|----------------------|--|
| DB-04                | Development within the core of the village shall be designed to a high standard and reinforce the character of the streetscape. Where appropriate development should be in the form of terraced development / courtyard schemes. New development should consolidate and strengthen the existing village core, be sympathetic to the scale and character of the village, contribute to the compact form of the village and respect the existing form of buildings in the village. |
| DB-05                | Residential development in other areas shall provide for small groups of houses, detached housing, serviced sites and or self build options.   |
| DB-06                | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.  |
| DB-07                | Employment uses should be accommodated within the development boundary of the village and should make adequate provision for off street parking.   |
| DB-08                | Other tourist/ business / industrial development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.   |
| DB-09                | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6.   |
| DB-10                | This settlement is adjacent to Ballymacoda Bay Special Area of Conservation. This plan will protect the favourable conservation status of this site, and all new development shall be designed to ensure the protection and enhancement of biodiversity generally.   |

**Community & Utilities**

**10.4.8.** It is an objective to provide pedestrian access to the main street from the lands north of the village if development takes place on these lands.

| <i>Objective No.</i> | <b><u>Utilities</u></b>                               | <i>Approx Area (Ha)</i> |
|----------------------|---|-------------------------|
| U-01                 | Provide pedestrian access to the village main street. | -                       |



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

# 11 Churchtown South

## 11.1 VISION AND CONTEXT

**The vision for Churchtown South to 2020 is to encourage small scale sympathetic residential development in tandem with provision of employment and services.**

### Strategic Context

11.1.1. In the overall strategy of this Local Area Plan, Churchtown South is designated as a Village within the CASP Ring Strategic Planning area of County Cork. The objectives of the County Development Plan in regard to the settlements in the Ring area are based on a number of sustainable goals, “to establish an appropriate balance in the spatial pattern of distribution of future population growth, broadly in line with CASP, so that Bandon, Fermoy, Macroom and Youghal can accelerate their rate of growth and achieve a critical mass of population in the towns to enable them maximise their potential to attract new investment in employment, services and public transport”.

11.1.2. It is also an objective “to facilitate the development of the villages and rural areas so that the rate of future population growth complements the strategy to achieve a critical mass of population in the towns and provide protection for those areas recognised as being under pressure from urban development”.

11.1.3. CASP Update 2008 noted the need to control future population growth in the CASP Ring, especially in the villages and rural areas in order to support the role of the Ring Towns and re-balance growth relative to its location within Metropolitan Cork. This will require more moderate growth within the village network of the Midleton EA to ensure the delivery of this CASP objective.

11.1.4. The village is located on a scenic route, A49, as designated in the Cork County Development Plan 2003 (as varied) and surrounded by a large rural hinterland, which forms part of the designated Rural Housing Control Zone, where it is an objective primarily to restrict individual urban-generated houses and protect the character of the rural area. This restriction is relaxed in principle for local rural housing needs.

### Local Context

11.1.5. Churchtown South is an attractive rural village located approximately 5 kilometres southeast of Cloyne and approximately 6 kilometres west of Ballycotton.

11.1.6. The village has retained much of its original character with very low density single and two storey housing along the main street, a church, post office and garage. There has been a limited amount of residential development in the village, mainly comprising one off type houses within the large village boundary. The primary school is located at the north western corner of the village.

11.1.7. Road access to the village is limited at a number of locations and is generally unsuitable for large volumes of traffic. Within the village itself, public lighting and footpaths are limited.

11.1.8. A new fifty two bedroom nursing home has been constructed at the northern end of the village which provides some local employment. Planning permission has also been granted for twenty seven sheltered housing units and four serviced sites adjoining the nursing home.

## 11.2 PLANNING CONSIDERATIONS

### Population and Housing

11.2.1. The census does not include population data for Churchtown South. There was a significant growth of house numbers from 20 to 29 between 2000 and 2010. Additionally the HLAS 2010 showed that there is outstanding planning permissions for 31 housing units, all of which are on the nursing home site, although 4 are serviced sites which do not appear to be linked to the nursing home.

| Churchtown South Housing Stock |                |                |                  |
|--------------------------------|----------------|----------------|------------------|
| Dwellings 2001                 | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 20                             | 29             | 29             | 9                |

Source: Geo-directory

### Community Facilities

11.2.2. The village is well served with community facilities having a national school, community hall and church.

### Infrastructure

11.2.3. The current water supply to Churchtown is from the Whitegate Regional Water Supply Scheme. Supply is restricted at certain times due mainly to network deficiencies. There is no public sewer in the village at present. There is a private WWTP serving the nursing home.

11.2.4. There is no public transport serving the village.

11.2.5. The roads serving the village are quite poorly aligned and narrow. Within the village there are some footpaths and public lighting, although the footpaths are lacking in definition. There are no footpaths or lighting between the village core and the school and community hall.

### Economy and Employment

11.2.6. Local employment is provided in the school, shop /garage and nursing home.

### Environment and Heritage

11.2.7. There are no nature conservation designations in the village or its near vicinity.

11.2.8. Landscape type around Churchtown is identified in the draft Landscape strategy as broad bay coast which stretches from Cork Harbour to Youghal. The character type is composite fertile patchwork coastal bay. The landscape value and sensitivity are identified as very high and of county importance.

## 11.3 PROBLEMS AND OPPORTUNITIES

11.3.1. Villages such as Churchtown South have an essential role in the long-term sustainability of rural areas and it is important that an appropriate amount of new development is encouraged within the development boundary. Unlike most of the other villages in the CASP Ring Strategic Planning Area, there is no vacant stock of houses or unfinished estates in the village. Having regard to the scale of the existing village and the lack of appropriate wastewater facilities it is considered that a further 15 houses could be accommodated within the development boundary. This could be additional to the permitted 31 units on the nursing home site as they serve a different purpose.

11.3.2. Low density and serviced sites could be encouraged as an alternative to dispersed one-off housing and in order to build the population base of the village and help retain important community facilities but the lack of wastewater treatment is a limiting factor. While there may be opportunities for terraced and in-fill development in the village core, most development will be in the form of individual dwellings / serviced sites and in this context no one proposal for residential development should be larger than 5 units.

11.3.3. If connection to suitable public waste water treatment infrastructure cannot be achieved, the development potential of Churchtown South will be limited to a small number of individual houses with their own waste water treatment facilities because of their cumulative environmental effects. Because of the size of the development boundary in the village, it is possible that up to 10 individual systems could be accommodated.

**11.3.4.** In terms of road safety an objective should be included to construct footpaths linking the primary school, community centre and nursing home with the village core.

**11.4 PLANNING PROPOSALS**

**11.4.1.** The overall strategy for Churchtown South aims to promote its potential as an important local service centre in East Cork and encourage additional residential and other forms of development.

**11.4.2.** The development boundary of the village is based largely upon the previous 2005 Local Area Plan, which defined a large area for development. It is important that the scale and nature of any proposed development, respects the rural character of the area. It is not intended that the full extent of the land within the boundary be developed.

| <i>Objective No.</i> | <b><u>Development Boundary Objectives</u></b>   |
|----------------------|---|
| DB-01                | (a) Within the development boundary of Churchtown South it is an objective to encourage the development of up to 15 houses in the period 2010 – 2020.<br><br>(b) The number of houses in any particular group should have regard to the character of the existing village and will not normally exceed the provision of 5 units.  |
| DB-02                | (a) In order to secure the growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will help secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development, and where applicable protect the integrity of Natura 2000 sites.<br><br>(b) All development should be connected to the public water supply and make adequate provisions for storm water storage and disposal.   |
| DB-03                | In the absence of these services, development shall be limited to 10 individual dwelling units, subject to normal proper planning and sustainable development considerations. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality. Any new dwellings served by private facilities must make provision for connection to the public system in the future. |

| <i>Objective No.</i> | <b><u>Development Boundary Objectives</u></b>   |
|----------------------|---|
| DB-04                | Development within the core of the village shall be designed to a high standard and reinforce the character of the streetscape. Where appropriate development should be in the form of terraced development / courtyard schemes. New development should consolidate and strengthen the existing village core, be sympathetic to the scale and character of the village and respect the settings of existing buildings in the village. |
| DB-05                | Residential development in other areas shall provide for small groups of houses, detached housing, serviced sites and or self build options.  |
| DB-06                | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.   |
| DB-07                | Employment uses should be accommodated within the development boundary of the village and should make adequate provision for off street parking.  |
| DB-08                | Other tourist/ business / industrial development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.  |

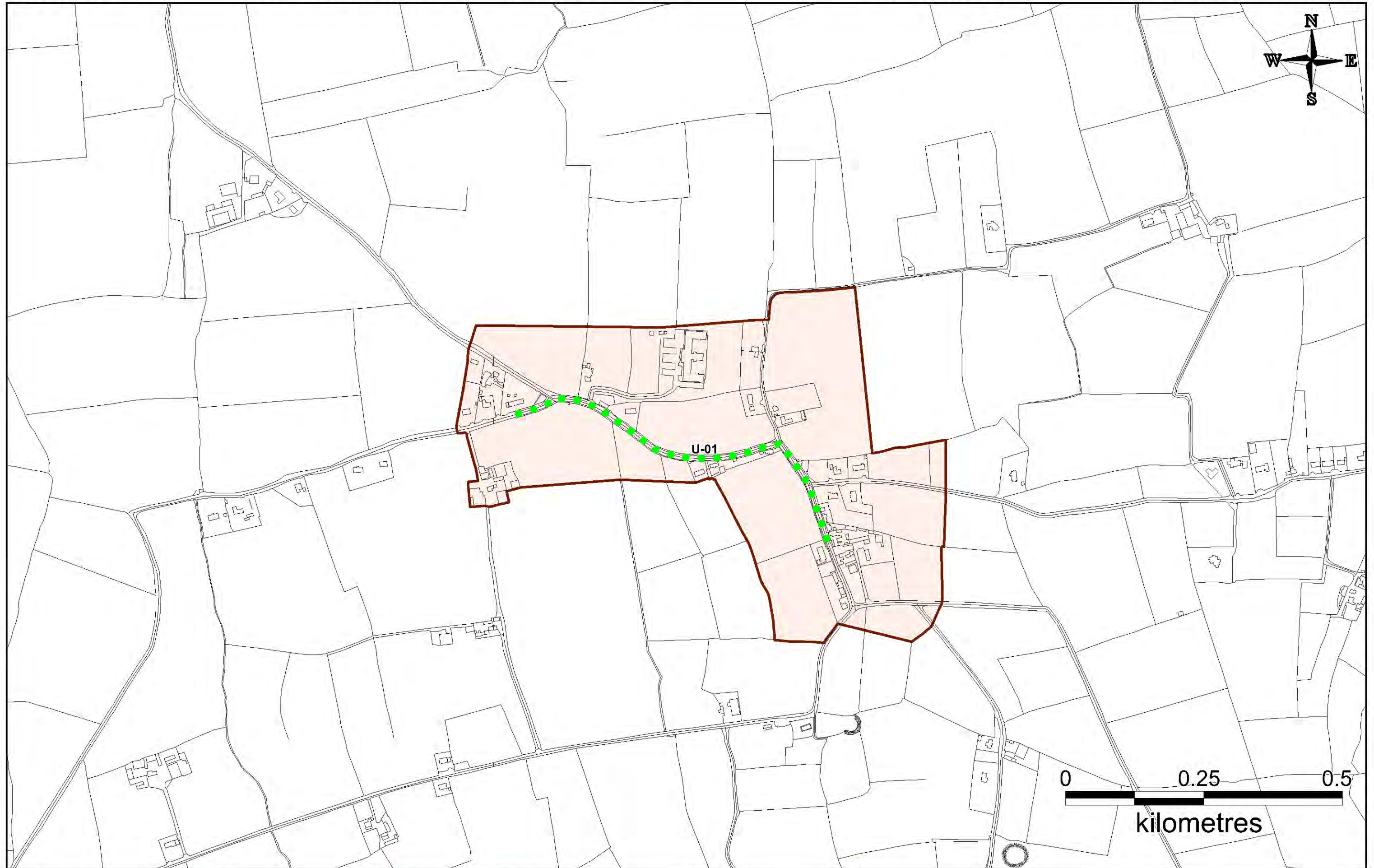
**Community & Utilities**

**11.4.3.** The community and utilities zoning objective for Churchtown South is set out in the following table:

| <i>Objective No.</i> | <b><u>Utilities and Infrastructure</u></b> | <i>Approx Area (Ha)</i> |
|----------------------|--|-------------------------|
| U-01                 | Develop and maintain footpath.             |                         |







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

# 12 Dungourney

## 12.1 VISION AND CONTEXT

*Dún Guairne meaning 'Guairne's fort'*

**The strategic aims for Dungourney are to promote modest, small-scale growth in tandem with the provision of services and community facilities, to provide for a compact and cohesive village centre and exploiting the opportunities for recreation and amenity offered by the village's location on the banks of the Dungourney River.**

### Strategic Context

**12.1.1.** In the overall strategy of this Local Area Plan, Dungourney is designated as a village within the CASP Ring Strategic Planning Area. The CDP 2009 outlines the important role of villages in the provision of services and facilities such as primary schools, shops or recreation facilities to significant rural hinterlands.

**12.1.2.** CASP Update 2008 noted the need to control future population growth in the CASP Ring, especially in the villages and rural areas in order to support the role of the Ring Towns and re-balance growth relative to its location within Metropolitan Cork. This will require more moderate growth within the village network of the Midleton EA to ensure the delivery of this CASP objective.

### Local Context

**12.1.3.** Dungourney is located approximately 10 kilometres northeast of Midleton, on the regional route R627 connecting Midleton with Tallow in County Waterford. The village has a very attractive setting and is situated within a fertile rural area containing areas of mature trees and hedgerows, overlooking the Dungourney and Kiltha River valleys. The core of the village sits on the eastern bank of the Dungourney River, with development on the western side of the R627 at a distinctly lower level. Almost all recent development in the village has taken place on the upper side of the regional road, comprising a number of individual dwellings and a small scheme of local authority houses.

**12.1.4.** Four roads converge on the regional road that runs through the village with three of these junctions in close proximity to each other and the bulk of development within the village is clustered around these junctions.

## 12.2 PLANNING CONSIDERATIONS

### Population and Housing

**12.2.1.** While Census data on population is not available for Dungourney, an examination of the Geo-directory for the village (all recorded residential addresses) would suggest that the population has experienced a significant increase in the ten year period from 2000-2010, and in particular in the last five years of that time. This sustained population growth is a very healthy sign for the settlement, contributing as it will to the sustainability of services and facilities.

| Dungourney Housing Stock |                |                |                  |
|--------------------------|----------------|----------------|------------------|
| Dwellings 2001           | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 15                       | 21             | 34             | 19               |

Source: Geo-directory

**12.2.2.** Similarly, the number of houses in the village has seen an increase of over 100% in the number of units, with the rate of provision of new units doubling in the second half of the ten year period.

**12.2.3.** The number of vacant units in the village is small with only three units being recorded as complete and never occupied in a survey early in 2010. Permission has been granted for a further 2 dwellings that have not yet commenced.

**12.2.4.** The number of junctions at the core of the village means that the opportunities to create a streetscape are limited and development in the village has tended to take a looser form with the typical pattern being individual buildings of varying heights set back slightly from the road. Some small ribbons of dwellings are evident on the north east and south west approaches to the village. The most significant recent development in the village has been the construction of 15 local authority houses to the east of the primary school, comprising 6 social and 9 affordable housing units. The design and mix of units provides good definition to the east of the village.

**12.2.5.** The 2005 Local Area Plan, reinforced the pattern of residential development to the east of the regional road, but also recognised the potential of the lands in the river valley to the west of the settlement for recreation and amenity uses.

### Community Facilities

**12.2.6.** An extension has been completed to the national school in recent years as a result of growing numbers of school age children in the catchment. There is a playing pitch located adjacent to the school and this is the only sports or recreation facility within the village.

### Infrastructure

**12.2.7.** Dungourney functions as an important local service centre and has a number of key community facilities including a church, primary school, convenience store/ post office, GAA grounds, public house and a nursing home, which is located outside of the village boundary approximately one kilometre north of the village. A weekly public bus service operates between Dungourney village and Cork City.

**12.2.8.** Demarcation of the road space in the core of the village is poor and there is a notable absence of footpaths and public lighting.

**12.2.9.** Dungourney has a mains water supply.

**12.2.10.** The village is served by a septic tank commissioned in the 1950s which discharges directly to the Dungourney River and is not in a position to accept any further effluent. In the Council's current Assessment of Water Services Needs the provision of a wastewater treatment plant is identified (Priority No. 36). It is anticipated that funding will be made available by the DoEHLG to provide a new wastewater treatment plant.

### Flooding

**12.2.11.** Parts of Dungourney have been identified as being at risk of flooding. The areas at risk follow the path of the Dungourney River through the village and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated as being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

### Economy and Employment

**12.2.12.** In addition to the local shop and pub there are two other businesses operating in the village, both of which are car dealers / workshops. Given its proximity to the employment opportunities in Midleton and its small population base, it is likely that residents of the village will continue to commute for employment, with perhaps the exception of some local jobs provided by enhanced retail activity or services as the village grows.

### Environment and Heritage

**12.2.13.** The Dungourney River which rises in the hills in Clonmult runs north-south through the village and continues on into Midleton town. The following table summarises information in relation to water quality in the Dungourney River.

| Dungourney River             |                                      |
|------------------------------|--------------------------------------|
| Water Management Unit        | Owenacurra                           |
| Waterbody Code               | IE_SW_19_1957                        |
| Protected Area               | Yes                                  |
| River Status (July 09)       | Poor                                 |
| Risk Assessment (River body) | At Risk of not achieving good status |
| Objective                    | Restore to good status by 2021       |
| Q value                      | Poor                                 |

**12.2.14.** The Dungourney River discharges to the Cork Harbour Special Protection Area (SPA). The poor status of the River is a serious issue in determining planning proposals for the settlement and while agriculture is the main pressure on this waterbody, a new wastewater treatment plant for the village would aid the achievement of the objective to restore the river to good status by 2021.

**12.2.15.** Within the village there are two buildings entered in the Record of Protected Structures, namely Dungourney National School (RPS No. 00425) and Dungourney Roman Catholic Church (RPS No. 00450).

**12.2.16.** The National Inventory of Architectural Heritage contains a number of entries for the village most importantly St. Peter's Roman Catholic Church and the former Garda barracks. Three cast iron road signs on the approach roads, Dungourney House and Dungourney Church of Ireland Church to the south west of the village, and a two storey outbuilding to the south east of the village are also on the Inventory.

**12.2.17.** Dungourney sits in a landscape character type called 'Fissured Fertile Middleground' which is defined in the Draft Landscape Strategy as an elevated landscape comprising an area rising above adjacent plains with moderate to low relief of elongated interlocking hills forming sinuous rivers. This landscape is deemed to be of medium value, which is the assessment of the environmental or cultural benefits which derive from various landscape attributes.

**12.2.18.** This landscape is rated to be of County importance. Landscape sensitivity, which is a measure of the ability of the landscape to accept change or intervention without unacceptable effects, is classed as high for this landscape character type.

**12.3 PROBLEMS AND OPPORTUNITIES**

**12.3.1.** The 2005 Plan contained almost 10 hectares of zoned residential land as well as other lands on which very low density housing could be accommodated and the majority of this land remains available for development.

**12.3.2.** The recently completed local authority housing scheme will contribute to sustained population growth in the village despite the slow down in house construction. The availability of social and affordable units will improve the tenure mix in the village.

**12.3.3.** While development in more recent years has seen an acceleration in population growth, facilities and infrastructure have tended to lag behind. There is no wastewater treatment plant in the village and development currently discharges to a septic tank which is overloaded. This is an unsustainable situation, particularly given the poor status of the receiving waters of the Dungourney River.

**12.3.4.** The provision of a wastewater treatment plant is not identified on the Water Services Investment Programme 2010-2012 however, it is anticipated that funding will be made available from the Department for the provision of a new wastewater treatment plant. It is important that some additional development is achieved to support, and where possible enhance, Dungourney's role as a local service provider.

**12.3.5.** It is also important that the rural character of the village is maintained. This can be achieved in part by avoiding insensitive large-scale development and protecting mature trees and hedgerows. The provision of small scale development in the form of detached houses or serviced sites for self build, will offer a more sustainable alternative to the one-off house in the countryside.

**12.3.6.** Other important issues for the village include the need for additional and improved community facilities and the provision of traffic calming measures.

**12.3.7.** The river valley to the west of the settlement provides an opportunity for the provision of recreation facilities in the form of an amenity walk and possibly some active recreation uses such as playing fields.

**12.4 PLANNING PROPOSALS**

**General Objectives**

**12.4.1.** Villages such as Dungourney have an essential role in the long-term sustainability of rural areas and it is important that an appropriate amount of new development is encouraged within the development boundary established in this Local Area Plan for the village. Having regard to the existing scale of the village and the lack of appropriate wastewater facilities, this plan proposes that an

additional 10 units be provided in the village over the lifetime of the plan, which is a similar level of growth as has occurred in the previous ten years. This would bring the total housing stock in the village to approximately 44 houses by 2020.

**12.4.2.** Both the scale and form of development will be very much dependant on retaining the character of the village and improvements to the infrastructure of the village. While there may be opportunities for terraced and in-fill development in the village core, most development will be in the form of individual dwellings/ serviced sites and in this context no one proposal for residential development should be larger than 5 units.

**12.4.3.** If the planned investment in wastewater treatment infrastructure cannot be delivered, the development potential of Dungourney will be limited to a small number of individual houses with their own wastewater treatment facilities because of their cumulative environmental effects.

**12.4.4.** It is important that new development is shaped by general design guidance so as to retain and enhance the special character of the village.

**12.4.5.** Given the scale of growth outlined above, it is not envisaged that the whole of the lands within the development boundary will be developed in the lifetime of the plan. While the inclusion of these lands will offer locational choice for new housing, there will be a requirement to accommodate uses other than residential to support the growing population of the village. Additional retail or service uses would be a welcome addition.

**12.4.6.** During the life of this plan, development will focus mainly on lands close to and with easy access to the village centre. Should lower density uses cease such as on the site of the car dealership to the south of the church, these sites offer the potential to create a compact core to the village with a defined streetscape.

**12.4.7.** The provision of footpaths, public lighting and traffic calming measures would also help in giving a better definition to the village core. Footpaths would be of particular importance given the proliferation of junctions in the centre of the village.

**12.4.8.** The village would benefit from having a community building or some type of community centre, which could possibly be provided in tandem with the development of active recreation uses.

| Objective No. | Development Boundary Objectives   |
|---------------|---|
| DB-01         | a. Within the development boundary of Dungourney it is an objective to encourage the development of up to 10 additional |

| Objective No. | <u>Development Boundary Objectives</u>   |
|---------------|--|
|               | dwelling units in the period 2010-2020.<br>b. No one proposal for residential development shall be larger than 5 housing units.  |
| DB-02         | It is an objective that new development;<br>a. consolidates and strengthens the existing village core,<br>b. is sympathetic to the character of the village,<br>c. respects the existing contours and the relationship of the village to the river,<br>d. utilises traditional form, materials and detailing, and allows sufficient set back in the building line to accommodate a footpath, where appropriate.  |
| DB-03         | a. In order to secure the growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of the Great Island Channel Special Area of Conservation and Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for developments within this area.<br>b. It is an objective that all development connect to the current public drinking water supply.<br>c. In the absence of a wastewater treatment plant, development shall be limited to 5 individual dwelling units, subject to normal proper planning and sustainable development considerations. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality. Any new dwellings served by private facilities must make provision for connection to the public system in the future. |
| DB-04         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these   |

| Objective No. | <u>Development Boundary Objectives</u>   |
|---------------|--|
|               | lands is retained.   |
| DB-05         | Extend footpaths and public lighting within the village core.  |
| DB-06         | It is an objective to implement traffic calming measures in the village which include the proper demarcation of the road edge and car parking spaces.  |
| DB-07         | It is an objective to secure the provision of a multi-use community building either through the re-use of an existing building within the village boundary or as part of the development of the active open space uses on O-02.  |
| DB-08         | It is an objective to encourage additional retail and services in the village commensurate with the scale of the village.  |
| DB-09         | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6. |

**Open Space & Agriculture**

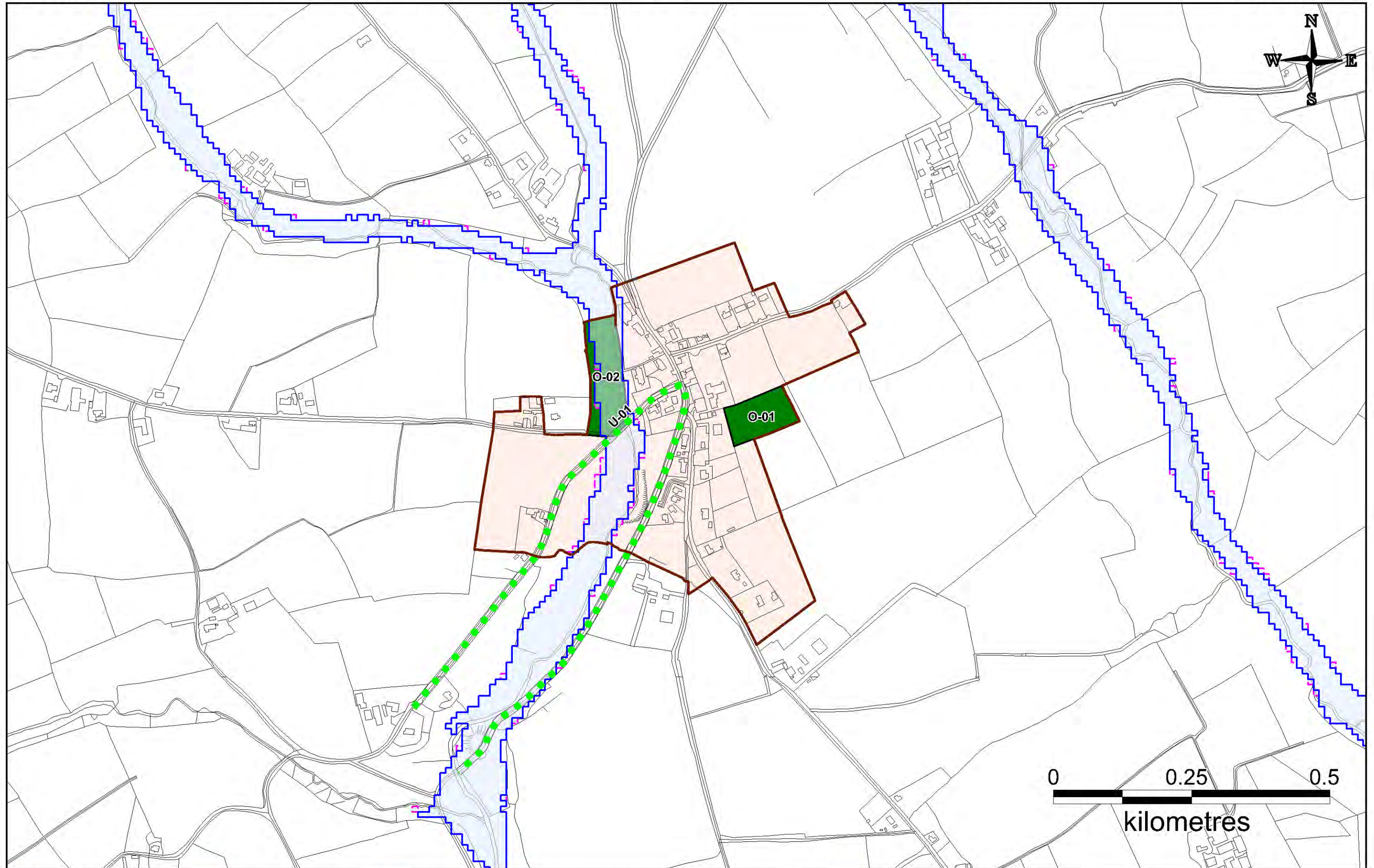
**12.4.9.** A significant proportion of the lands to the west of the river are suited to recreation and amenity uses, both active and passive, and were identified as such in the 2005 Plan. The specific open space and agriculture objectives for Dungourney are:

| Objective No. | <u>Open Space &amp; Agriculture</u>   | Approx Area (Ha) |
|---------------|---|------------------|
| O-01          | Retain playing pitches.   | 0.8              |
| O-02          | It is an objective that these lands to the west of the Dungourney River be developed for active public open space and linked with the provision of amenity walk U-01. Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies with Chapter 5 of the Ministerial Guidelines ‘The Planning System and Flood Risk Management’ as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. | 1.3              |

**Community & Utilities**

**12.4.10.** The location of Dungourney House and Dungourney Church of Ireland Church to the south west of the village would contribute to the attractiveness of a walking route out of the village and following the river.

| Objective No. | <u>Community &amp; Utilities</u>   | Approx Area (Ha) |
|---------------|------------------------------------|------------------|
| U-01          | Develop and maintain amenity walk. |                  |



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

# 13 Knockraha

## 13.1 VISION AND CONTEXT

*Cnoc Rátha meaning 'Hill of the Forts'*

**The strategic aims for Knockraha are to provide for a sustainable level of growth in a form that is sympathetic to the character of the village, so as to ensure the retention and expansion of local services and facilities. It is envisaged that Knockraha will continue to thrive as a vibrant centre in this rural hinterland of Metropolitan Cork and building on its strong community spirit.**

### Strategic Context

**13.1.1.** In the overall strategy of this Local Area Plan, Knockraha is designated as a village within the County Metropolitan Strategic Planning Area. The objective for villages as set out in the County Development Plan 2009 is to encourage and facilitate population growth, and support the retention and improvement of key facilities, including the provision of infrastructure and public transport.

**13.1.2.** The village is surrounded by a large rural hinterland, which forms part of the Rural Housing Control Zone (RHCZ) as designated in the County Development Plan 2009. The purpose of the Rural Housing Control Zone is primarily to restrict individual urban-generated houses and protect the character of rural areas. This restriction is relaxed in principle for local rural housing needs.

**13.1.3.** In the 2005 Local Area Plan, Knockraha was located in the Blarney Electoral Area. However, boundary changes as a result of the Electoral Area Boundary Committee Report resulted in the addition of a largely rural area to the northwest of the electoral area which also included the village of Knockraha.

### Local Context

**13.1.4.** Knockraha is located in a hilly setting to the east of the Butlerstown River approximately 10 kilometres north east of Cork City and 5 kilometres east of Glanmire/Riverstown. The village has an elevated position in the wider landscape, which is borne out in its name, the Hill of the Forts. The original settlement dates to as early as the 1600's and was originally known as Gogginstown. St. Mary's Church, reconstructed in 1984 has a dominant position in the centre of the village and is on the site of the original church which was built in 1799 and consecrated in 1803.

**13.1.5.** The existing community facilities are very well located in the heart of the village. More recently, development has focused on the northern side of the settlement with the development of two residential estates of 34 and 35 houses each. Rural housing controls are in effect outside of the village boundary and this has helped in curtailing one-off housing on the approach roads to the village.

## 13.2 PLANNING CONSIDERATIONS

### Population and Housing

**13.2.1.** Up to the 2006 Census, individual population figures were not available for Knockraha but in that year the Census did record a population of 230 persons in Knockraha. The absence of figures for earlier years means it is not possible to establish population trends, however, trends in the housing stock observed from Geo-directory figures would suggest that the population in the village has seen very strong growth in the last five years with the addition of 85 units to the housing stock in that time. This represents an almost quadrupling of the size of the village in a relatively short space of time.

| Knockraha Housing Stock |                |                |                  |
|-------------------------|----------------|----------------|------------------|
| Dwellings 2001          | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 32                      | 35             | 120            | 88               |

Source: Geo-directory

**13.2.3.** While growth has been rapid, unlike some more remote villages in the county, the level of vacancy in the village is relatively low at approximately 5% of the total housing stock. There are no outstanding planning permissions granted which have not been initiated.

**13.2.4.** The village has a strong streetscape at its core, though development in more recent times has tended to take the form of detached housing set back from the roadside. Newer housing developments on the northern side of the village have attempted to replicate the defined village street but with limited success.

**13.2.5.** These two estate developments, Ard Abhainn and Radharc na Tuaithe as well as the smaller Chapelfield scheme in the centre to the rear of the church, have greatly added to the housing stock and housing mix in the village. While terraced and semi-detached forms have been used on the roadside, a substantial number of self build/ serviced sites have been provided.

**13.2.6.** While recent development has added to the housing mix, the scale and form of this development has not always successfully blended with the established pattern of development.

### Community Facilities

**13.2.7.** Knockraha has a number of important services and community facilities, which include a church, community centre, national school, crèche and pub. The village is well served by bus with a service to Cork City via Glanmire operating 6 days a week (no service on a Sunday) and up to 6 times a day on weekdays.

**13.2.8.** The village has a very active community association and Tidy Towns group as well as a number of local clubs covering activities such as badminton, active age, art, Macra na Feirme, soccer and a Foroige youth club all of which contribute to the vitality of the village and provide social opportunities to integrate newer residents.

**13.2.9.** Prior to the construction of the more recent housing developments in the village, falling pupil numbers meant that the school was in danger of losing a teacher. Thankfully, this decline has been reversed and the existing national school is now at capacity.

### Infrastructure

**13.2.10.** The main access to Knockraha is via a number of local roads, connecting the village with Glanmire/Riverstown and Glounthaune. These roads accommodate very large numbers of individual dwellings, with the road from Riverstown, through Brooklodge to Knockraha being almost a continuous ribbon of individual dwellings.

**13.2.11.** Within the village itself there is a wide main street with some footpaths and public lighting.

**13.2.12.** Knockraha is served by a public water supply and recent development in the village is connected to the existing water main.

**13.2.13.** The existing wastewater infrastructure in Knockraha is limited to individual septic tanks and individual treatment plants for the recently developed housing estates of Chapel Field, Radharc na Tuaithe and Ard Abhainn. Knockraha is identified on the Council's current Assessment of Water Services Needs as a settlement in the Sewerage Schemes Upgrade Study and in the WWTP and Collection Systems Study (Priority No.'s 132 & 133); however, these do not form part of the national Water Services Investment Programme 2010-2012. Part 8 planning has been granted for a 1000 PE wastewater treatment plant together with a pumping station to the north east of the village which is required to pump the majority of the village wastewater to the WWTP. Phase 1A comprising a 335 PE WWTP may be advanced via a public private partnership.

**Economy and Employment**

**13.2.14.** The local pub and childcare facility are the only employment uses operating in the village. Given the village’s location in Metropolitan Cork and within a reasonable distance of Glanmire and Little Island, local employment opportunities are likely to remain limited.

**Environment and Heritage**

**13.2.15.** The Butlerstown River runs to the north-west of the village, continuing on to Riverstown/ Glanmire where it joins the Glashaboy River.

**13.2.16.** The following table provides a summary of water quality information for the Butlerstown River.

| Butlerstown River            |  |
|------------------------------|--|
| Water Management Unit        | Glashaboy                                      |
| Waterbody Code               | IE_SW_19_742                                   |
| Protected Area               | No   |
| River Status (Dec 08)        | Good   |
| Risk Assessment (River body) | Probably at risk of not protecting good status |
| Objective                    | Protect good status                            |
| Q value                      | Good   |

**13.2.17.** While the water body has been assessed as being of good status, it has also been identified as being at risk of not maintaining good status due to risks from agriculture and abstractions. A water treatment plant is located on the River that supplies Glanmire. The existing assimilative capacity (BOD) of the Butlerstown River is insufficient and also poses a risk to the waterbody.

**13.2.18.** There are no buildings or structures entered on the Record of Protected Structures or contained in the National Inventory of Architectural Heritage for Knockraha.

**13.2.19.** Like Dungourney, Knockraha sits in a landscape character type called ‘Fissured Fertile Middleground’ as defined in the Draft Landscape Strategy which is a landscape deemed to be of medium value. This landscape is rated to be of County importance and is classed as high sensitivity (vulnerable landscape which is highly sensitive to certain types of changes and with the ability to accommodate limited development).

**13.3 PROBLEMS AND OPPORTUNITIES**

**13.3.1.** Having undergone rapid growth in a relatively short space of time it is important that adequate opportunity is given for this new housing to assimilate into the established village. In the 2005 plan there were six sites zoned for residential development and although development has progressed on the northern side of the village, the sites on the southern side have remained free of development. There is therefore a need to re-balance the village while maintaining the community buildings, commercial activity and public facilities in the centre.

**13.3.2.** It is important that any future residential development is of an appropriate scale and character, so as not to undermine the rural attractiveness of the area but also with the potential to offer an alternative location to those seeking to build a one-off house in the surrounding countryside where rural housing controls apply.

**13.3.3.** While the village contains a number of facilities, there is an opportunity to provide for a wider range of services appropriate for a village of this size, in particular a local shop.

**13.3.4.** The existing community centre was built in the 1950’s and while it has been re-furbished over the years, the village would benefit from a larger, modernised facility that is more suited to the needs of the growing community.

**13.3.5.** Active recreation is poorly provided for in the village with no playing pitches or children’s playground or play area. The woods to the north of the village containing St. Quane’s Holy Well are an important natural amenity.

**13.3.6.** Footpaths and public lighting need to be upgraded and extended, in particular to connect with the newer housing areas to the north and the undergrounding of services would improve the aesthetics of the village. Parking is an issue especially at church times and during school pick up/drop off and so the village would benefit from a clearer delineation of parking opportunities and some minor traffic calming measures.

**13.3.7.** Until such time as the existing wastewater treatment infrastructure is upgraded, development will be restricted.

**13.4 PLANNING PROPOSALS**

**General Objectives**

**13.4.1.** The village of Knockraha has an important role to play in meeting the demand for rural housing outside of the main towns and in an area where rural housing controls apply in Metropolitan Cork. The proposed development boundary is based largely on the boundary established in the 2005 Local Area Plan, although the scale and form

of development envisaged to occur in the lifetime of this plan are different. In many respects, the Chapelfield development of self-build serviced sites on the western side of the village has been a more successful scale and form of residential development in this rural village than the larger schemes to the north.

**13.4.2.** In an effort to build on the growth that has already occurred in the village in the last decade and to aid the sustainability and viability of existing and new services in the village, this plan proposes that an additional 25 units be provided in the village over the lifetime of the plan, representing just under a third of the growth that has occurred in the last ten years. This would bring the total housing stock in the village to approximately 145 houses by 2020.

**13.4.3.** Both the scale and form of development will be very much dependent on retaining the character of the village and improvements to the infrastructure of the village. While there may be opportunities for terraced and in-fill development in the village core, most development will be in the form of individual dwellings/ serviced sites and in this context no one proposal for residential development should be larger than 5 units.

**13.4.4.** There is a serious deficiency in both wastewater infrastructure and accordingly new development in Knockraha of the scale outlined above can only proceed on the basis of the implementation of plans to upgrade the water supply and the provision of satisfactory sewage disposal arrangements. If the planned investment in wastewater treatment infrastructure cannot be delivered, the development potential of Knockraha will be limited to a small number of individual houses with their own wastewater treatment facilities because of their cumulative environmental effects.

**13.4.5.** It is important that any new development that does proceed is shaped by general design guidance so as to retain and enhance the special character of the village. Consideration will be given to proposals for infill development and changes of use in an effort to encourage the development of a wider range of services for the village.

**13.4.6.** There will also be a requirement to accommodate uses other than residential to support the growing population of the village. Additional retail or service uses are likely to be more viable given the population growth in recent years.

**13.4.7.** The provision and extension of footpaths and public lighting, the undergrounding of services and the implementation of some minor traffic calming measures will create a more attractive and safer village centre. Footpaths will be of particular importance in connecting recent developments to the north of the village with the rest of the village.

| Objective No. | <u>Development Boundary Objectives</u>  |
|---------------|---|
| DB-01         | <ul style="list-style-type: none"> <li>a. Within the development boundary of Knockraha it is an objective to encourage the development of up to 25 additional dwelling units in the period 2010-2020.</li> <li>b. No one proposal for residential development shall be larger than 5 housing units.</li> </ul>  |
| DB-02         | <p>It is an objective that new development;</p> <ul style="list-style-type: none"> <li>a. consolidate and strengthen the existing village core, reinforcing the streetscape where appropriate,</li> <li>b. is sympathetic to the character of the village,</li> <li>c. utilises traditional form, materials and detailing,</li> <li>d. allows sufficient set back in the building line to accommodate a footpath, where appropriate.</li> </ul> <p>New housing development outside of the village centre shall generally be in the form of small groups of housing, detached housing or serviced sites.</p>   |
| DB-03         | <ul style="list-style-type: none"> <li>a. In order to secure the growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will help secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development, and where applicable protect the integrity of Natura 2000 sites.</li> <li>b. It is an objective that all development connect to the current public drinking water supply.</li> <li>c. In the absence of a wastewater treatment plant, development shall be limited to 5 individual dwelling units, subject to normal proper planning and sustainable development considerations. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality. Any new dwellings served by private facilities must make provision for connection to the public system in the future.</li> </ul> |
| DB-04         | It is an objective to extend footpaths and public lighting to serve the whole of the village and where practicable, to provide for the undergrounding of utilities.   |

| Objective No. | <u>Development Boundary Objectives</u>  |
|---------------|---|
| DB-05         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained. |
| DB-06         | It is an objective to implement traffic calming measures in the village, including measures to prevent inappropriate roadside parking where alternative parking spaces have been provided as part of the development.           |
| DB-07         | It is an objective to encourage additional retail and services in the village commensurate with the scale of the settlement.  |

**Open Space & Agriculture**

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

| Objective No. | <u>Open Space &amp; Agriculture</u>  | Approx Area (ha) |
|---------------|--|------------------|
| O-01          | It is an objective that these lands be developed for active public open space including the provision of a playground. | 2.3              |

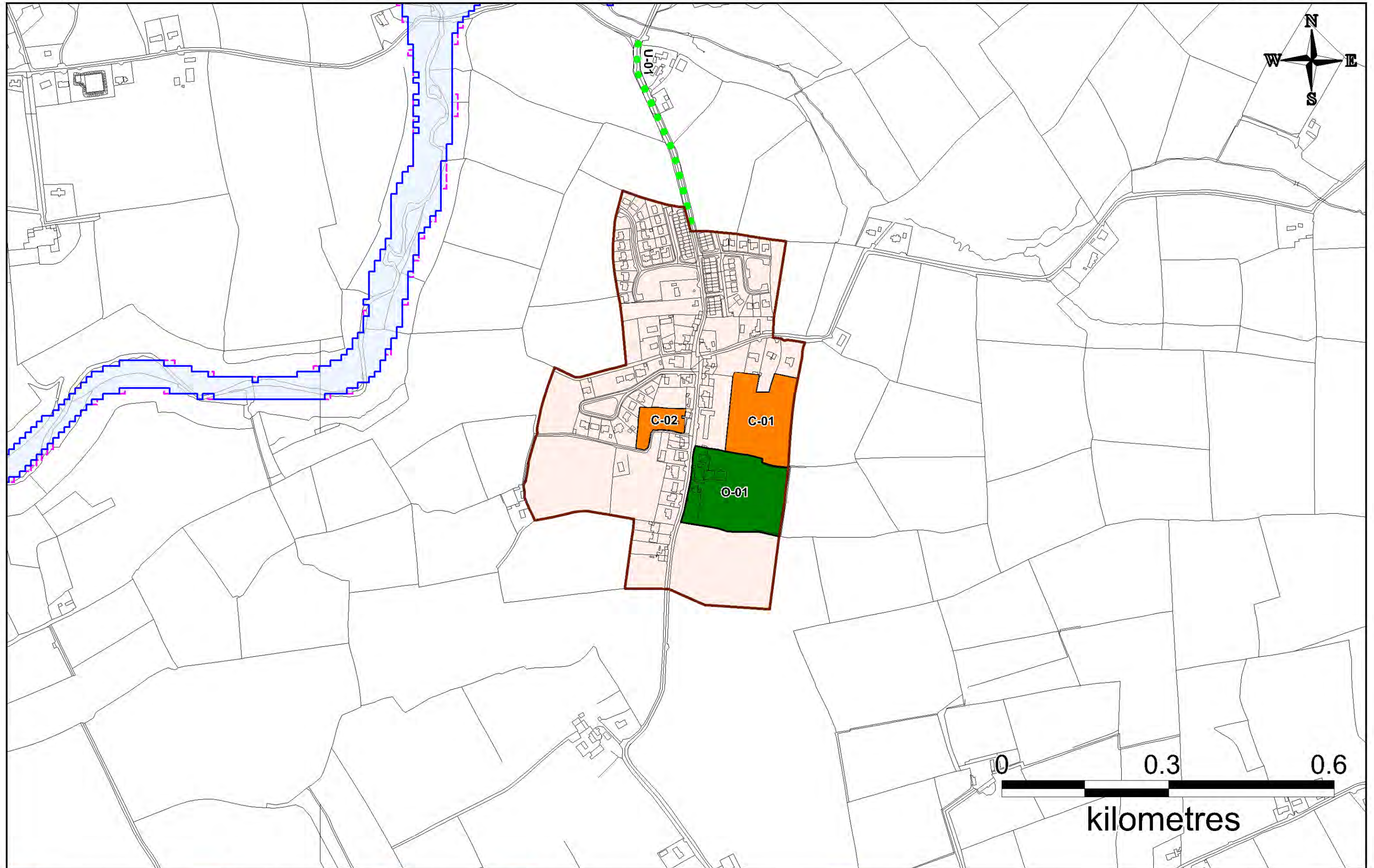
**Community & Utilities**

13.4.9. A new amenity walk has been identified to the north of the village towards St. Quane’s Well and Kilquane Church.

13.4.10. Provision has also been made to protect lands for the extension and upgrading of the existing community building and the potential for an extension to the national school.

| Objective No. | <u>Utilities</u>                   | Approx Area (ha) |
|---------------|------------------------------------|------------------|
| U-01          | Develop and maintain amenity walk. |                  |





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

# 14 Ladysbridge

## 14.1 VISION AND CONTEXT

**The vision for Ladysbridge to 2020 is to retain its traditional rural character, adequately protect the Architectural Conservation Area and encourage small scale sympathetic residential development in tandem with provision of employment and services.**

### Strategic Context

**14.1.1.** Ladysbridge is designated a village located within the CASP Ring Strategic Planning Area. The objectives of the County Development Plan in regard to the settlements in the Ring area are based on a number of sustainable goals, “to establish an appropriate balance in the spatial pattern of distribution of future population growth, broadly in line with CASP, so that Bandon, Fermoy, Macroom and Youghal can accelerate their rate of growth and achieve a critical mass of population in the towns to enable them maximise their potential to attract new investment in employment, services and public transport”.

**14.1.2.** It is also an objective “to facilitate the development of the villages and rural areas 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 being under pressure from urban development. (Para 2.4.29, p. 31, County Development Plan 2009).

**14.1.3.** CASP Update 2008 noted the need to control future population growth in the CASP Ring, especially in the villages and rural areas in order to support the role of the Ring Towns and re-balance growth relative to its location within Metropolitan Cork. This will require more moderate growth within the village network of the Midleton EA to ensure the delivery of this CASP objective.

### Local Context

**14.1.4.** Ladysbridge is situated approximately 1.5 kilometres south of Castlemartyr, on the main R632 route to the coastal resorts of Garryvoe and Shanagarry. The central area of the village, including St Josephs Church and graveyard, is a designated Architectural Conservation Area. The village itself has retained much of its original character with very attractive streetscapes comprised of traditional type houses and terraces. Given its accessible location Ladysbridge has

been very successful in attracting residential development. There has been a significant amount of new residential development on the outskirts of the village as well as some infilling along the main street. Unfortunately recent developments have not been sympathetic to the rural character of the village.

**14.1.5.** The strategic gap between Castlemartyr and Ladysbridge has been satisfactorily maintained despite considerable pressure for one off housing in the surrounding rural area.

**14.1.6.** The village experiences considerable levels of traffic in summer due to the coastal resorts of Garryvoe and Ballycotton.

## 14.2 PLANNING CONSIDERATIONS

### Population and Housing

**14.2.1.** There has been a considerable level of residential development in the village in recent years with the census showing growth from 239 in 2002 to 288 in 2006, which constitutes an increase of 20.5% over 4 years. In 2010, the geodirectory recorded a total housing stock of 208 dwelling units in the village, an increase of 160 from a base of 48 units in 2000. This constitutes a considerable level of expansion in the village.

| Ladysbridge Housing Stock |                |                |                  |
|---------------------------|----------------|----------------|------------------|
| Dwellings 2001            | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 48                        | 128            | 208            | 160              |

Source: Geo-directory

**14.2.2.** The Housing Land Availability Survey showed a moderate level of vacancy in the village in 2010. There were 14 vacant houses in total, as well as 3 under construction. There was a further 101 units with planning permission.

**14.2.3.** Much of the new development has not complemented the traditional pattern of development in the village in that new housing has comprised modern estate type development on greenfield sites, including terraced, semi detached and detached housing, the design of which has been suburban in character.

### Community Facilities

**14.2.4.** Despite its proximity to the key village of Castlemartyr, Ladysbridge itself functions as an important local service centre, and has a number of community facilities including a post office, public houses, childcare facilities, convenience store, parish hall and

recycling facilities. Kilcredan National School (246 pupils 2008/9) and Castlemartyr National Schools (138 pupils 2008/9) are the nearest primary schools serving the village.

### Infrastructure

**14.2.5.** A public water supply is available to serve the village.

**14.2.6.** New wastewater treatment infrastructure has been installed to serve recent housing development.

**14.2.7.** The village is reasonably accessible and is located on the R632. Within the village there are some footpaths and public lighting, although the footpaths are lacking in definition.

### Flooding

**14.2.8.** Parts of Ladysbridge have been identified as being at risk of flooding. The areas at risk cover most of the north and centre of the village and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities ‘The Planning System and Flood Risk Management,’ issued by the Minister of the Environment, Heritage and Local Government in 2009.

### Economy and Employment

**14.2.9.** Local employment is provided in a number of shops, pubs, a garage and a post office in the village. There is a garden centre north of the village.

### Environment and Heritage

**14.2.10.** There are no nature conservation designations in the vicinity.

**14.2.11.** The river body for Ladysbridge is identified as the Womanagh and the river body status is poor and at risk of not achieving good status by 2015. The overall objective for 2015 is to restore good status. A new waste water treatment plant for the village would aid the achievement of the objective to protect the water body. The following table summarises information in relation to water quality in area.

| Womanagh River               |                                      |
|------------------------------|--------------------------------------|
| Water Management Unit        | Womanagh                             |
| Waterbody Code               | IE-SW-19-1793                        |
| Protected Area               | No                                   |
| River Status (July 09)       | Poor                                 |
| Risk Assessment (River body) | At Risk of not achieving good status |
| Objective                    | Restore to good status by 2015       |
| Q value                      | Poor                                 |

14.2.12. Landscape type around Ladysbridge is identified in the draft Landscape strategy as broad fertile lowland valley the value and sensitivity of which is classified as of medium value.

**14.3 PROBLEMS AND OPPORTUNITIES**

14.3.1. In recent years, the village has experienced a significant level of residential development, which has been located mainly to the north and south of the village centre. This does not appear to have been matched by a commensurate provision of new services. There is a need to provide a school within the village to serve the level of existing and future growth in population numbers. This should be provided in an accessible location within the village boundary.

14.3.2. It is also important that the landscape setting and rural character of the village is adequately protected, by avoiding development on the floodplain of the Womanagh River and the slopes to the southwest and southeast of the village and protecting the strategic gap between the village and Castlemartyr.

14.3.3. Any new development should be in character with the scale and grain of the village. This plan will encourage small scale residential and community facilities.

14.3.4. Ladysbridge is located on the R632 regional route connecting Shanagarry with Castlemartyr. The village experiences large volumes of traffic, particularly during the summer months due to traffic to the coastal resorts of Garryvoe and Ballycotton. Adequate parking/delivery facilities and road markings would help avoid problems with congestion in the village.

14.3.5. It should be noted that the biological quality and phosphorus levels of this section of the Womanagh River (also known as the River Kiltha) are currently an issue in the receiving waters of this settlement.

**14.4 PLANNING PROPOSALS**

**General Objectives**

14.4.1. During the life of this plan, development will focus on lands within the village boundary and should seek to support the existing level of services in the village. The development boundary for the village defines the existing extent of the built up area, whilst also allowing some expansion for residential development.

14.4.2. Having regard to the village scale and services available in the village it is considered that not more than 40 additional housing units comprising a mix of house types should be permitted. In particular provision should be made for individual houses as alternatives to one off houses in the countryside.

14.4.3. Both the scale and form of development will be very much dependent on retaining the character of the village and improvements to the infrastructure of the village. While there may be opportunities for terraced and in-fill development in the village core, most development will be in the form of individual dwellings/ serviced sites and in this context no one proposal for residential development should be larger than 20 units.

14.4.4. Given the level of growth outlined above, it is not envisaged that the whole of the lands within the development boundary will be developed in the lifetime of the plan. While the inclusion of these lands will offer locational choice for new housing, there will be a requirement to accommodate uses other than residential to support the growing population of the village.

14.4.5. If improvements in water and wastewater treatment infrastructure cannot be delivered, the development potential of the village will be limited to a small number of individual houses with their own waste water and water facilities because of their cumulative environmental effects.

14.4.6. Further improvements to public footpaths, street lighting and car parking are required close to the village centre.

| Objective No. | Development Boundary Objectives   |
|---------------|---|
| DB-01         | <p>a. Within the development boundary of Ladysbridge it is an objective to encourage the development of up to 40 houses in the period 2010 – 2020.</p> <p>b. The number of houses in any particular group should have regard to the character of the existing village and will not normally exceed the provision of 20 units.</p> |

| Objective No. | Development Boundary Objectives   |
|---------------|---|
| DB-02         | <p>a. In order to secure the population growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of Ballymacoda Bay Special Area of Conservation, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for developments within this area.</p> <p>b. All development should be connected to the public water supply and wastewater treatment plant and make adequate provisions for storm water storage and disposal.</p> |
| DB-03         | In the absence of these services, development shall be limited to 10 individual dwelling units, subject to normal proper planning and sustainable development considerations. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality. Any new dwellings served by private facilities must make provision for connection to the public system in the future.   |
| DB-04         | Development within the core of the village shall be designed to a high standard and reinforce the character of the streetscape. Where appropriate development should be in the form of terraced development / courtyard schemes. New development should consolidate and strengthen the existing village core, be sympathetic to the scale and character of the village and respect the settings of existing buildings in the village.   |
| DB-05         | Residential development in other areas shall provide for small groups of houses, detached housing, serviced sites and or self build options.  |
| DB-06         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these  |

| <i>Objective No.</i> | <b><u>Development Boundary Objectives</u></b>  |
|----------------------|--|
|                      | lands is retained.   |
| DB-07                | Employment uses should be accommodated within the development boundary of the village and should make adequate provision for off street parking.   |
| DB-08                | Other tourist / business / industrial development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.  |
| DB-09                | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6. |

**Community & Utilities**

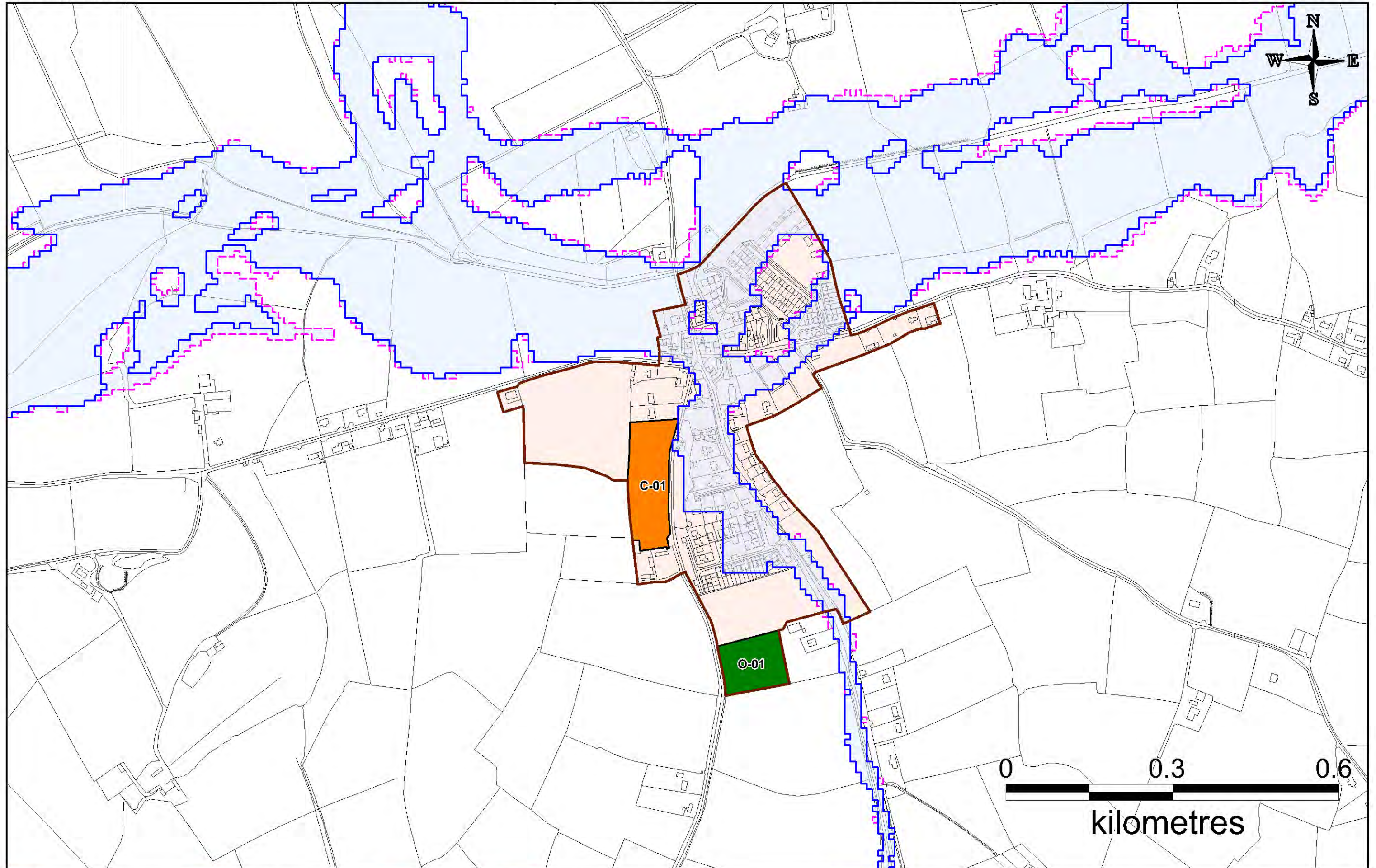
14.4.7. A site has been identified for a new primary school to serve the community.














| <i>Objective No.</i> | <b><u>Community</u></b> | <i>Approx Area (ha)</i> |
|----------------------|-------------------------|-------------------------|
| C-01                 | New primary school.     | 1.6                     |

**Open Space & Agriculture**

14.4.8. The open space area on the Garryvoe Road provides an important amenity for the village as well as forming a strategic edge to the village which it is important to retain.

| <i>Objective No.</i> | <b><u>Open Space and Agriculture</u></b> | <i>Approx Area (ha)</i> |
|----------------------|--|-------------------------|
| O-01                 | New open space and recreation area.      | 1.0                     |



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

# 15 Mogeely

## 15.1 VISION AND CONTEXT

*The strategic aims for Mogeely are to provide for a sustainable level of growth in both housing and jobs in a form that is sympathetic to the character and scale of the village, so as to ensure the retention and expansion of local services and facilities. It is envisaged that Mogeely will offer an attractive place to live and work, with an active community spirit and ultimately realising its full potential through the re-opening of the the rail line to Youghal.*

### Strategic Context

**15.1.1.** In the overall strategy of this Local Area Plan, Mogeely is designated as a **Village** within CASP Ring Strategic Planning Area. The CDP 2009 identifies villages as providing important services and facilities to significant rural hinterlands, and where it is an objective to encourage and facilitate population growth.

**15.1.2.** CASP Update 2008 noted the need to control future population growth in the CASP Ring, especially in the villages and rural areas in order to support the role of the Ring Towns and re-balance growth relative to its location within Metropolitan Cork. This will require more moderate growth within the village network of the Midleton EA to ensure the delivery of this CASP objective.

**15.1.3.** The village is located at the eastern edge of the Rural Housing Control Zone. The purpose of the Rural Housing Control Zone is primarily to restrict individual urban-generated houses and protect the character of rural areas. This restriction is relaxed in principle for local rural housing needs.

### Local Context

**15.1.4.** Mogeely is located approximately 2 kilometres north of Castlemartyr, on the former rail line between Youghal and Cork City. The local road running north – south and the disused rail line dissect the village into four with the majority of the established and more recent housing development and community facilities being located on the eastern side of the road and north of the rail line. Employment activity in the form of the Dairygold complex dominates the south-west quadrant. There are two t-junctions in the centre of the village at the junctions of the main street with the Midleton road and the Killeagh road.

**15.1.5.** Regular passenger services on the Youghal rail line ceased in 1963, although Knock pilgrimage trains and GAA specials continued to use the line until the last train ran in 1988. Mogeely station has since fallen into an advanced state of dereliction and the track is now overgrown.

## 15.2 PLANNING CONSIDERATIONS

### Population and Housing

**15.2.1.** Census 2006 population figures are not available for Mogeely village however, Geo-directory information shows a considerable increase in the number of houses in the village in the last decade, with a particularly rapid increase in the five year period up to 2010. It is estimated that there are 152 houses in the village in 2010 which represents a tripling of the house numbers from that recorded in 2005.

| Mogeely Housing Stock |                |                |                  |
|-----------------------|----------------|----------------|------------------|
| Dwellings 2001        | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 40                    | 54             | 152            | 112              |

Source: Geo-directory

**15.2.2.** There have been three recent housing developments in the village, one on the Dungourney road, one on the Killeagh road and one on the approach road from Castlemartyr and these developments have contributed to the housing mix in the village. A further residential scheme is also under construction on the southern side of the Killeagh road.

**15.2.3.** While the pace of growth has been rapid in more recent years, the village has coped reasonably well in assimilating this new housing and which has no doubt contributed to the retention of existing services and facilities in the village.

**15.2.4.** The slowdown in the housing market has given rise to an issue of vacant houses in the village. A total of 25 units were identified as vacant in surveys undertaken in early 2010 which represents approximately 16% of the total housing stock. While this is an undesirable situation, the proximity of the settlement to Midleton, its location on the rail line, the relative ease of access to the N25 and the relatively small number of units involved, should see this situation correct itself in the early years of the life of this plan.

**15.2.5.** Construction activity has also halted leaving outstanding planning permissions granted for a total of 140 units.

### Community Facilities

**15.2.6.** Mogeely has a number of important community facilities and services including a church, two cemeteries and three public houses. The village has an active Development Association which has been instrumental in co-ordinating the preparation of a 5 year development plan on behalf of a variety of groups / clubs, namely, Mogeely Community Playground, Tidy Towns Group, the Vintage Club, the Soccer Club and the Tennis Club. The primary focus of this plan is the future development of the Council owned 'community field' located to the east and rear of the Council housing scheme on the Killeagh road for community uses. The 'community field' currently contains a soccer pitch and tennis court and both it and the adjoining lands to the east are used by the Vintage Club for their Annual Vintage Festival. A new children's playground has also recently been built at this location.

### Infrastructure

**15.2.7.** Although not located on a main route, Mogeely has easy access to the N25 national road via Castlemartyr to the south or the Churchtown road back towards Midleton eastwards. Ultimately the proposed bypass of Castlemartyr will run to the south of the village providing even more convenient access to the improved N25.

**15.2.8.** A daily public bus service operates between the village and Cork City via the Youghal route.

**15.2.9.** Wastewater disposal in the village is via a new wastewater treatment plant installed in 2008 and which provides tertiary treatment. The PE design of the plant is 1200, although current treatment is 560 PE. The plant is capable of being expanded to cater for 2000 PE through modular construction. Discharge is to the Kiltaha River and while there is additional treatment capacity, the assimilative capacity (BOD) of the receiving waters is insufficient.

**15.2.10.** There are major constraints with the existing water supply, which serves Castlemartyr and Ladysbridge as well as serving Mogeely. To cater for the development envisaged in this plan, major investment is required in the near future.

**15.2.11.** Mogeely is located within the Dower River Protection Area established to protect the Dower Spring which supplies the Whitegate Regional Water Supply Scheme.

### Flooding

**15.2.12.** Parts of Mogeely have been identified as being at risk of flooding. The areas at risk are mainly in the south west and north of the village and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is

given in Section 1 of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

**15.2.13.** The 'Indicative Flood Extent Map' shown as part of the zoning map for Mogeely may be subject to some local uncertainties inherent in the flood risk modelling process used to generate the maps. Those contemplating development in or near the areas shown as being subject to a possible risk of future flooding are recommended, in consultation with County Council staff, to consider the need to undertake Stage 1 of the site-specific flood assessment process set out paragraph 1.7.12 in order to address any uncertainty in relation to flood risks before submitting an application for planning permission.

**Economy and Employment**

**15.2.14.** The Dairygold agri-industrial complex is a dominant feature in the centre of the village and is an extremely important source of local commerce and employment. The complex is divided in two by the Churchtown road and grain silos, fertilizer storage and an agri-store are some of the activities on the northern portion of the site and a cheese plant to the south of the road.

**15.2.15.** The three pubs in the village are the only other source of local employment, although the proximity to Midleton town offers opportunities with a relatively short commute.

**Environment and Heritage**

**15.2.16.** The village drains to two river catchments namely, the Kiltha River (which is a tributary of the Womanagh River) and the Womanagh River itself. The assimilative capacity of the Kiltha River is a serious issue in this settlement.

**15.2.17.** The following table provides a summary of water quality information for the two waterbodies:

| Kiltha River                 |                                       |
|------------------------------|---------------------------------------|
| Water Management Unit        | Womanagh                              |
| Waterbody Code               | IE_SW_19_1909                         |
| Protected Area               | No                                    |
| River Status (2009)          | Moderate                              |
| Risk Assessment (River body) | At risk of not achieving good status. |
| Objective                    | Restore good status by 2021.          |
| Q value                      | Moderate                              |

| Womanagh River               |                                       |
|------------------------------|---------------------------------------|
| Water Management Unit        | Womanagh                              |
| Waterbody Code               | IE_SW_19_1793                         |
| Protected Area               | No                                    |
| River Status (2009)          | Poor                                  |
| Risk Assessment (River body) | At risk of not achieving good status. |
| Objective                    | Restore good status by 2021.          |
| Q value                      | Poor                                  |

**15.2.18.** Neither water body has achieved good status and both are at risk if not achieving good status by the target date of 2021 due to factors such as pressures from agriculture and quarrying.

**15.2.19.** The Catholic Church of the Scared Heart of Jesus (RPS No. 00399), which is located in the centre of the village, is entered in the Record of Protected Structures.

**15.2.20.** As well as the church, the National Inventory of Architectural Heritage contains a number of entries for the village associated with the rail line; the Railway Station building, the Station Master's House and the level crossing. All are considered to be of regional importance.

**15.2.21.** In the Draft Landscape Strategy 2008 Mogeely is identified as being located in an area of landscape character type called 'Broad Fertile Lowland Valleys' which is a landscape deemed to be of high value. This landscape is rated to be of County importance and is classed as high sensitivity (vulnerable landscape which is highly sensitive to certain types of changes and with the ability to accommodate limited development).

**15.3 PROBLEMS AND OPPORTUNITIES**

**15.3.1.** Mogeely has traditionally had a strong industrial base and has been an important source of employment in East Cork. It is important that the industrial viability of the settlement is maintained during the life of this Local Area Plan. However, given the restructuring of agricultural and dairy based industry in recent years, it is important that the village broaden its industrial and employment base and achieve a more balanced mix of land uses over the life of this plan. There is an opportunity to provide for additional retail facilities and services.

**15.3.2.** The reopening of the rail line remains a long-term objective for the Mogeely area. Even though this is probably outside the timeframe of this Local Area Plan, it is important that this long term objective is not compromised by inappropriate development or land use proposals.

**15.3.3.** Other important issues include the need for improved infrastructure, including a new or upgraded water supply, additional or improved footpaths and public lighting and the provision of traffic calming measures. The haphazard parking arrangements and lack of a properly defined road edge/ boundary treatment at the Dairygold plant detract from the visual amenities of the village.

**15.3.4.** Dairygold remains the most significant employer in the village. In the 2005 Plan additional lands were identified to accommodate small to medium sized industrial units in order to encourage some diversification and broadening of the employment base. To date, no development has occurred on this site, and the site has now been identified as at risk of flooding.

**15.4 PLANNING PROPOSALS**

**General Objectives**

**15.4.1.** The development boundary for the village allows for a balance between residential and employment uses as well as retaining and strengthening of public amenities. Recent housing development has integrated into the fabric of the existing village, although the design of some of the new housing could be more sympathetic to the village setting. In an effort to build on the growth that has already occurred in the village in recent times, and having regard to the grain and character of the existing fabric of the village, this plan proposes that an additional 80 units be provided in the village over the lifetime of the plan, so as to bring the housing stock to 232.

**15.4.2.** In the past permission has been granted for development outside the scale now proposed and whilst opportunity remains for the implementation of any permissions granted, it is considered that development of that scale would not be in line with current Ministerial policy on the scale of development in villages.

**15.4.3.** Both the scale and form of development will be very much dependent on retaining the character of the village, improvements to the infrastructure of the village and assuming the issues in relation to the assimilative capacity of the river can be resolved satisfactorily. The most appropriate scale of any new individual development is considered to be in the order of 12 units.

**15.4.4.** There is a serious deficiency in water supply infrastructure and so any new development in Mogeely can only proceed subject to the implementation of plans to upgrade the water supply arrangements.

**15.4.5.** It is important that any new development is shaped by general design guidance so as to retain and enhance the special character of the village. Consideration will be given to proposals for

infill development and changes of use in an effort to encourage the development of a wider range of services for the village.

**15.4.6.** There will also be a requirement to accommodate uses other than residential to support the growing population of the village. Additional retail or service uses are likely to be more viable given the population growth in recent years and the additional growth envisaged in this plan.

**15.4.7.** The provision and extension of footpaths and public lighting, the implementation of some minor traffic calming measures and provision of appropriate boundary treatments and road definition outside the Dairygold complex will create a more attractive and safer village centre.

**15.4.8.** The re-opening of the rail line in future years may change the role of the village and it is important that in the intervening time no development takes place in the village that would compromise the rail line or its associated infrastructure. Furthermore, no new lands adjacent to the rail line have been included in the boundary of the village, which remains the same as the boundary established in the 2005 Local Area Plan.

| Objective No. | Development Boundary Objectives   |
|---------------|---|
| DB-01         | <ul style="list-style-type: none"> <li>a. Within the development boundary of Mogeely it is an objective to encourage the development of up to 80 additional dwelling units in the period 2010-2020.</li> <li>b. No one proposal for residential development shall be larger than 12 housing units.</li> </ul>   |
| DB-02         | <p>It is an objective that new development;</p> <ul style="list-style-type: none"> <li>a. consolidate and strengthen the existing village core, reinforcing the streetscape where appropriate,</li> <li>b. is sympathetic to the character of the village,</li> <li>c. utilises traditional form, materials and detailing,</li> <li>d. allows sufficient set back in the building line to accommodate a footpath, where appropriate.</li> </ul> <p>New housing development outside of the village centre shall generally be in the form of small groups of housing, detached housing or serviced sites.</p> |
| DB-03         | <ul style="list-style-type: none"> <li>a. It is an objective that all development connect to the existing public wastewater treatment plant.</li> <li>b. In order to secure the growth and supporting development proposed in DB -01,</li> </ul>  |

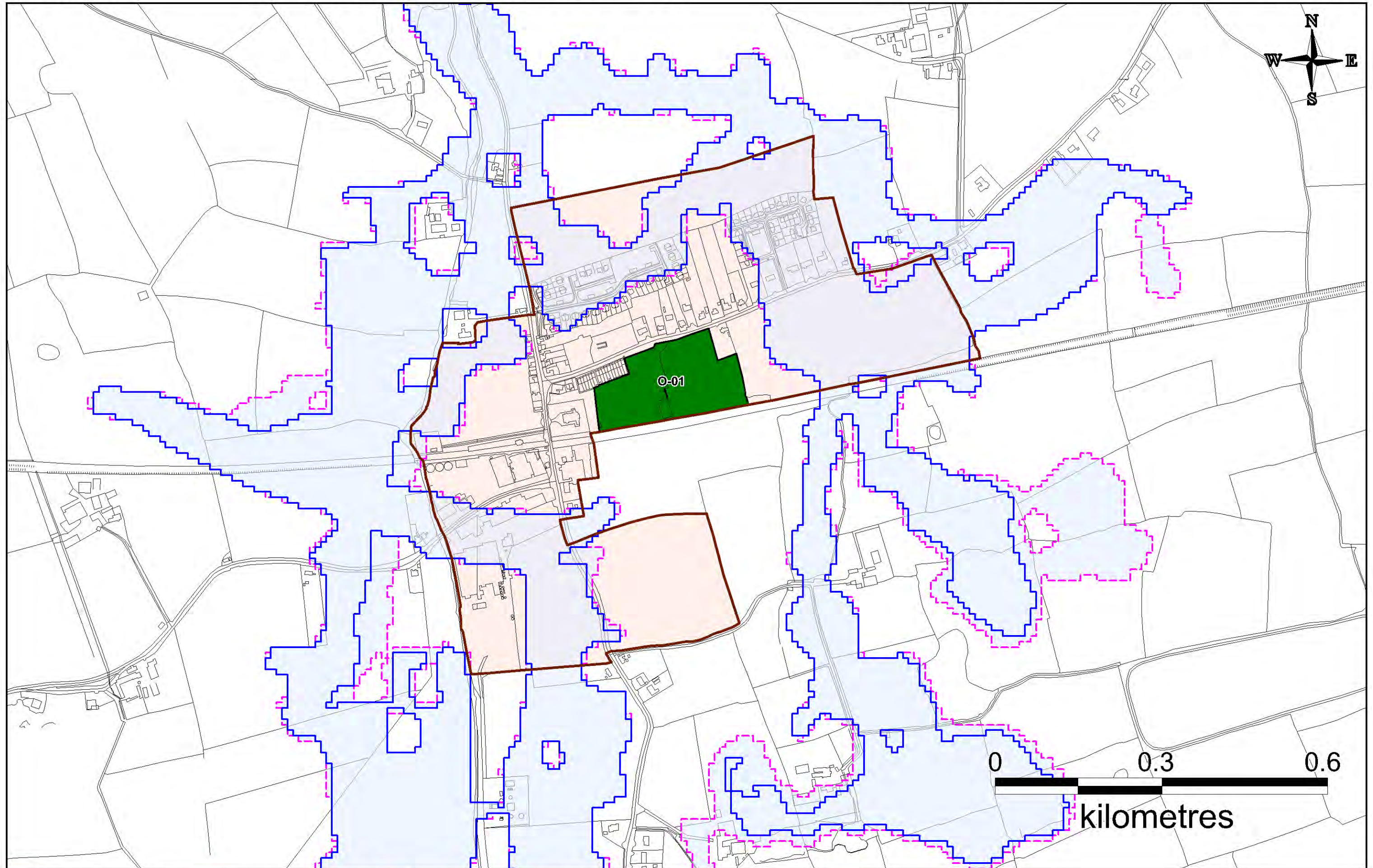
| Objective No. | Development Boundary Objectives  |
|---------------|--|
|               | appropriate and sustainable water supply infrastructure needs to be provided in tandem with the development.   |
| DB-04         | It is an objective to extend footpaths and public lighting to serve the whole of the village and where practicable, to provide for the undergrounding of utilities.  |
| DB-05         | It is an objective to implement traffic calming measures in the village, including measures to prevent inappropriate roadside parking.   |
| DB-06         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.  |
| DB-07         | It is an objective to encourage additional retail and services in the village commensurate with the scale of the settlement.   |
| DB-08         | It is an objective to safeguard the existing rail line and associated rail infrastructure from inappropriate development that could compromise its use as a rail facility in the future.   |
| DB-09         | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6. |

**Open Space & Agriculture**

**15.4.9.** The existing ‘community field’ plays an important part in the provision of recreation and community facilities and additional lands to provide for the expanded needs of the growing community are required. This plan makes provision for the doubling of the lands available for recreation so as to allow for the clustering of community facilities and uses as envisaged in the five year plan developed by the community.

| Objective No. | Open Space & Agriculture                                 | Approx Area (ha) |
|---------------|--|------------------|
| O-01          | Maintain and improve active open space and amenity area. | 3.1              |





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

# 16 Saleen

## 16.1 VISION AND CONTEXT

*The strategic aims for the village are to encourage the consolidation of the settlement and to promote sympathetic development in tandem with the provision of infrastructure and services, whilst protecting and enhancing the natural scenic amenities of the village in its coastal setting.*

### Strategic Context

**16.1.1.** In the overall strategy of this Local Area Plan, Saleen is designated as a **Village** within the County Metropolitan Strategic Planning Area. The County Development Plan 2009 outlines the important role of villages in the provision of services and facilities such as primary schools, shops or recreation facilities to significant rural hinterlands.

**16.1.2.** The village is located at the edge of the Metropolitan Green Belt where it is an objective to preserve the largely undeveloped nature of the lands that lie within it and to reserve lands generally for agriculture, open space or recreation uses. The land immediately south and east of the existing village is designated as part of the Rural Housing Control Zone. The purpose of the Rural Housing Control Zone is primarily to restrict individual urban-generated houses and protect the character of rural areas. This restriction is relaxed in principle for local rural housing needs.

### Local Context

**16.1.3.** Saleen is located on the R630 regional road approximately 6 kilometres south of Midleton and approximately 8 kilometres northeast of Whitegate. The substantive part of the village is located on the western side of the road and the boundary now extends up the hill to encompass the small settlement of Scartlea. In the 2005 Plan the national school and housing development at Scartlea were not included within the boundary of the village however, permission has since been granted for a housing development on those lands connecting the two settlements and given their interdependence, the inclusion of the cluster at Scartlea is logical.

**16.1.4.** The village is located at the eastern edge of Cork Harbour, in an area comprising considerable natural and scenic amenities.

Poulnabibe Inlet, which is located to the west of the village, is designated as part of an extensive nature conservation area.

## 16.2 PLANNING CONSIDERATIONS

### Population and Housing

**16.2.1.** Having had virtually no growth in the early part of the last decade, Saleen experienced an almost doubling in size between 2005 and 2010.

| Saleen Housing Stock |                |                |                  |
|----------------------|----------------|----------------|------------------|
| Dwellings 2001       | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 47                   | 48             | 95             | 48               |

Source: Geo-directory

**16.2.2.** While the Census does not record a population for the village, it can be assumed that like the housing trend, the population of the village experienced significant growth in recent years.

**16.2.3.** This growth has seen a consolidation of the village core through the development of two new housing developments to the north of the main street. These developments offer a good housing mix of semi-detached and larger self-build detached housing and are of a scale that fits well with the established village. The development built at Scartlea is somewhat isolated from the remainder of the village but this may be improved when or if the housing development permitted on the intervening lands is constructed.

**16.2.4.** There are a significant number of outstanding planning permissions totalling 185 units split between a site to the north, between the village centre and Scartlea, and on lands to the south of the main street. The largest of these is for 133 units (127 dwellings and 6 serviced sites) on the northern side of the village centre. There is no vacancy issue in Saleen as recent developments have all been fully occupied.

### Community Facilities

**16.2.5.** The village of Saleen is served by a church, public house and Scartlea primary school, which is located approximately half a kilometre north of the village centre. Daily public bus services operate between Whitegate, Midleton and Cork City.

### Infrastructure

**16.2.6.** The village is located on the R630, approximately mid way between Midleton and Whitegate and where a 60kph speed limit applies. A Traffic Management Study for the Midleton to Whitegate R630 road was adopted in February 2009 and contains specific recommendations for road improvements in Saleen.

**16.2.7.** The current water supply to Saleen is from the Whitegate Regional Water Supply Scheme, which is limited at the moment due mainly to network deficiencies.

**16.2.8.** The village is served by a septic tank which is overloaded and appears to discharge directly to the Cloyne River untreated. The provision of a wastewater treatment plant to serve a population equivalent of 1,200 has been identified in the Water Service Investment Programme 2010-2012 as a scheme at planning stage.

### Flooding

**16.2.9.** Parts of Saleen have been identified as being at risk of flooding. The areas at risk follow the path of the watercourse to the south of the village and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

### Economy and Employment

**16.2.10.** A public house on the eastern side of the regional road at the t-junction with the village main street is the only business operating in the village.

### Environment

**16.2.11.** The Cloyne River runs along the south of the village from west to east and discharging to the Poulnabibe Inlet, an important nature conservation site and part of Cork Harbour SPA. Water quality in this part of the harbour is identified as of moderate ecological status and while it is an objective to restore to good status there is a risk that it will not achieve good status by 2015. The planned new wastewater treatment plant should help in achieving this aim.

**16.2.12.** There are three buildings or other structures entered in the Record of Protected Structures in the Saleen area, including the Church of the Mother of God, which is centrally located in the village, while Castle Mary and Jamesbrook Hall which are located to the east

and west of the village respectively, form an important part of the landscape setting of the village.

**16.2.13.** A number of recorded monuments are also located within the village including a circular enclosure (CO 088-103) and a corn mill (CO088-054) and the church is again recorded as a monument (CO088-120).

**16.2.14.** A number of important natural heritage sites are located close to Saleen. Poul nabibe inlet, which is located to the west of the village, along with Rostellan Lough and Aghada Shore forms part of a larger proposed Natural Heritage Area (pNHA-1076), which is of significance for its waterfowl. This inlet is also designated as part of a Special Protection Area (SPA-4030) for Cork Harbour which is an internationally important wetland site.

**16.2.15.** The Draft Landscape Strategy identifies Saleen as being located within the City Harbour and Estuary landscape character type which is deemed to be of very high value (scenic landscapes with highest natural and cultural quality, areas with conservation interest and of natural importance). This landscape is rated to be of National Importance. Landscape sensitivity is classified as Very High, as these are landscapes which are considered extra vulnerable and likely to be fragile and susceptible to change.

**16.2.16.** The village also sits within a designated scenic landscape where it is an objective to preserve the visual and scenic amenities of these areas of natural beauty. The approach road from Whitegate and the local road to East Ferry are designated as part of the S51 scenic route, where the objective is to preserve the character of the views and prospects from the route.

### 16.3 PROBLEMS AND OPPORTUNITIES

**16.3.1.** Saleen village has a limited range of services. Scartlea School is an important community facility, and although a footpath has been provided along the main road it remains isolated from the remainder of the settlement. The village itself would benefit from a more compact form (as opposed to the bi-polar form of development currently being experienced) and from some regeneration in a number of important locations. Pedestrian linkages between developments on the hillside are desirable.

**16.3.2.** The attractive setting and the potential for relatively uncongested car based commuting to both Midleton and Cork has made Saleen a popular location for new development in recent years. However, the continuation of this form of development is a threat to the village's unique character and could seriously undermine the attractiveness of the area. It is important that further development maintains the integrity of the surrounding metropolitan greenbelt and the rural character of the area. It is also important that the nature conservation areas surrounding the village are adequately protected.

This can be achieved in part, by avoiding development within the vicinity of the Poul nabibe inlet.

**16.3.3.** Other important issues include the need for improved infrastructure, additional or improved community facilities and the provision of traffic calming measures. Scartlea National School is over capacity and a number of portacabins have been placed on site to cater for the numbers. To allow the village to develop in an orderly manner, it is particularly important that public wastewater facilities with sufficient capacity to cater for existing and proposed development within the entire village are provided.

**16.3.4.** In both the 1996 County Development Plan and the 2005 Local Area Plan a large site of 83 hectares on the southern side of the settlement was zoned for standalone industry but this site remains undeveloped. The current County Development Plan 2009 sets out an overall employment strategy for the county, and within the Metropolitan Strategic Planning Area, a number of strategic employment centres have been identified, namely Ringaskiddy, Little Island, Carrigtwohill and Kilbarry. (Whitegate has also been recognised as having a function as a Specialist Employment Centre related to its role in the storage and processing of strategic energy resources). These centres have been identified taking into account factors influencing the location of large scale industry, (particularly companies involving foreign direct investment), including proximity to large conurbations and the need for good access to public transport facilities.

**16.3.5.** In light of this new employment strategy and the prevailing industry requirements, the suitability of the site at Saleen for stand-alone industry has been re-examined.

**16.3.6.** The physical slope is not best suited to the modern large block footprint typical of stand-alone companies. Development on the site would likely result in large scale intervention in the landscape and associated visual impacts in this scenic landscape. The site is bounded by two designated nature conservation sites of international importance, the Cork Harbour SPA and the Poul nabibe inlet pNHA which could potentially be impacted by development on the site. Additionally, proximity to existing housing, and a lack of infrastructure are important considerations.

**16.3.7.** Having examined the issues, it is therefore considered that the case for the inclusion of the standalone site no longer outweighs the adverse environmental impacts that would arise from development. The provision of suitable sites at Carrigtwohill, Whitegate and other locations close to sustainable transport and centres of population are more likely to meet the requirements of modern day large-scale industry and are compatible with the County's employment strategy.

**16.3.8.** The permission granted for a mixed use development on the south side of the main street including the provision of a number of

commercial units presents an opportunity to enhance the retail offer and services available in the village, although no development has yet commenced in the permission granted in early 2009.

**16.3.9.** There exists an attractive route on the northern side of the inlet passing Jamesbrook Hall heading to East Ferry which is of significant amenity value. The formalising of an amenity walk through the provision of footpaths is unlikely given the lack of road space and unnecessary given the nature of the local traffic and the desire to maintain its natural amenity.

**16.3.10.** Saleen Wood which wraps around the southern side of the village was once part of the Rostellan Castle demesne and makes an important contribution to the character and setting of the village. It offers opportunities for informal recreation, has a high bio-diversity value and scenic quality and should be protected.

### 16.4 PLANNING PROPOSALS

#### General Objectives

**16.4.1.** In assessing the appropriate scale of the village in the future, factors including the character or 'grain' of the village, the number of outstanding planning permissions and the inclusion of the Saleen Sewerage Scheme on the Water Services Investment Programme 2010-2012 are important considerations. This plan proposes that an additional 50 units be provided in the village over the lifetime of the plan. This would bring the total housing stock in the village to approximately 145 houses by 2020, a similar level of growth as was experienced in the last 10 years.

**16.4.2.** In the past permission has been granted for development outside the scale now proposed and whilst opportunity remains for the implementation of any permissions granted, it is considered that development of that scale would not be in line with current Ministerial policy on the scale of development in villages.

**16.4.3.** Both the scale and form of development will be very much dependant on retaining the character of the village and the delivery of improvements to infrastructure. Without the resolution of infrastructural constraints associated with wastewater disposal development will not be able to proceed. There will be opportunities for a mix of house types and sizes as reflected in the developments already permitted but not yet built, although no one proposal for residential development should be larger than 10 units, in line with Government Guidelines.

**16.4.4.** If the planned investment in wastewater treatment infrastructure cannot be delivered, the development potential of Saleen will be limited to a small number of individual houses with their own wastewater treatment facilities because of their cumulative environmental effects.

**16.4.5.** During the life of this plan, development will continue to focus mainly on the development and expansion of the village centre, the low-lying lands to the south of the village and land to the north of the settlement towards the school on which permissions are outstanding. Pedestrian linkages within the settlement and not just on the regional road are required.

**16.4.6.** Additional retail and services are to be encouraged in the village in line with the population growth.

**16.4.7.** Detailed road improvement works required in the village have been identified in the Midleton to Whitegate R630 Traffic Management Study centred around improving safety for all road users through the modification of the current rural road layout to a more urban one. It is a requirement of this Plan that any new development makes provision for the implementation of the recommendations of this Study.

| Objective No. | Development Boundary Objectives   |
|---------------|---|
| DB-01         | <p>a. Within the development boundary of Saleen it is an objective to encourage the development of up to 50 additional dwelling units in the period 2010-2020.</p> <p>b. No one proposal for residential development shall be larger than 10 housing units.</p>   |
| DB-02         | <p>It is an objective that new development;</p> <p>a. consolidate and strengthen the existing village core, reinforcing the streetscape where appropriate,</p> <p>b. is sympathetic to the character of the village,</p> <p>c. utilises traditional form, materials and detailing,</p> <p>d. provides for pedestrian linkage with established adjoining and future development.</p> <p>New housing development outside of the village centre shall generally be in the form of small groups of housing, detached housing or serviced sites.</p> |
| DB-03         | <p>a. In order to secure the growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to</p>  |

| Objective No. | Development Boundary Objectives  |
|---------------|--|
|               | <p>ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for developments within this area.</p> <p>b. It is an objective that all development connect to the current public drinking water supply.</p> <p>c. In the absence of these services, development shall be limited to 10 individual dwelling units, subject to normal proper planning and sustainable development considerations. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality and on the adjacent Special Protection Area. Any new dwellings served by private facilities must make provision for connection to the public system in the future.</p> |
| DB-04         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.  |
| DB-05         | It is an objective to extend footpaths and public lighting to serve the whole of the village and where practicable, to provide for the undergrounding of utilities. Provision shall be made for pedestrian linkages between housing areas at design stage.   |
| DB-06         | It is an objective to implement the traffic management proposals for Saleen contained in the Midleton to Whitegate R630 Traffic Management Study and to require that any new development adheres fully to, and where appropriate implements, the recommendations of that Study.  |
| DB-07         | It is an objective to encourage additional retail and other services in the village core commensurate with the scale of the settlement.  |
| DB-08         | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and  |

| Objective No. | Development Boundary Objectives |
|---------------|---------------------------------|
|               | 1-6.                            |

**Community & Utilities**

**16.4.8.** The national school at Scartlea is already at capacity and additional lands adjacent to the school have been protected to allow for the expansion of the school in the future.

**16.4.9.** It is proposed to further develop the village’s amenities and provide greater access to the natural and scenic amenities of the area by developing a number of new amenity walks.

**16.4.10.** The specific community and utilities objectives for Saleen are set out in the following tables:

| Objective No. | Community                                  | Approx Area (ha) |
|---------------|--|------------------|
| C-01          | Provision for extension to primary school. | 1.0              |

| Objective No. | Utilities  | Approx Area (ha) |
|---------------|--|------------------|
| U-01          | Develop and maintain amenity walk. The proposed walk is adjacent to Cork Harbour Special Protection Area will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive. The development of this walk may only proceed where it can be shown that they will not have significant negative impact on the SPA. | -                |
| U-02          | Develop and maintain amenity walk. The proposed walk is adjacent to Cork Harbour Special Protection Area will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive. The development of this walk may only proceed where it can be shown that it will not have significant negative impact on the SPA.   | -                |
| U-03          | Develop and maintain amenity walk. The proposed walk is adjacent to Cork Harbour Special Protection Area will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive. The development of this   | -                |

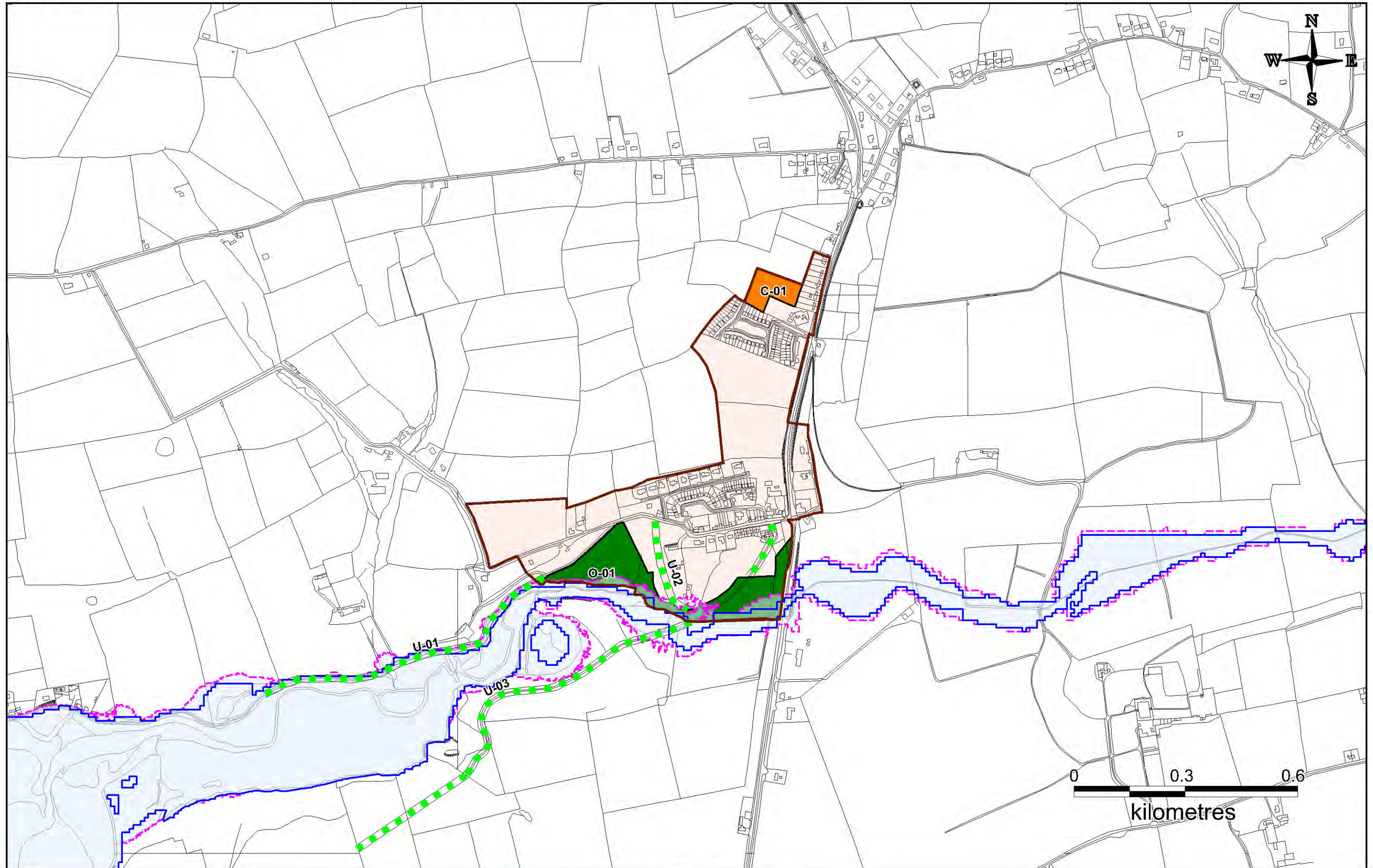
|  |   |  |
|--|---|--|
|  | walk may only proceed where it can be shown that it will not have significant negative impact on the SPA. |  |
|--|---|--|

**Open Space & Agriculture**

**16.4.11.** The importance of Saleen Wood to the setting and character of the village cannot be underestimated and so it is proposed to protect and preserve this unique amenity from development.

| <i>Objective No.</i> | <b>Open Space, Sports &amp; Recreation</b>   | <i>Approx Area (ha)</i> |
|----------------------|--|-------------------------|
| O-01                 | Passive open space to provide for a long term mature landscape setting for the village. Proposals for the long term maintenance and management of the woodland and its use for informal recreation will be encouraged. The existing amenity walk shall be retained. Development proposals for the amenity walk will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC. | 5.4                     |





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

# 17 Shanagarry / Garryvoe

## 17.1 VISION AND CONTEXT

*An Seangharrai – The Old Garden – Birthplace of William Penn – founder of Pennsylvania*

**The vision for Shanagarry/Garryvoe to 2020 is to promote the tourist potential of the area in tandem with a balanced provision of services and permanent residential development, and to protect the special environmental and coastal setting of the area.**

### Strategic Context

**17.1.1.** Shanagarry/Garryvoe together are designated as a village located within the CASP Ring Strategic Planning Area. The objectives of the County Development Plan in regard to the settlements in the Ring area are based on a number of sustainable goals, “to establish an appropriate balance in the spatial pattern of distribution of future population growth, broadly in line with CASP, so that Bandon, Fermoy, Macroom and Youghal can accelerate their rate of growth and achieve a critical mass of population in the towns to enable them maximise their potential to attract new investment in employment, services and public transport”.

**17.1.2.** It is also an objective “to facilitate the development of the villages and rural areas 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 being under pressure from urban development. (Para 2.4.29, p. 31, County Development Plan 2009).

**17.1.3.** CASP Update 2008 noted the need to control future population growth in the CASP Ring, especially in the villages and rural areas in order to support the role of the Ring Towns and re-balance growth relative to its location within Metropolitan Cork. This will require more moderate growth within the village network of the Midleton EA to ensure the delivery of this CASP objective.

### Local Context

**17.1.4.** Shanagarry and the coastal resort of Garryvoe are situated approximately 14 kilometres southeast of Midleton, on the R632 regional route connecting Shanagarry and Castlemartyr.

**17.1.5.** Shanagarry/Garryvoe serve a number of important functions as local service centres, as well as employment and tourism centres. The villages have a number of important community facilities including a post office, public houses, childcare facilities, convenience stores, parish hall and recycling facilities.

**17.1.6.** Shanagarry has retained much of its original rural character particularly along the main street (R632). Most of the new housing development has been on lands to the north of the R632 and is not immediately apparent from the main street. The new developments mainly take the form of semi detached and detached dwellings and are for the most part reasonably well designed.

**17.1.7.** Shanagarry is home to Darina Allen’s International Cookery School and Gardens and Ballymaloe House Hotel and Restaurant is located about 2 km to the west of the village. The old Stephen Pearce Pottery Studio and Emporium have been taken over by Jack O Patsy Pottery and the Kilkenny Design Company respectively.

**17.1.8.** The village is situated within an area comprising considerable natural and built heritage, and scenic amenities. There are four buildings or other structures in the Shanagarry / Garryvoe area entered in the Record of Protected Structures. This includes Saint Colman’s Catholic Church, Shanagarry House and Castle, and Garryvoe Pocket Castle which is located to the north of Garryvoe Strand.

**17.1.9.** Much of the coastal area south of Shanagarry is designated as scenic landscape, while a significant amount of the shoreline area around Garryvoe is designated as a Special Protection Area for Birds and a proposed Natural Heritage Area. This coastal area comprises a wetland, part of which remains tidal, accommodates a number of species of birds and is also a site of geological interest.

**17.1.10.** There is a strategic gap between the two villages which to date has been protected from development.

## 17.2 PLANNING CONSIDERATIONS

### Population and Housing

**17.2.1.** The census shows very low growth of just 2.1% in the villages for the intercensal period of 2002-2006, with the population increasing from 291 to 297. However the geodirectory figures for the period 2000 to 2010 show a much different story in terms of growth in housing development. The number of dwelling units in the village increased from 137 in 2000 to 357 in 2010. This constitutes a considerable level of development in the villages and suggests that much of the housing may be second or holiday homes.

| Shanagarry/ Garryvoe Housing Stock |                |                |                  |
|------------------------------------|----------------|----------------|------------------|
| Dwellings 2001                     | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 137                                | 174            | 357            | 220              |

Source: Geo-directory

**17.2.2.** The Housing Land Availability Survey showed a moderate level of vacancy in the villages in 2010. There were 52 vacant houses in total which amounts to 14 % of the total housing stock. There was a further 19 units with planning permission.

### Community Facilities

**17.2.3.** Shanagarry / Garryvoe have a number of important community facilities including sports facilities. Shanagarry is home to Russell Rovers Hurling and Football Club as well as St Coleman’s Amateur Boxing Club. Garryvoe beach is an important attraction for day trips, while the area also has a number of services associated with the tourist industry including a hotel, caravan park, guesthouse accommodation and craft shops.

**17.2.4.** There is a national school in the village. The 2008/2009 school records show that the school had 92 pupils.

### Infrastructure

**17.2.5.** A daily public bus service operates between Garryvoe / Shanagarry and Cork City.

**17.2.6.** The water supply to the area is from Whitegate Regional Water Supply Scheme and is limited due to network difficulties.

**17.2.7.** Wastewater treatment is a crucial issue in the Garryvoe – Shanagarry area including water quality in the beach area. There is no public sewer in the village at present, however there are proposals for a new waste water treatment plant as part of the Ballycotton/Shanagarry/Garryvoe scheme which is at planning stage and will have a PE design of 1200. This will involve providing a new plant, new sea outfall and new pipework. The area is part of the Womanagh River Management Unit Action Plan.

**17.2.8.** Within the villages there are some footpaths and public lighting, although the footpaths are lacking in definition.

### Flooding

**17.2.9.** Parts of Shanagarry/ Garryvoe have been identified as being at risk of flooding. The areas at risk follow the path of the Shanagarry and Ballylongane Rivers through the village and are illustrated on the settlement map. Government Guidelines require,



and it is an objective of this plan, that future development is avoided in areas indicated as being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

**Economy and Employment**

**17.2.10.** Shanagarry is renowned for being at the heart of the good food movement in East Cork and is the location of the Darina Allen's Cookery School and Gardens as well as Ballymaloe House. Kilkenny Design have taken over the former Stephen Pearce shop adjacent to the castle and Jack O Patsy Pottery took over the manufacturing area. These companies provide significant local direct employment and act as considerable attractors for visitors to the area generating important tourism revenue.

**17.2.11.** The beach in Garryvoe is a designated blue flag beach and has had the benefit of a car park upgrade in recent years. The 4 star Garryvoe Hotel is a popular choice for tourists and as a wedding venue.

**17.2.12.** There is also a caravan park and shop in Garryvoe, while Shanagarry has a petrol station, shop and a number of public houses.

**Environment and Heritage**

**17.2.13.** There are a couple of nature conservation designations in the vicinity. Ballycotton Bay is a designated proposed Natural Heritage Area and a Special Protection Area. The area to the south east of Shanagarry is designated scenic landscape in the 2009 County Development Plan.

**17.2.14.** There are two river water bodies affecting Shanagarry/Garryvoe, the Shanagarry and the Ballylongane RWBs. The status of both is poor and at risk of not achieving good status by 2015. The overall objective for 2015 is to restore good status. A new waste water treatment plant for the village would aid the achievement of the objective to protect the water bodies. The following tables summarise information in relation to water quality in area.

| Shanagarry River             |                                      |
|------------------------------|--------------------------------------|
| Water Management Unit        | Womanagh                             |
| Waterbody Code               | IE-SW-19-1742                        |
| Protected Area               | Yes                                  |
| River Status (July 09)       | Poor                                 |
| Risk Assessment (River body) | At Risk of not achieving good status |
| Objective                    | Restore to good status by 2015       |
| Q value                      | N/a                                  |

| Ballylongane River           |                                      |
|------------------------------|--------------------------------------|
| Water Management Unit        | Womanagh                             |
| Waterbody Code               | IE-SW-19-1843                        |
| Protected Area               | No                                   |
| River Status (July 09)       | Poor                                 |
| Risk Assessment (River body) | At Risk of not achieving good status |
| Objective                    | Restore to good status by 2015       |
| Q value                      | N/a                                  |

**17.2.15.** Landscape type around Shanagarry/ Garryvoe is identified in the draft Landscape strategy as broad bay coast which stretches from Cork Harbour to Youghal. The character type is composite fertile patchwork coastal bay. The landscape value and sensitivity are identified as very high and of county importance respectively.

**17.3 PROBLEMS AND OPPORTUNITIES**

**17.3.1.** In recent years Shanagarry/ Garryvoe has been quite successful in developing its tourism product and the area now provides a range of holiday options from holiday homes, caravans, camping, hotels and guesthouses. Further development of this tourist potential remains an important objective for the area. However, it is also important that a balance between permanent residents and holiday visitors is also achieved. A high level of the new houses in the area appear to be used as second homes which can result in a loss of vitality during the winter months. It is an important objective therefore that the balance between holiday/second and permanent homes be restored over this plan period.

**17.3.2.** It is also important that the natural heritage and amenities of the area are adequately protected. This can be achieved in part, by avoiding development close to the foreshore, and within the vicinity of the nature conservation areas. Development along the approach roads and along the strategic gap between the two settlements should be avoided.

**17.3.3.** Any new development should be in character with the scale and grain of the village. This Plan will encourage further development of residential, business and community facilities.

**17.3.4.** The villages experience large volumes of traffic, particularly during the summer months and adequate parking/delivery facilities and markings would help avoid problems with congestion in the village.

**17.4 PLANNING PROPOSALS**

**General Objectives**

**17.4.1.** During the life of this plan, development will focus on lands within the village boundary and should seek to support the existing level of services in the village. The development boundary for the village defines the existing extent of the built up area, whilst also allowing some expansion for residential development.

**17.4.2.** Having regard to the scale of the village it is considered that not more than 70 additional housing units in a mix of house types should be permitted. In particular provision should be made for individual houses as alternatives to one off houses in the countryside.

**17.4.3.** Both the scale and form of development will be very much dependant on retaining the character of the village and improvements to the infrastructure of the village. While there may be opportunities for terraced and in-fill development in the village core areas, most development will be in the form of individual dwellings/ serviced sites and in this context no one proposal for residential development should be larger than 30 units.

**17.4.4.** Given the level of growth outlined above, it is not envisaged that the whole of the lands within the development boundary will be developed in the lifetime of the plan. While the inclusion of these lands will offer locational choice for new housing, there will be a requirement to accommodate uses other than residential to support the growing population of the village.

**17.4.5.** If the planned investment in water and wastewater treatment infrastructure cannot be delivered, the development potential of the village will be limited to a small number of individual houses with their own waste water and water supply facilities because of their cumulative environmental effects.

**17.4.6.** The eastern half of the lands in Shanagarry which were previously zoned X-02 – holiday home development in the previous plans have been developed for light industry under a permission granted in 2004. Given this development and the level of holiday home development in the village there may be some merit in removing the X-02 status. The lands along the roadside boundary would be suitable for infill development while the remainder of the lands could be suitable for further expansion (if required) of the existing manufacturing enterprise.

**17.4.7.** A substantial area of development land remains to the north of the main street in Shanagarry as does the X-03 site which was previously zoned for holiday homes. Taking into account the level of development which has occurred in Shanagarry in the last ten years, it is clear that further lands do not need to be zoned outside of the boundary, nor does specific provision need to be made for holiday homes in the village, with the aim of allowing for further opportunities for permanent housing.

**17.4.8.** Similarly in Garryvoe the lands which were zoned X-01- holiday homes have not been developed while lands elsewhere in the village have been developed for holiday and permanent homes. Given the level of holiday home development in the village this zoning needs to be re-examined. Potential exists for permanent housing on this site or there may be a need for expansion of the commercial centre of the village. Accordingly, the X-01 zoning has been removed.

| Objective No. | Development Boundary Objectives   |
|---------------|---|
| DB-01         | <p>a. Within the development boundary of Shanagarry/Garryvoe it is an objective to encourage the development of up to 70 houses in the period 2010 – 2020.</p> <p>b. The number of houses in any particular group should have regard to the character of the existing village and will not normally exceed the provision of 20 units.</p>   |
| DB-02         | <p>a. In order to secure the growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of Ballycotton Bay Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and</p> |

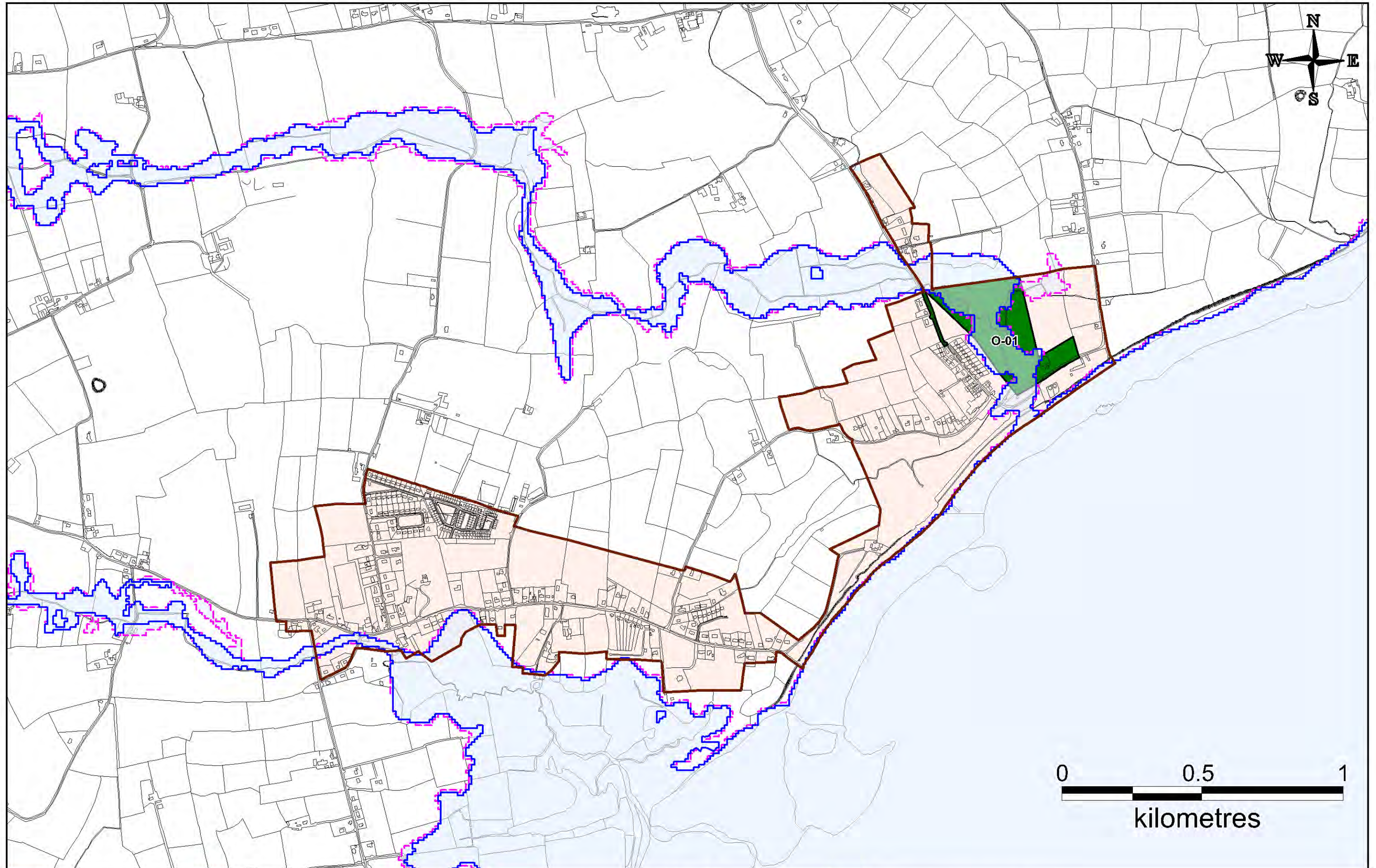
| Objective No. | Development Boundary Objectives   |
|---------------|---|
|               | <p>sufficient storm water attenuation will be required for developments within this area.</p> <p>b. All development should be connected to the public water supply, and make adequate provisions for storm water storage and disposal.</p>  |
| DB-03         | <p>In the absence of these services, development shall be limited to 15 individual dwelling units, subject to normal proper planning and sustainable development considerations. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality and on the Ballycotton Bay Special Protection Area. Any new dwellings served by private facilities must make provision for connection to the public system in the future.</p> |
| DB-04         | <p>Development within the core of the village shall be designed to a high standard and reinforce the character of the streetscape. Where appropriate development should be in the form of terraced development / courtyard schemes. New development should consolidate and strengthen the existing village core, be sympathetic to the scale and character of the village and respect the settings of existing buildings in the village.</p>  |
| DB-05         | <p>Residential development in other areas shall provide for small groups of houses, detached housing, serviced sites and or self build options.</p>   |
| DB-06         | <p>Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.</p>  |
| DB-07         | <p>Employment uses should be accommodated within the development boundary of the village and should make adequate provision for off street parking.</p>   |
| DB-08         | <p>Other tourist/ business / industrial development can be accommodated on suitable sites within the development boundary subject to normal proper planning and sustainable development criteria.</p>   |
| DB-09         | <p>All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and</p>  |

| Objective No. | Development Boundary Objectives |
|---------------|---------------------------------|
|               | 1-6.                            |

**Open Space and Agriculture**

**17.4.9.** The lands zoned O-02 in Garryvoe have been developed for housing and it is reasonable to remove this zoning. However it is essential to maintain the O-01 zoning which gives protection to the lands with a presumption against development. The O-03 zoning has also been removed. These lands which are located at the western edge of the development boundary and are suitable for small scale development, provided the scenic amenities of the area are protected.

| Objective No. | Open Space and Agriculture  | Approx Area (ha) |
|---------------|---|------------------|
| O-01          | <p>Passive Open Space: Protection of the drainage role of these lands (and the wildlife habitats and species of Ballycotton Bay Special Protection Area and preservation of the scenic amenities, with a presumption against development.</p> | 9.7              |



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



**VILLAGE NUCLEI**

Ballincurrig

Ballymore / Walterstown

Ballinrostig

Ballintotis

Clonmult

Gortaroo (Gortroe)

Leamlara

Lisgould

Mount Uniacke

Inch

Ballymackibbot



# 18 Ballincurrig

## 18.1 VISION AND CONTEXT

*The strategic aims for Ballincurrig are to consolidate its role as an important local service centre and promote small-scale expansion through residential and other development.*

### Strategic Context

**18.1.1.** In the overall strategy of this Local Area Plan, Ballincurrig is designated as a **Village Nucleus** within the CASP Ring Strategic Planning Area as designated in the 2009 CDP. In the 2005 Plan the settlement was classified as a Village however, having re-assessed the settlement in light of a number of factors including the facilities and services available and the growth experienced in recent years, the settlement has been re-graded a village nucleus. The pattern of past development, the lack of public services, community facilities, sports and recreation facilities and business and employment opportunities suggest it functions more like a village nucleus, with limited services to meet only local need.

**18.1.2.** Due to its proximity to Midleton and Cork City, part of the rural hinterland surrounding Ballincurrig, is located within the Rural Housing Control Zone, as defined in the Cork County Development Plan 2009. The purpose of the Rural Housing Control Zone is primarily to restrict individual urban-generated houses and protect the character of rural areas. This restriction is relaxed in principle for local rural housing needs.

**18.1.3.** CASP Update 2008 noted the need to control future population growth in the CASP Ring, especially in the villages and rural areas in order to support the role of the Ring Towns and re-balance growth relative to its location within Metropolitan Cork. This will require more moderate growth within the village network of the Midleton EA to ensure the delivery of this CASP objective.

### Local Context

**18.1.4.** Ballincurrig is situated within the attractive Owenacurra River Valley, approximately two kilometres north of Lisgoold and ten kilometres north of Midleton on the R626 regional road. The substantive part of the built footprint of the village is on the upper side of the regional road. The old Ballincurrig Woollen Mills are located on the lower side of the road adjoining the Owenacurra River, and are a

dominant yet attractive feature in this small village. Development in recent years has taken the form of individual houses on the south-western slopes of the river valley, overlooking the rest of the settlement.

**18.1.5.** There is a degree of synergy between the three settlements of Ballincurrig, Lisgoold and Leamlara all of which are part of the parish of Lisgoold and where services and facilities in each settlement are utilised by the populations of all three.

## 18.2 PLANNING CONSIDERATIONS

### Population and Housing

**18.2.1.** Census 2006 does not record a population for the village however, geo-directory figures for the number of houses in the settlement show that there has been modest growth of just 8 units in the last ten years.

| Ballincurrig Housing Stock |                |                |                  |
|----------------------------|----------------|----------------|------------------|
| Dwellings 2001             | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 13                         | 13             | 21             | 8                |

Source: Geo-directory

**18.2.2.** All of these dwellings have been built on serviced sites to the south-west of the settlement and have stretched the village up the valley side, as the first housing to be developed on the western side of the river.

**18.2.3.** This settlement has no issue in relation to vacancy and there are no substantial permissions outstanding for housing developments that have not yet been constructed.

### Community Facilities

**18.2.4.** The village has a number of services including a primary school, public house, nursing home and Ballincurrig creamery, which is located immediately to the north of the village and serves a larger agricultural hinterland. There is no public bus service serving the village.

**18.2.5.** There are no recreation or sporting facilities in the village.

### Infrastructure

**18.2.6.** The main access to Ballincurrig is from the R626 regional route, part of which runs through a number of narrow and constrained

valleys, and is generally not suitable for large volumes of traffic. Footpaths and public lighting are limited.

**18.2.7.** The current water supply is shared with Lisgoold and is limited in terms of supply.

**18.2.8.** The existing septic tank in the village is overloaded. Ballincurrig is one of a number of smaller settlements which have been identified in the Assessment of Water Services Needs 2009 as part of a Sewerage Scheme Upgrade Study (Priority No. 132). However, this has not been included in the current Water Services Investment Programme 2010-2012.

### Flooding

**18.2.9.** Parts of Ballincurrig have been identified as being at risk of flooding. The areas at risk follow the path of the Owenacurra River through the village and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

### Economy and Employment

**18.2.10.** Employment opportunities are limited as, with the exception of the pub and the nursing home, there are no other businesses operating in the village. The creamery outside the village offers limited local employment potential.

### Environment

**18.2.11.** The Owenacurra River runs to the south-west of the village, parallel with the regional road, continuing to Lisgoold and on in to Midleton Town where it discharges at the Owenacurra Estuary in to the Great Island North Channel.

**18.2.12.** The following table provides a summary of water quality information for the Owenacurra River.

| Owenacurra Waterbody         |               |
|------------------------------|---------------|
| Water Management Unit        | Owenacurra    |
| Waterbody Code               | IE SW 19 1955 |
| Protected Area               | Yes           |
| River Status (July 09)       | Moderate      |
| Risk Assessment (River body) | 1a at risk    |
| Objective                    | Restore       |
| Q value                      | Moderate      |

**18.2.13.** With regard to water quality, the Owenacurra River is the relevant waterbody for the town and is identified as being at risk. The overall objective for 2015 is to restore this waterbody to good status.

**18.2.14.** There are no buildings or other structures entered in the Record of Protected Structures or the National Inventory of Architectural Heritage for Ballincurrig. The old woollen mills are a recorded monument (CO 054-125).

**18.2.15.** Ballincurrig sits in a landscape character type called 'Fissured Fertile Middleground' as defined in the Draft Landscape Strategy which is a landscape deemed to be of medium value. This landscape is rated to be of County importance and is classed as high sensitivity (vulnerable landscape which is highly sensitive to certain types of changes and with the ability to accommodate limited development).

**18.3 PROBLEMS AND OPPORTUNITIES**

**18.3.1.** The village has a very attractive sylvan river valley setting and this has remained intact, aided in recent years by the low level of growth in the settlement. It is important that any new development makes the most out of this backdrop, while retaining the character of the village. One means of exploiting the amenities of the village may be the provision of an amenity walk along the Owenacurra River.

**18.3.2.** A number of older buildings in the village have a stone finish, including the old woollen mills buildings and there is also a distinctive group of thatched properties, all of which make an important contribution to the villages' character and should be retained.

**18.3.3.** There are no existing retail services in the village and given the size of the settlement and the availability of shops and services in nearby Lisgoold and Leamlara, the opening of a shop may not be a viable prospect. In this context, the accessibility of services and

facilities is particularly important and at present is hindered by the lack of a public bus service.

**18.3.4.** Other important issues include the need for improved infrastructure, including a new waste water treatment plant, additional or improved footpaths and public lighting, the provision of traffic calming measures and the provision of sports/ recreation facilities.

**18.4 PLANNING PROPOSALS**

**General Objectives**

**18.4.1.** Ballincurrigs' rural setting and proximity to Midleton, as well as having a number of important services, such as the primary school, makes it an attractive location for development. However, the lack of employment opportunities and public transport would result in future growth being dependant on car-based commuting. The lack of modern waste water and water infrastructure will result in development, other than on a small scale, causing significant environmental and public health issues. Some development is proposed, provided the rural character of the area is maintained. Having regard to the existing scale of the village and the lack of appropriate wastewater facilities, this plan proposes that an additional 10 units be provided in the village over the lifetime of the plan, which is a similar level of growth as has occurred in the previous ten years. This would bring the total housing stock in the village to approximately 31 houses by 2020. It is particularly important that development avoids the lands to the north and protects the mature hedgerows and trees in this area.

**18.4.2.** The development boundary for Ballincurrig is largely determined by topography, landscape and infrastructure considerations. The main development opportunities within the development boundary are focused to the north and southeast of the school. While there may be opportunities for in-fill development in the village centre, most development will be in the form of individual dwellings/ serviced sites and in this context no one proposal for residential development should be larger than 5 units.

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

**18.4.4.** To allow the village to develop in an orderly manner, it is important to further develop the existing village facilities and infrastructure, including some improvements to public footpaths and lighting. It is particularly important that the proposed improvements to the public sewerage system are provided, and that an adequate water supply to the village is secured prior to further development taking place.

**18.4.5.** It is important that new development is shaped by general design guidance so as to retain and enhance the special character of the village.

**18.4.6.** Additional retail or service uses would be a welcome addition.

| Objective No. | Development Boundary Objectives  |
|---------------|--|
| DB-01         | <ul style="list-style-type: none"> <li>a. Within the development boundary of Ballincurrig it is an objective to encourage the development of up to 10 additional dwelling units in the period 2010-2020.</li> <li>b. No one proposal for residential development shall be larger than 5 housing units.</li> </ul>  |
| DB-02         | <p>It is an objective that new development;</p> <ul style="list-style-type: none"> <li>a. consolidate and strengthen the existing village,</li> <li>b. is sympathetic to the character of the village,</li> <li>c. respects the existing contours and maximises the relationship of the village to the river, and</li> <li>d. utilises traditional form, materials and detailing.</li> </ul>   |
| DB-03         | <ul style="list-style-type: none"> <li>a. In order to secure the growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will secure the objectives of the relevant River Basin Management Plan and the protection of Great Island Channel Special Area of Conservation, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for developments within this area. It is an objective that all development connect to the current public drinking water supply.</li> <li>b. In the absence of these services, each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality. Any new dwellings served by</li> </ul> |



| Objective No. | <b><u>Development Boundary Objectives</u></b>  |
|---------------|--|
|               | private facilities must make provision for connection to the public system in the future.  |
| DB-04         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.  |
| DB-05         | It is an objective to implement traffic calming measures in the village and to extend footpaths and public lighting within the village.  |
| DB-06         | It is an objective to encourage additional retail and services in the village commensurate with the scale of the village.  |
| DB-07         | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6. |

**Community & Utilities**

18.4.7. In order to make the most of the natural amenities of the area, an amenity walk has been identified along the Owenacurra River.

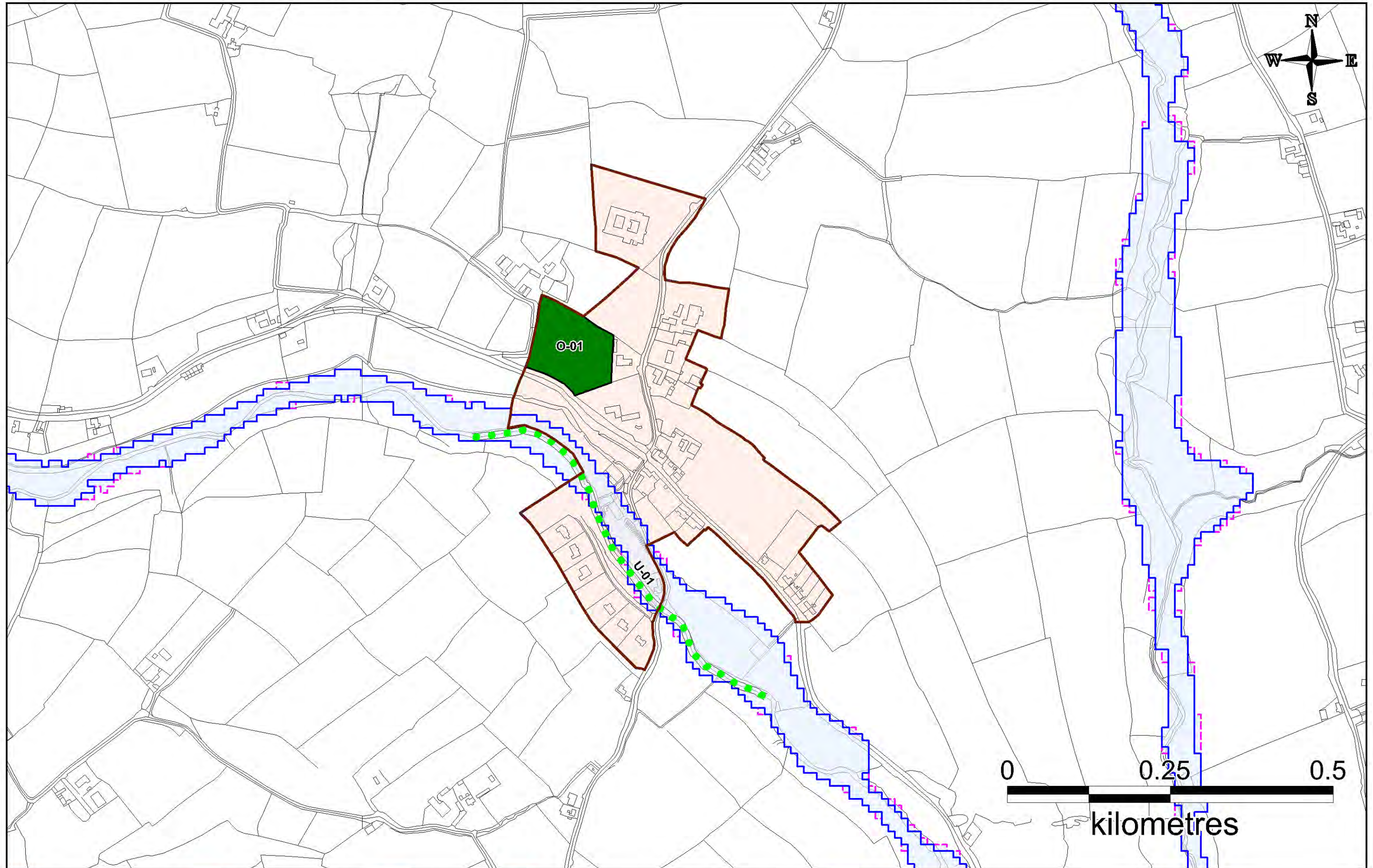
| Objective No. | <b><u>Community &amp; Utilities</u></b> | <i>Approx Area (Ha)</i> |
|---------------|---|-------------------------|
| U-01          | Develop and maintain amenity walk.      |                         |

**Open Space & Agriculture**

18.4.8. In the 2005 Plan a site was identified for open space/ playing pitches and this zoning has been retained in this plan.

| Objective No. | <b><u>Open Space &amp; Agriculture</u></b>                           | <i>Approx Area (Ha)</i> |
|---------------|--|-------------------------|
| O-01          | Open space and amenity area including provision for playing pitches. | 1.3                     |





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

# 19 Ballymore / Walterstown

## 19.1 VISION AND CONTEXT

*The strategic aims for Ballymore / Walterstown are to encourage small scale residential development to sustain existing local services and facilities.*

### Strategic Context

**19.1.1.** The largely linear settlement of Ballymore / Walterstown is located approximately 5 kilometres northeast of Cobh. In the overall strategy of this Local Area Plan, Ballymore / Walterstown is designated as a **Village Nucleus** within the County Metropolitan Strategic Planning Area. The village is situated within the Metropolitan Green Belt, where it is an objective to preserve the largely undeveloped nature of the lands and to reserve lands generally for agriculture, open space or recreation uses.

### Local Context

**19.1.2.** During the preparation of the 1996 County Development Plan (as varied), Ballymore / Walterstown was considered as an area to meet non-local demand for rural housing close to Cobh, however due to difficulties in water supply and issues surrounding the proliferation of septic tanks, the area was subsequently identified as an area for further study. The settlement was included in the settlement network for the Midleton Electoral Area in the 2005 Local Area Plan.

**19.1.3.** The village footprint extends over approximately 1.5km with four t-junctions at various intervals and comprising almost continuous lines of individual dwellings on either side of the road. A small watercourse runs through the village, perpendicular to the road.

## 19.2 PLANNING CONSIDERATIONS

### Population and Housing

**19.2.1.** Growth in housing has been slow at an average of less than two houses a year over the last decade.

| Ballymore/ Walterstown Housing Stock |                |                |                  |
|--------------------------------------|----------------|----------------|------------------|
| Dwellings 2001                       | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 77                                   | 91             | 95             | 18               |

Source: Geo-directory

**19.2.2.** Major infrastructure constraints, combined with the areas sensitive environmental setting, limits development within Ballymore / Walterstown. According to geo-directory figures, a total of 18 dwellings have been added to the housing stock of the village in the last ten years. This growth has been in the form of individual dwellings on large sites. There is no streetscape or discernible centre in the village, which has essentially evolved from a rural form to a very low density settlement.

**19.2.3.** There is no vacancy issue in the village and there are no significant outstanding planning permissions for development.

### Community Facilities

**19.2.4.** Ballymore / Walterstown has a number of community facilities including a primary school, childcare facility, public house, church and graveyard and a community centre.

### Infrastructure

**19.2.5.** The current water supply is from a group water scheme, which is limited in terms of supply, while no public sewer is available at present, and wastewater treatment is reliant on individual septic tanks and treatment plants. Ballymore / Walterstown is one of a number of smaller settlements which have been identified in the Assessment of Water Services Needs 2009 as part of a Wastewater Treatment Plant and Collections Systems Study (Priority No. 146). However, this has not been included in the current Water Services Investment Programme 2010-2012.

**19.2.6.** Road access to the area is via the local road network which is unsuitable for large volumes of traffic.

**19.2.7.** There is no public bus service operating on Great Island.

### Economy and Employment

**19.2.8.** There are no significant businesses or commercial developments in the village and so car-based commuting is likely to continue as the primary means of access to employment.

### Environment and Heritage

**19.2.9.** The Glenmore Stream runs north-south through the settlement intersecting with the village at Newline Cross Roads and continuing on to discharge in to Cork Harbour.

**19.2.10.** The Sacred Heart Roman Catholic Church (RPS No. 00582), and a Thatch House (RPS No. 01123) are entered in the Record of Protected Structures. The Church and Walterstown School are also entered in the National Inventory of Architectural Heritage.

**19.2.11.** The Draft Landscape Strategy identifies Ballymore / Walterstown as being located within the City Harbour and Estuary landscape character type which is deemed to be of very high value (scenic landscapes with highest natural and cultural quality, areas with conservation interest and of natural importance). This landscape is rated to be of National Importance. Landscape sensitivity is classified as Very High, as these are landscapes which are considered extra vulnerable and likely to be fragile and susceptible to change.

**19.2.12.** The village also sits within a scenic landscape as designated in the County Development Plan 2009, where it is an objective to preserve the visual and scenic amenities of these areas of natural beauty.

## 19.3 PROBLEMS AND OPPORTUNITIES

**19.3.1.** The lack of an adequate water supply and of any kind of mains wastewater treatment facilities act as a constraint to development. By 2010 Ballymore / Walterstown had grown to include about 95 dwellings generally reliant on individual wastewater treatment arrangements. The drinking water supply to the village is from a local source operated by a group water scheme and if the population served by individual wastewater treatment facilities continues to grow then the risk of pollution to the local water source will increase and without public investment in wastewater facilities it is difficult to justify further growth in this settlement.

**19.3.2.** The absence of a defined streetscape precludes the identification of a village centre, although the rural origins of the settlement give the village a distinctive character. While it would be futile to try demarcating a village core at this point, this linear settlement would benefit from having an identifiable entry and exit, perhaps through the provision of appropriate signage and limited traffic calming measures.

## 19.4 PLANNING PROPOSALS

**19.4.1.** A development boundary has been established for the village. This boundary defines the existing extent of the built up area, whilst also allowing some expansion for residential development and additional community facilities, subject to investment in public wastewater treatment facilities.

**19.4.2.** Given the existing pattern of housing development in the area commanding sea views, the prospect of there being capacity for any significant housing development on the lands on the seaward side of

the village is extremely limited. Housing development can be more readily accommodated on the lands to the north of the village.

**General Objectives**

19.4.3. The general objectives for Ballymore / Walterstown is set out in the following table:

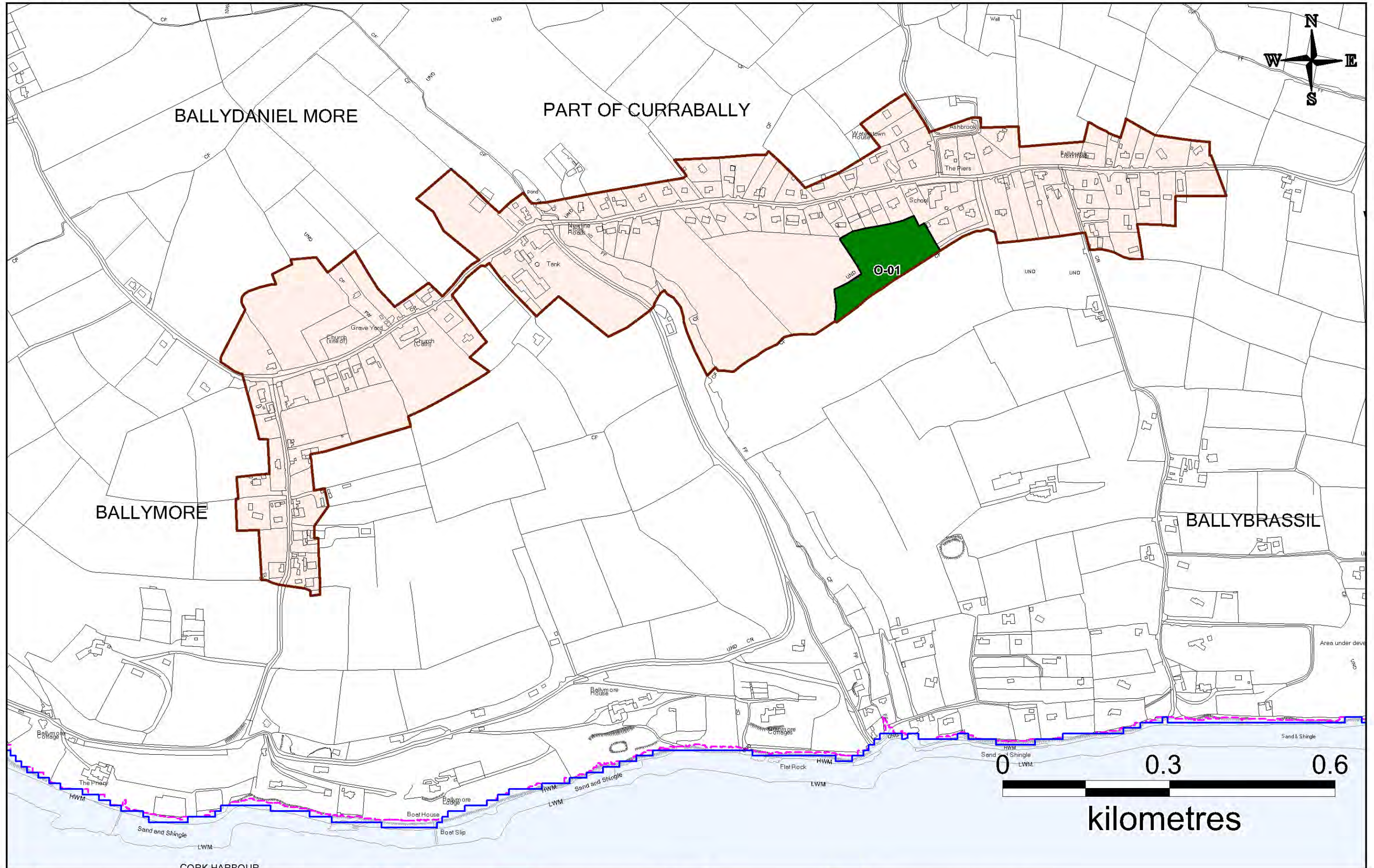
| Objective No. | <u>Development Boundary Objectives</u>   |
|---------------|--|
| DB-01         | <ul style="list-style-type: none"> <li>a. Subject to the provision of public wastewater treatment facilities, within the development boundary of Ballymore / Walterstown it is an objective to encourage the development of up to 5 additional dwelling units in the period 2010-2020.</li> <li>b. The number of houses in any one proposal shall respect the character of the existing village and shall be no larger than 3 housing units.</li> </ul>  |
| DB-02         | <ul style="list-style-type: none"> <li>a. New housing development shall generally take the form of individual houses, serviced sites or self build options,</li> <li>b. Housing on the seaward side of the road shall only be permitted where it can be demonstrated that the proposal will not obstruct or unduly interfere with the sea views enjoyed by neighbouring properties.</li> </ul>   |
| DB-03         | <ul style="list-style-type: none"> <li>a. In order to secure the growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will help secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development, and where applicable protect the integrity of Natura 2000 sites.</li> <li>b. Notwithstanding the scale of growth outlined in objective DB-01 above, in the absence of a public wastewater treatment plant, development can not be considered.</li> </ul> |
| DB-04         | It is an objective to implement traffic calming measures in the village and to provide footpaths and public lighting within the village.   |
| DB-05         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.  |

**Open Space & Agriculture**

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

| Objective No. | <u>Open Space &amp; Agriculture</u> | Approx Area (Ha) |
|---------------|-------------------------------------|------------------|
| O-01          | Open space and amenity area.        | 1.7              |





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

## 20 Ballinrostig

### 20.1 VISION AND CONTEXT

*The strategic aims for Ballinrostig are to encourage incremental small scale expansion of the settlement through low density individual or multiple housing and other development to sustain existing local services and facilities.*

#### Strategic Context

**20.1.1.** In the overall strategy of this Local Area Plan, Ballinrostig is designated as a **Village Nucleus** within CASP Strategic Planning Area.

#### Local Context

**20.1.2.** Ballinrostig is located approximately twelve kilometres south of Midleton and four kilometres east of Whitegate and is located in the Rural Housing Control Zone. Due to its proximity to Midleton and Cork City, the rural hinterland surrounding Ballinrostig is particularly susceptible to development pressure. The purpose of the Rural Housing Control Zone is primarily to restrict individual urban-generated houses and protect the character of rural areas. This restriction is relaxed in principle for local rural housing needs.

**20.1.3.** Services in Ballinrostig include a public house and Saint Mary's Roman Catholic Church, which is entered in the Record of Protected Structures. Ballinrostig lies on a minor crossroads and comprises a very attractive rural traditional style village with its main street lined with long established single and two storey dwellings. There has been little development in the village nucleus in recent years. The surrounding rural area comprises open agricultural lands with mature trees and hedgerows, providing a very pleasant backdrop to the village setting.

### 20.2 PLANNING CONSIDERATIONS

#### Population and Housing

**20.2.1.** The population and growth in housing stock has been minimal with the geodirectory figures showing just two additional dwellings in the ten years up to 2010.

| Ballinrostig Housing Stock |                |                |                  |
|----------------------------|----------------|----------------|------------------|
| Dwellings 2001             | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 10                         | 11             | 12             | 2                |

Source: Geo-directory

#### Community Facilities

**20.2.2.** Community facilities in Ballinrostig are limited to a church.

#### Infrastructure

**20.2.3.** The current water supply to the village is from the Whitegate Regional Water Supply Scheme, which is limited in capacity due mainly to network difficulties. There is no public sewer available at present.

**20.2.4.** Road access is via a local road network which is unsuited to anything other than local traffic volumes. There is no public bus service serving the settlement.

#### Economy and Employment

**20.2.5.** There is an existing public house in Ballinrostig. There are no other employment opportunities at present in the village nucleus.

#### Environment and Heritage

**20.2.6.** There is no information on river water bodies affecting Ballinrostig.

**20.2.7.** Ballinrostig is located in a landscape character type is broad fertile lowland valley, the value and sensitivity of which is classified as of medium value.

### 20.3 PROBLEMS AND OPPORTUNITIES

**20.3.1.** Given the location of Ballinrostig within the Rural Housing Control Zone some small-scale development is encouraged as an alternative to dispersed one-off housing and to build the population base of the village nucleus. It is important that the scale and nature of any proposed development respects the rural character of the area. This can be achieved in part by protecting the mature trees and hedgerows in the area.

### 20.4 PLANNING PROPOSALS

**20.4.1.** Even though the village does not have a wide range of services or infrastructure there is scope for a limited amount of development. The small scale rural character of the village should not be compromised by large-scale development.

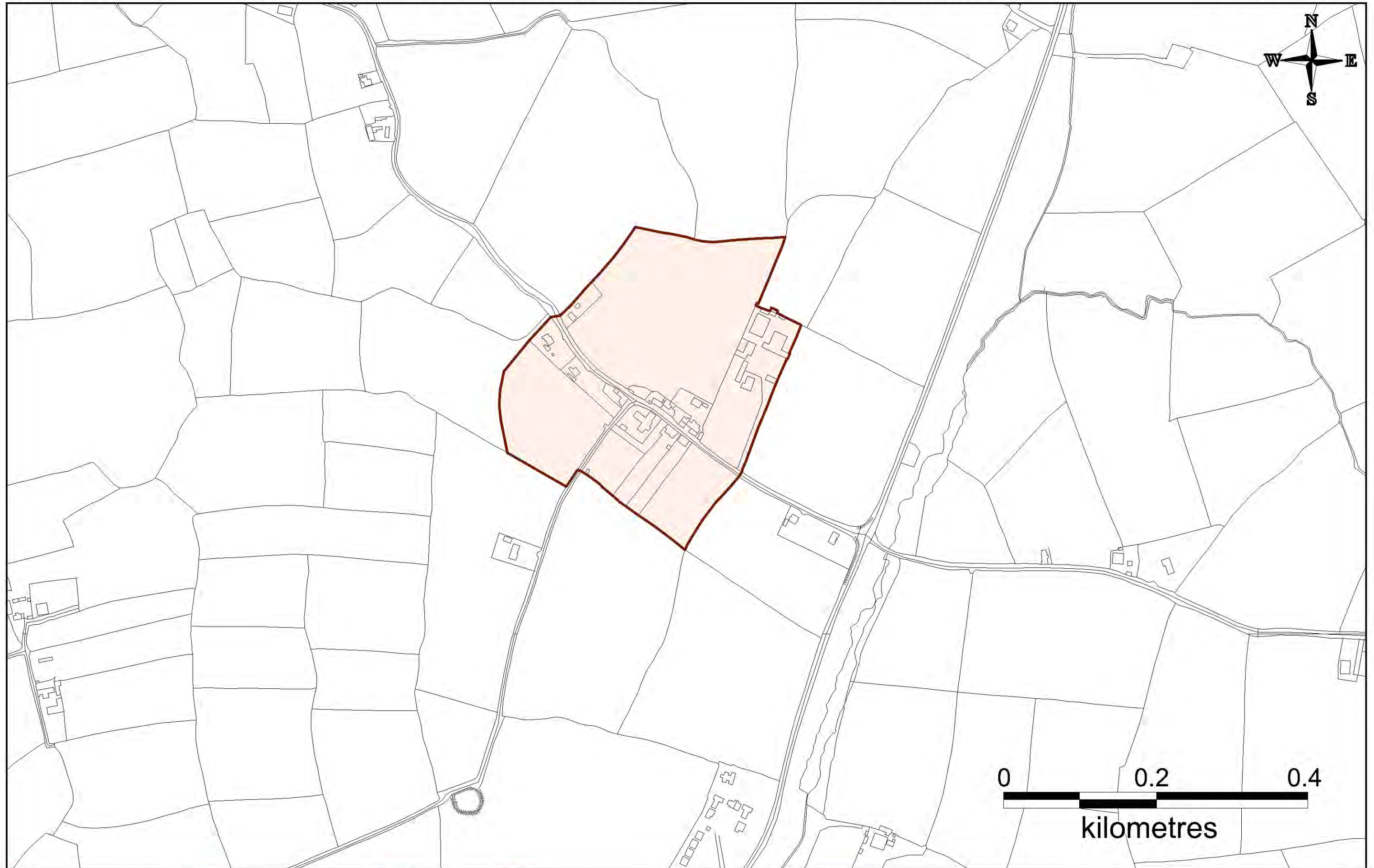
**20.4.2.** The development boundary for Ballinrostig concentrates mainly on reinforcing the church as the focal point for development. This boundary allows for some expansion for low-density residential development and also encourages an amount of street frontage development close to the village centre.

**20.4.3.** Having regard to the scale of the village it is considered that not more than 5 additional housing units should be permitted. In particular provision should be made for individual houses as alternatives to one off houses in the countryside. Having regard to the grain of the existing village, no one proposal for residential development should be larger than 3 units.

**20.4.4.** The general objective for Ballinrostig is set out in the following table:

| Objective No. | General Objectives   |
|---------------|--|
| DB-01         | <ul style="list-style-type: none"> <li>a. Within the development boundary of Ballinrostig it is an objective to encourage the development of up to 5 additional dwelling units in the period 2010-2020.</li> <li>b. The number of houses in any one proposal shall respect the character of the existing village and shall be no larger than 3 housing units.</li> <li>c. New housing development shall generally take the form of individual houses, serviced sites or self build options.</li> </ul> |
| DB-02         | Individual dwellings may be permitted subject to normal proper planning and sustainable development considerations. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality.  |
| DB-03         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.  |





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

# 21 Ballintotis

## 21.1 VISION AND CONTEXT

**The strategic aims for Ballintotis are to encourage small scale expansion of the settlement through low density individual or multiple housing and other development to sustain existing local services and facilities and to preserve its unique character, heritage and environmental setting.**

### Strategic Context

**21.1.1.** In the overall strategy of this Local Area Plan, Ballintotis is designated as a **Village Nucleus** within the CASP Strategic Planning Area.

### Local Context

**21.1.2.** Ballintotis is situated adjacent to the N25 national primary route, approximately 6 kilometres east of Midleton, and just 3 kilometres west of Castlemartyr. The village nucleus comprises an elongated village street interspersed with individual single and two storey houses. There is a very attractive RC church standing at the edge of Lough Aderry with a car parking area and graveyard to the side. The primary school serves the wider area and is located at the south western end of the village nucleus.

**21.1.3.** Ballintotis has a wealth of natural and built heritage, including Ballybutler Lake and Lough Aderry, which are both proposed as Natural Heritage Areas. Saint Colman's Catholic Church, which is situated on the shore of Lough Aderry, is entered in the Record of Protected Structures. A recorded monument, Ballintotis Castle which lies at the south western end of the nucleus was granted permission in 2007 for conversion to a dwelling.

**21.1.4.** Due to its proximity to Midleton and Cork City, the rural hinterland surrounding Ballintotis is particularly susceptible to development pressure and the village is located within the Rural Housing Control Zone. The purpose of the Rural Housing Control Zone is primarily to restrict individual urban-generated houses and protect the character of rural areas. This restriction is relaxed in principle for local rural housing needs.

**21.1.5.** Lough Aderry is a very popular location for anglers and picnics. A new replacement dock and resurfaced car park has been provided at the site recently.

## 21.2 PLANNING CONSIDERATIONS

### Population and Housing

**21.2.1.** The population and growth in housing stock has been minimal with the geodirectory figures showing just four additional dwellings in the ten years up to 2010.

| Ballintotis Housing Stock |                |                |                  |
|---------------------------|----------------|----------------|------------------|
| Dwellings 2001            | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 38                        | 39             | 42             | 4                |

Source: Geo-directory

### Community Facilities

**21.2.2.** Community facilities in Ballintotis are limited to a Roman Catholic Church and a National School which has 118 pupils (2008/2009 figures). Lough Aderry provides an attractive facility for both locals and visitors to the area.

### Infrastructure

**21.2.3.** Ballintotis is served by a private group water scheme. There are no public wastewater treatment facilities available at present and developments rely on individual septic tanks. Ground water is identified as being vulnerable in this area and lies close to a regionally important aquifer.

**21.2.4.** Road access is via a local road network which is unsuited to heavy traffic volumes. There is no public bus service serving the settlement.

### Flooding

**21.2.5.** Parts of Ballintotis have been identified as being at risk of flooding. The areas at risk involve small areas adjacent the lake and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,'

issued by the Minister of the Environment, Heritage and Local Government in 2009.

### Economy and Employment

**21.2.6.** Some employment is provided at the school but there are no other employment opportunities at present in the village nucleus.

### Environment and Heritage

**21.2.7.** There are two river water bodies affecting Ballintotis. The status of the RWBs is poor and at risk of not achieving good status by 2015. The overall objective for 2015 is to restore good status for both. A new waste water treatment plant for the village would aid the achievement of the objective to protect the water body. The following table summarises information in relation to water quality in area.

| Dungourney River             |                                      |
|------------------------------|--------------------------------------|
| Water Management Unit        | Womanagh                             |
| Waterbody Code               | IE-SW-19-1957                        |
| Protected Area               | Yes                                  |
| River Status (July 09)       | Poor                                 |
| Risk Assessment (River body) | At Risk of not achieving good status |
| Objective                    | Restore to good status by 2015       |
| Q value                      | Poor                                 |

| Womanagh River               |                                      |
|------------------------------|--------------------------------------|
| Water Management Unit        | Womanagh                             |
| Waterbody Code               | IE-SW-19-1966                        |
| Protected Area               | No                                   |
| River Status (July 09)       | Poor                                 |
| Risk Assessment (River body) | At Risk of not achieving good status |
| Objective                    | Restore to good status by 2015       |
| Q value                      | N/A                                  |

**21.2.8.** Ballintotis is located in a landscape character type is broad fertile lowland valley, the value and sensitivity of which is classified as of medium value.

**21.3 PROBLEMS AND OPPORTUNITIES**

**21.3.1.** Given the location of Ballintotis within the Rural Housing Control Zone some small-scale development is encouraged as an alternative to dispersed one-off housing and to build the population base of the village nucleus. It is important that the scale and nature of any proposed development respects the rural character of the area. This can be achieved in part by protecting the mature trees and hedgerows in the area. Regard must also be had to protecting ground water in the area as well as to the proximity of the pNHA.

**21.3.2.** Ballintotis does not have a community playing field and given the size of the school and wider community which it serves, a proposal of this type would be a welcome addition to the village nucleus.

**21.4 PLANNING PROPOSALS**

**21.4.1.** Even though the village does not have a wide range of services or infrastructure there is scope for a limited amount of development. The small scale rural character of the village should not be compromised by large-scale development. Due to its sensitive environmental setting and limited infrastructure, consolidation of the village nucleus of Ballintotis, along with some small-scale development is considered the most appropriate strategy. The development boundary for Ballintotis concentrates mainly on reinforcing the church as the focal point for development.

**21.4.2.** Having regard to the scale of the village it is considered that not more than 5 additional housing units in a mix of house types should be permitted. In particular provision should be made for individual houses as alternatives to one off houses in the countryside.

**21.4.3.** Both the scale and form of development will be very much dependant on retaining the character of the village and improvements to the infrastructure of the village. While there may be opportunities for terraced and in-fill development in the village core areas, most development will be in the form of individual dwellings/ serviced sites and in this context no one proposal for residential development should be larger than 3 units.

**21.4.4.** The natural heritage and amenities in the Ballintotis area provide opportunities for recreation. However, it is important that any proposed development does not compromise the special character of the area. A number of pedestrian walks are proposed to facilitate greater access to the areas natural amenities.

**21.4.5.** The existing car park, which currently facilitates visitors to Lough Aderry, is situated adjacent to the N25 national primary route and raises a number of issues, particularly regarding public safety. It is desirable that an alternative location be identified, possibly to the

south of the Lough, which could accommodate a safer public recreation area.

**21.4.6.** The general objective for Ballintotis is set out in the following table:

| Objective No. | General Objectives  |
|---------------|---|
| DB-01         | a. Within the development boundary of Ballintotis it is an objective to encourage the development of up to 5 additional dwelling units in the period 2010-2020.<br>b. The number of houses in any one proposal shall respect the character of the existing village and shall be no larger than 3 housing units.<br>c. New housing development shall generally take the form of individual houses, serviced sites or self build options.                         |
| DB-02         | Individual dwellings may be permitted subject to normal proper planning and sustainable development considerations. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality. |
| DB-03         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.   |
| DB-04         | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6.                                  |

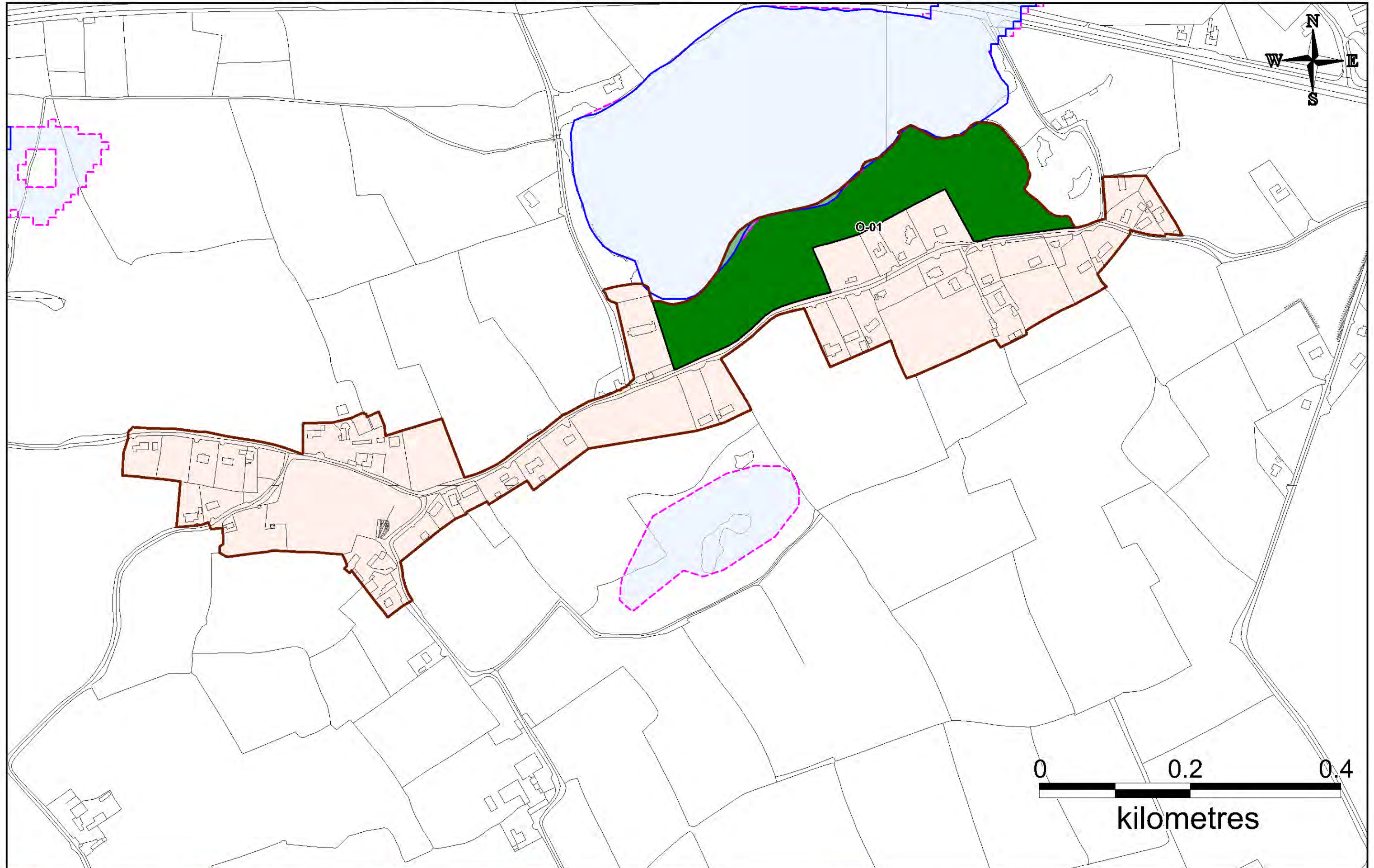
**Open Space & Agriculture**

**21.4.7.** The lands zoned O-01 in Ballintotis comprise valuable areas for recreation for the wider community and require strong protection. In this regard a specific open space zoning will be applied.

**21.4.8.** The old O-02 and O-03 zonings allowed for small scale development and would still be considered suitable for some development subject to the predominantly open rural nature of the lands being retained. In this regard those specific zonings have been removed although the lands remain within the development boundary. In the case of the lands adjacent to Ballintotis Castle, any development proposals would include provision to protect the collection of heritage buildings and their setting.

| Objective No. | Open Space & Agriculture  | Approx Area (Ha) |
|---------------|---|------------------|
| O-01          | Active open space for informal public recreation including the provision of an amenity walk along the bank of Lough Aderry. | 5.3              |





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

## 22 Clonmult

### 22.1 VISION AND CONTEXT

The strategic aims for Clonmult are to encourage incremental small scale expansion of the settlement to sustain existing local services and facilities.

#### Strategic Context

**22.1.1.** In the overall strategy of this Local Area Plan, Clonmult is designated as a **Village Nucleus** within the CASP Ring Strategic Planning Area.

**22.1.2.** CASP Update 2008 noted the need to control future population growth in the CASP Ring, especially in the villages and rural areas in order to support the role of the Ring Towns and re-balance growth relative to its location within Metropolitan Cork. This will require more moderate growth within the village network of the Midleton EA to ensure the delivery of this CASP objective.

#### Local Context

**22.1.3.** Clonmult is located approximately 12 kilometres northeast of Midleton and approximately 3 kilometres north of Dungourney, just off the R627 regional route connecting Midleton with Tallow in County Waterford.

**22.1.4.** Although relatively isolated, Clonmult is located within an attractive rural area, comprising open agricultural land with mature trees and hedgerows.

### 22.2 PLANNING CONSIDERATIONS

#### Population and Housing

**22.2.1.** The population and growth in housing stock has been minimal with just an additional 3 dwellings in the ten years up to 2010.

| Clonmult Housing Stock |                |                |                  |
|------------------------|----------------|----------------|------------------|
| Dwellings 2001         | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 8                      | 9              | 11             | 3                |

Source: Geo-directory

**22.2.2.** The village is clustered around a t-junction at its centre where buildings are well positioned to provide a good sense of enclosure. As you move away from the village centre housing tends to be detached in a mix of styles.

**22.2.3.** A site zoned in the 2005 Plan for low density residential development on the western side of the village was the subject of an application for 35 serviced sites and a wastewater treatment plant but this was subsequently refused for being of excessive scale and inappropriate layout.

#### Community Facilities

**22.2.4.** Community facilities in Clonmult are limited to a church.

#### Infrastructure

**22.2.5.** There is no public sewer or water supply available in the village at present. Clonmult is one of a number of smaller settlements which have been identified in the Assessment of Water Services Needs 2009 as part of a Wastewater Treatment Plant and Collections Systems Study (Priority No. 146). However, this has not been included in the current Water Services Investment Programme 2010-2012.

**22.2.6.** Road access is via a local road network which is unsuited to anything other than local traffic volumes. There is no public bus service serving the settlement.

#### Flooding

**22.2.7.** Parts of Clonmult have been identified as being at risk of flooding. The areas at risk follow the path of the Dungourney River west of the village and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

#### Economy and Employment

**22.2.8.** There are no existing employment opportunities in Clonmult.

#### Environment and Heritage

**22.2.9.** The river which rises that runs to the west of Clonmult is a small tributary of the Dungourney River, which joins just north of Dungourney village. The following table summarises information in relation to water quality in the Dungourney River.

| Dungourney River             |                                      |
|------------------------------|--------------------------------------|
| Water Management Unit        | Owenacurra                           |
| Waterbody Code               | IE_SW_19_1957                        |
| Protected Area               | Yes                                  |
| River Status (July 09)       | Poor                                 |
| Risk Assessment (River body) | At Risk of not achieving good status |
| Objective                    | Restore to good status by 2021       |
| Q value                      | Poor                                 |

**22.2.10.** The Dungourney River discharges to the Cork Harbour Special Protection Area (SPA). The poor status of the River is a serious issue in determining planning proposals and while agriculture is the main pressure on this waterbody, a new wastewater treatment plant for the village would aid the achievement of the objective to restore the river to good status by 2021.

**22.2.11.** There are no existing buildings or structures entered in the Record of Protected Structures for Clonmult. The National Inventory of Architectural Heritage contains a number of entries for the village including a house, water pump, post box signage, the old school and Saint Lawrence's Roman Catholic Church. A ringfort (CO055-028), located to the northwest of the church is listed as a recorded monument.

**22.2.12.** Clonmult is located in a landscape character type called 'Fissured Fertile Middleground' as defined in the Draft Landscape Strategy which is a landscape deemed to be of medium value. This landscape is rated to be of County importance and is classed as high sensitivity (vulnerable landscape which is highly sensitive to certain types of changes and with the ability to accommodate limited development).

### 22.3 PROBLEMS AND OPPORTUNITIES

**22.3.1.** Growth in this settlement has been almost static in the last decade. Clonmult offers an opportunity for an alternative to those who would otherwise seek to build an individual house in the countryside, by making appropriate provision for the self build option.

**22.4 PLANNING PROPOSALS**

**General Objectives**

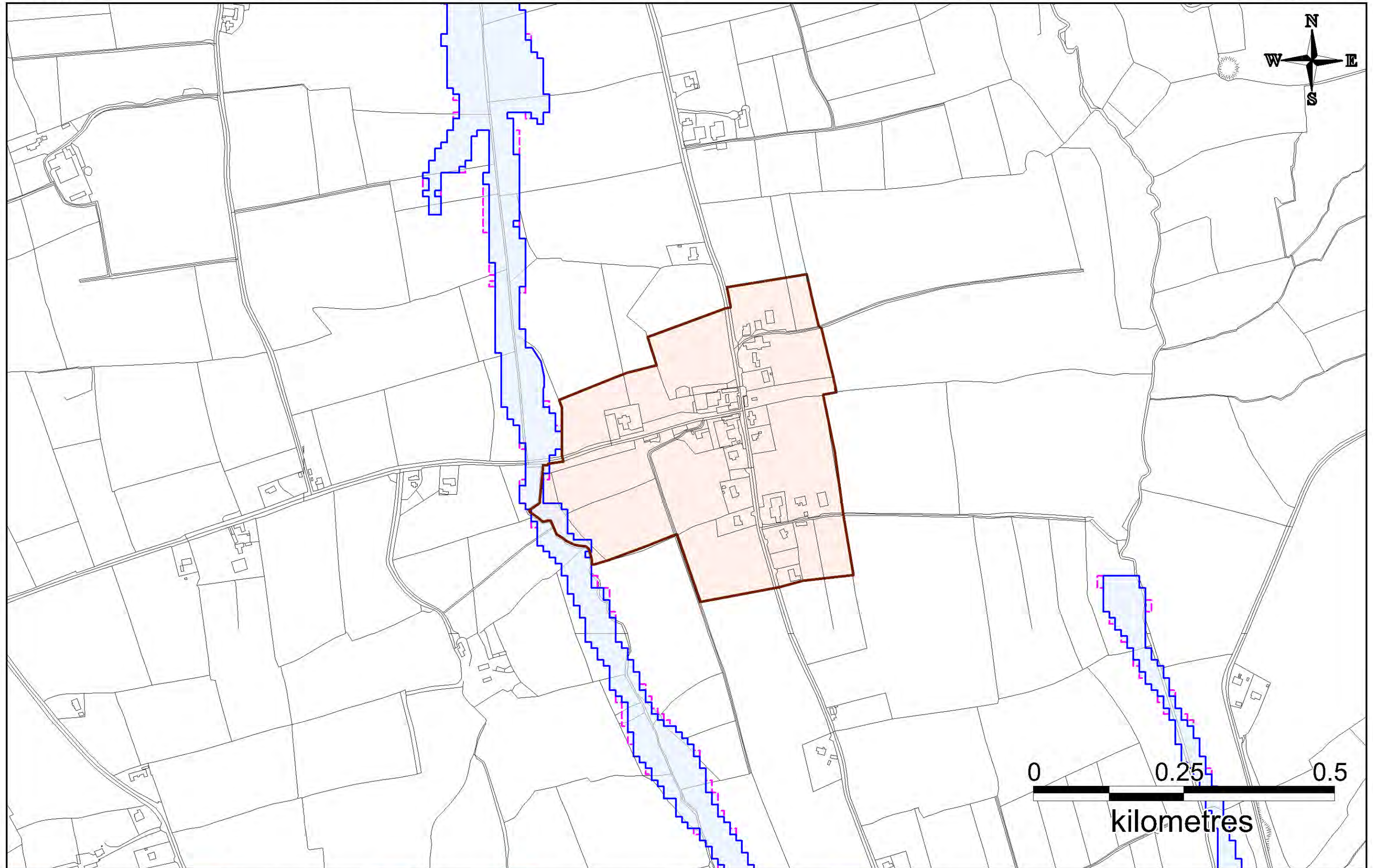
**22.4.1.** During the life of this Local Area Plan, some small-scale development is encouraged as an alternative to dispersed one off housing and in order to build the population base of the village. It is important that the scale and nature of any proposed development respects the rural character of the area. This can be achieved in part by protecting the mature trees and hedgerows in the area.

**22.4.2.** The general objective for Clonmult is set out in the following table:

| Objective No. | <u>Development Boundary Objectives</u>   |
|---------------|--|
| DB-01         | <ul style="list-style-type: none"> <li>a. Within the development boundary of Clonmult it is an objective to encourage the development of up to 5 additional dwelling units in the period 2010-2020.</li> <li>b. The number of houses in any one proposal shall respect the character of the existing village and shall be no larger than 3 housing units.</li> <li>c. New housing development shall generally take the form of individual houses, serviced sites or self build options.</li> </ul> |
| DB-02         | Individual dwellings may be permitted subject to normal proper planning and sustainable development considerations. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality.                                    |
| DB-03         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.  |
| DB-04         | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6.   |







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

## 23 Gortaroo (Gortroe)

### 23.1 VISION AND CONTEXT

*The strategic aims for Gortaroo are to encourage small scale expansion of the settlement through low density individual or multiple housing and other development to sustain existing local services and facilities.*

#### Strategic Context

23.1.1. In the overall strategy of this Local Area Plan, Gortaroo is designated as a **Village Nucleus** within CASP Strategic Planning Area.

#### Local Context

23.1.2. Gortaroo is located approximately 7 kilometres west of Youghal, just one kilometre south of the N25 national primary route. Gortaroo comprises a small rural village centred around a crossroads. Gortaroo acts as a local service centre for the wider area. There has been very little new housing or commercial activity in Gortaroo in recent years and the lands which were identified for development in the 2005 plan remain undeveloped.

23.1.3. The village is situated within an area with considerable natural and built heritage. Ballyvergan Marsh, which is located to the north east of the village, is a proposed Natural Heritage Area and is of particular importance as it is the largest freshwater coastal marsh in County Cork with important plant and bird numbers. Inchiquin Castle, which is located approximately two kilometres to the west of Gortaroo, is entered in the Record of Protected Structures.

### 23.2 PLANNING CONSIDERATIONS

#### Population and Housing

23.2.1. There are no census figures for Gortaroo. The population and growth in housing stock has been minimal with the geodirectory figures showing just 3 additional dwellings in the ten years up to 2010.

| Gortaroo Housing Stock |                |                |                  |
|------------------------|----------------|----------------|------------------|
| Dwellings 2001         | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 5                      | 9              | 8              | 3                |

Source: Geo-directory

#### Community Facilities

23.2.2. Gortaroo has a number of important community facilities including a post office, convenience shop, primary school, childcare facilities and church. There is a nursing home located about 1km east of the village.

23.2.3. The primary school serves the wider area.

#### Infrastructure

23.2.4. The water supply is from a group water supply scheme and is limited. There is no public sewer in the village at present.

23.2.5. Road access is via a local road network off the N25 which is located about 1km to the north. Sight distance is an issue at the crossroads in the village.

23.2.6. A daily public bus service connecting to Youghal and Cork City operates daily from Gortaroo Cross.

#### Economy and Employment

23.2.7. Some employment is provided at the school, shop and public house but there are no other employment opportunities at present in the village nucleus. Further employment is provided at the nursing home.

#### Environment and Heritage

23.2.8. There is no information on river water bodies in Gortaroo.

23.2.9. The north western side of the crossroads in Gortaroo is located in a landscape character type that is broad fertile lowland valley, the value and sensitivity of which is classified as of medium value. The area south-east of the crossroads falls with the broad bay coastal character area. The character type is composite fertile patchwork coastal bay. The landscape value and sensitivity are identified as very high and of county importance.

### 23.3 PROBLEMS AND OPPORTUNITIES

23.3.1. Given the levels of facilities and services within the village nucleus, it is appropriate that some small-scale development is encouraged as an alternative to dispersed one-off housing and to build the population base of the village nucleus. It is important that the scale and nature of any proposed development respects the rural character of the area. This can be achieved in part by protecting the mature trees and hedgerows in the vicinity.

### 23.4 PLANNING PROPOSALS

23.4.1. The development boundary for Gortaroo is concentrated mainly around the existing facilities and allows for some expansion of low-density residential development. It is important that the village achieves some additional development to support, and where possible enhance its role as a local service provider.

23.4.2. Having regard to the scale of the village, it is considered that not more than 5 additional housing units in a mix of house types should be permitted. In particular provision should be made for individual houses as alternatives to one off houses in the countryside, subject to normal planning criteria.

23.4.3. Both the scale and form of development will be very much dependant on retaining the character of the village and improvements to the infrastructure of the village. Most development will be in the form of individual dwellings/ serviced sites and in this context no one proposal for residential development should be larger than 3 units.

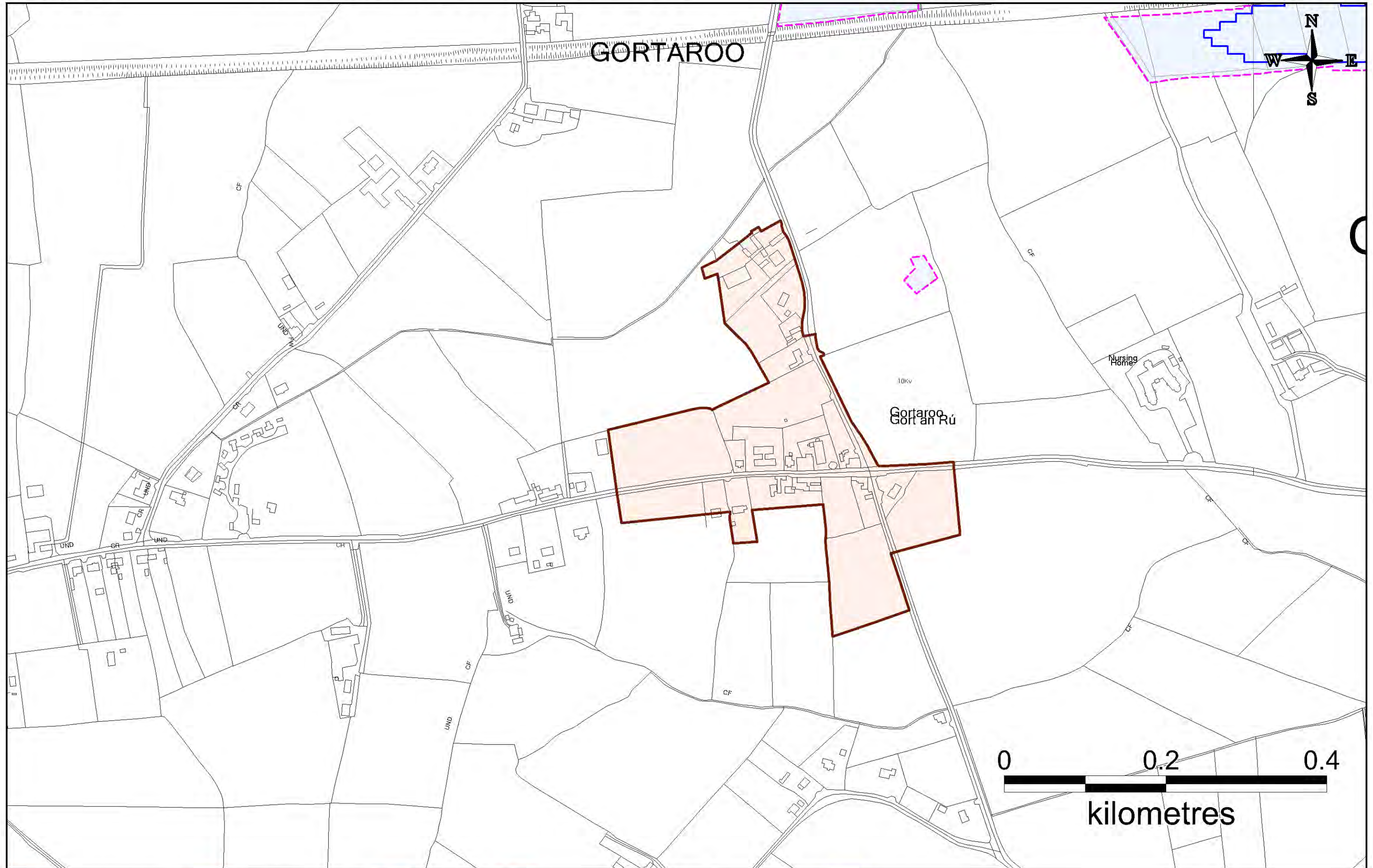
23.4.4. Growth in Gortaroo has been notably less than in many other villages in East Cork over recent years. This may have been caused in part, by infrastructure deficiencies and the environmental sensitivity of the surrounding area. The further development of public amenities and provision of greater access to the natural and scenic amenities, including the possibility of establishing interpretative facilities/ observation posts overlooking Ballyvergan Marsh and other heritage areas should be encouraged in a sustainable manner.

23.4.5. The general objective for Gortaroo is set out in the following table:

| Objective No. | General Objectives   |
|---------------|--|
| DB-01         | a. Within the development boundary of Gortaroo it is an objective to encourage the development of up to 5 additional dwellings units in the period 2010-2020.<br>b. The number of houses in any one proposal |

| Objective No. | <u>General Objectives</u>  |
|---------------|--|
|               | <p>shall respect the character of the existing village and shall be no larger than 3 housing units.</p> <p>c. New housing development shall generally take the form of individual houses, serviced sites or self build options.</p>  |
| DB-02         | <p>Individual dwellings may be permitted subject to normal proper planning and sustainable development considerations. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality.</p> |
| DB-03         | <p>Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.</p>   |





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

## 24 Leamlara

### 24.1 VISION AND CONTEXT

*The strategic aims for Leamlara are to consolidate its role as an important local service centre and promote small-scale expansion to sustain existing local services and facilities.*

#### Strategic Context

**24.1.1.** In the overall strategy of this Local Area Plan, Leamlara is designated as a **Village Nucleus** within the County Metropolitan Strategic Planning Area.

**24.1.2.** The village is surrounded by a large rural hinterland, which forms part of the Rural Housing Control Zone, as designated in the Cork County Development Plan 2009, the purpose of which is, primarily, to restrict individual urban-generated houses and protect the character of rural areas. This restriction is relaxed in principle for local rural housing needs.

#### Local Context

**24.1.3.** Leamlara is located approximately 8 kilometres north of Carrigtwohill, within the narrow valley of the Leamlara River.

**24.1.4.** There is a degree of synergy between the three settlements of Ballincurragh, Lisgoold and Leamlara all of which are part of the parish of Lisgoold and where services and facilities in each settlement are utilised by the populations of all three.

### 24.2 PLANNING CONSIDERATIONS

#### Population and Housing

**24.2.1.** At the start of the decade Leamlara was a small crossroads settlement based around the church and school and containing just two dwellings. The last ten years has seen significant growth in the settlement through the provision of a housing scheme on the lands above the church and school to the east of the settlement.

| Leamlara Housing Stock |                |                |                  |
|------------------------|----------------|----------------|------------------|
| Dwellings 2001         | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 2                      | 2              | 37             | 35               |

Source: Geo-directory

**24.2.2.** While development to date has not been of a scale most suited to a settlement of its original size, the new development is reasonably compact and does not detract from the visual amenities of the village.

**24.2.3.** Permission was granted in early 2009 for an additional 20 dwellings on lands to the immediate east of the existing residential scheme.

#### Infrastructure and Community Facilities

**24.2.4.** Community facilities in Leamlara comprise a primary school and church. A nursing home is also located outside of the development boundary to the south of the village. Permission has been granted to the national school for an extension to provide an additional classroom and indoor recreation facilities

**24.2.5.** The principal road access to the village from the south runs through a number of narrow and constrained valleys, and is generally not suitable for large volumes of traffic. A public bus service does not serve the village.

**24.2.6.** There is no public water supply or sewer currently available in Leamlara and recent development has been serviced privately.

**24.2.7.** Leamlara is identified in the Assessment of Water Services Needs 2009 as one of a large number of smaller settlements requiring a wastewater treatment plant and collections systems study (Priority No. 146). However, this has not been included in the current Water Services Investment Programme 2010-2012.

#### Flooding

**24.2.8.** Parts of Leamlara have been identified as being at risk of flooding. The areas at risk follow the path of the Leamlara River through the village and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk

Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

#### Economy and Employment

**24.2.9.** There are no existing employment opportunities in Leamlara.

#### Environment

**24.2.10.** The Leamlara River, a tributary of the Owenacurra River, runs along the valley floor to the west of the settlement. This is a very attractive wooded valley overlooked by the built development on the opposing valley side.

**24.2.11.** The following table provides a summary of water quality information for the Leamlara River.

| Leamlara River               |  |
|------------------------------|--|
| Water Management Unit        | Owenacurra                             |
| Waterbody Code               | IE_SW_19_710                           |
| Protected Area               | No                                     |
| River Status ( )             | Good                                   |
| Risk Assessment (River body) | At Risk of not maintaining good status |
| Objective                    | Protect                                |
| Q value                      | n/a                                    |

**24.2.12.** The risk to this waterbody would appear to be from agriculture in the main.

**24.2.13.** The Church of the Sacred Heart is listed on the Record of Protected Structures (RPS No. 00393). Aghnahan Bridge, dating to 1800-1820 is on the National Inventory of Architectural Heritage. Leamlara Castle (CO064-109002) and adjoining moat/ earthworks (CO064-109001) are recorded monuments located in the woodlands to the west of the village.

**24.2.14.** Like a number of settlements to the north of Midleton Electoral Area, Leamlara sits in a landscape character type called 'Fissured Fertile Middleground' as defined in the Draft Landscape Strategy which is a landscape deemed to be of medium value. This landscape is rated to be of County importance and is classed as high sensitivity (vulnerable landscape which is highly sensitive to certain types of changes and with the ability to accommodate limited development).

**24.3 PROBLEMS AND OPPORTUNITIES**

**24.3.1.** This settlement was identified in the 2005 Plan as a village nucleus and as a location where some housing development would be encouraged, in order to help maintain the basic services that exist in such settlements. While this has resulted in rapid growth in a short space of time, it has contributed to the long term sustainability of the settlement and the viability of existing facilities. The lack of public water supply and public wastewater treatment facilities is a significant issue in Leamlara. To continue to develop the village based on private or group wells and private wastewater treatment carries significant environmental and public health risks for the future.

**24.3.2.** It is important however, that any new development is of an appropriate form and scale, reflecting the rural origins of the settlement.

**24.4 PLANNING PROPOSALS**

**General Objectives**

**24.4.1.** Leamlaras' rural setting and proximity to Carrigtwohill and to Cork City makes it an attractive location for development. Some additional development, in the order of 10 units is proposed, provided the rural setting of the village is adequately protected.

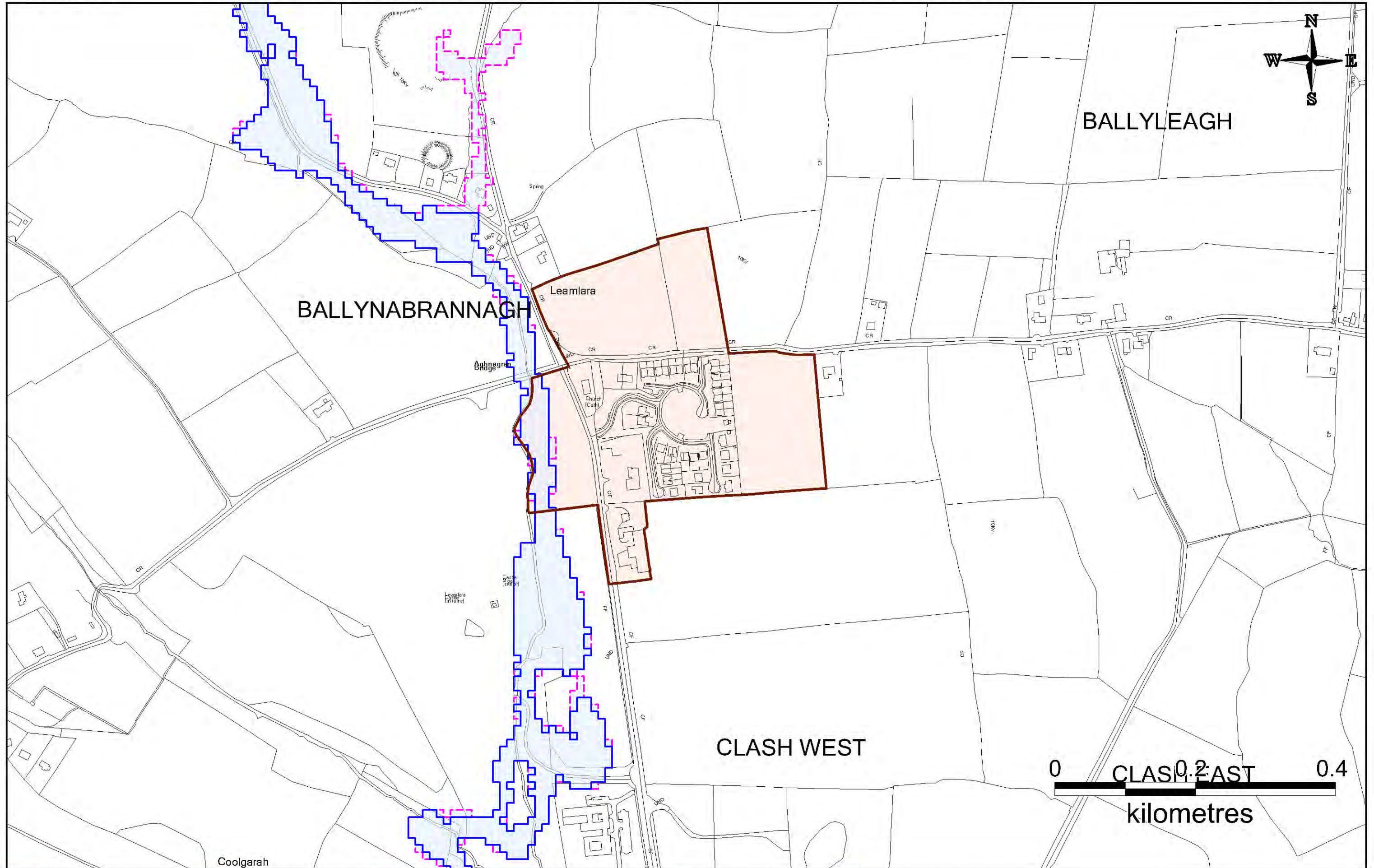
**24.4.2.** The development boundary for Leamlara defines the existing extent of the built up area, whilst also allowing some expansion for residential development to the east and north.














| <i>Objective No.</i> | <b><u>Development Boundary Objectives</u></b>   |
|----------------------|---|
| DB-01                | <ul style="list-style-type: none"> <li>a. Within the development boundary of Leamlara it is an objective to encourage the development of up to 10 additional dwelling units in the period 2010-2020.</li> <li>b. No one proposal for residential development shall be larger than 5 housing units.</li> <li>c. New housing development shall generally take the form of detached houses, serviced sites or self build options.</li> </ul> |
| DB-02                | <p>It is an objective that new development;</p> <ul style="list-style-type: none"> <li>a. is of a scale and layout appropriate to a small rural character of the village,</li> <li>b. provides for the retention of existing natural features including hedgerows and trees,</li> <li>c. respects the existing contours and maximises the relationship of the village to the Leamlara</li> </ul>  |

| <i>Objective No.</i> | <b><u>Development Boundary Objectives</u></b>  |
|----------------------|--|
|                      | <p>River, and</p> <ul style="list-style-type: none"> <li>d. utilises traditional form, materials and detailing.</li> </ul>   |
| DB-03                | <ul style="list-style-type: none"> <li>a. In order to secure the population growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure, that will help secure the objectives of the relevant River Basin Management Plan, needs to be provided in tandem with the development, and where applicable protect the integrity of Natura 2000 sites.</li> <li>b. In the absence of these services, each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality. Any new dwellings served by private facilities must make provision for connection to the public system in the future.</li> </ul> |
| DB-04                | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.  |
| DB-05                | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6.   |







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

# 25 Lisgoold

## 25.1 VISION AND CONTEXT

*The strategic aims for Lisgoold are to consolidate its role as an important local service centre and promote small-scale expansion through residential and other development.*

### Strategic Context

**25.1.1.** In the overall strategy of this Local Area Plan, Lisgoold is designated as a **Village Nucleus** within the County Metropolitan Strategic Planning Area.

**25.1.2.** The village is located at the edge of the Metropolitan Green Belt where it is an objective to preserve the largely undeveloped nature of the lands and to reserve lands generally for agriculture, open space or recreation uses. The land immediately north of the existing village is part of the Rural Housing Control Zone, as designated in the Cork County Development Plan 2009. The purpose of the Rural Housing Control Zone is primarily to restrict individual urban-generated houses and protect the character of the rural areas. This restriction is relaxed in principle for local rural housing needs.

### Local Context

**25.1.3.** Lisgoold is located approximately 8 kilometres north of Midleton, in the attractive wooded Owenacurra River valley. The village centre is clustered around the crossroads at the southern end of the settlement where there is good definition provided by the older established properties on the corners and continued by the recently constructed terrace of housing on the eastern side of the main street south of the crossroads. The village contains a variety of house types, and has provided a good supply of self-build detached properties most likely in response to the rural housing controls that apply to the surrounding rural hinterland.

**25.1.4.** There is a degree of synergy between the three settlements of Ballincurragh, Lisgoold and Leamlara all of which are part of the parish of Lisgoold and where services and facilities in each settlement are utilised by the populations of all three. Of this trilogy, Lisgoold is undoubtedly the best served with community and other facilities and services.

## 25.2 PLANNING CONSIDERATIONS

### Population and Housing

**25.2.1.** While the early part of the last decade saw no growth occur in the village, this was compensated by a doubling of the housing stock in the later five years from 26 units to a housing stock of 51 units in 2010.

**25.2.2.** While development has been rapid, the form and layout has integrated well with the existing village, being both spatially balanced in the settlement and with a good housing mix.

| Lisgoold Housing Stock |                |                |                  |
|------------------------|----------------|----------------|------------------|
| Dwellings 2001         | Dwellings 2005 | Dwellings 2010 | Growth 2001-2010 |
| 26                     | 26             | 51             | 25               |

Source: Geo-directory

**25.2.3.** There are 43 units that are the subject of outstanding planning permissions that have not yet been built, which is a significant number for a village of this size. Despite the scale of development permitted, the village does not have a vacancy problem with just two properties recorded as vacant.

### Community Facilities

**25.2.4.** Lisgoold has a number of important community facilities including a community centre, recycling facilities, public houses, shop, GAA grounds, church and a graveyard which is located approximately one kilometre west of the village. The graveyard is nearing full capacity and will require extending. Ballincurragh School, which is located approximately two kilometres north of Lisgoold, is the nearest primary school serving the village, while the national school in nearby Leamlara also serves the population of this village.

### Infrastructure

**25.2.5.** The principal access to Lisgoold is from the R626 regional route, part of which runs through a number of narrow and constrained valleys, and is generally not suitable for large volumes of traffic. Within the village, footpaths and public lighting are limited. There is no public bus service in the village.

**25.2.6.** Lisgoold is served by a public mains water supply. A new wastewater treatment plant, built by a developer and partial funding from the Council, providing tertiary treatment and with a PE design of 500 was commissioned in 2009 and is now in the ownership of the Council. Some of the established parts of the village have yet to be connected to this new plant.

### Flooding

**25.2.7.** Parts of Lisgoold have been identified as being at risk of flooding. The areas at risk follow the path of the Owenacurra River through the village and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

### Economy and Employment

**25.2.8.** Apart from local employment generated by the pubs and shop, there is no local employment opportunities resulting in car-based commuting to nearby Midleton or Cork as the main areas of access to employment.

### Environment and Heritage

**25.2.9.** The Owenacurra River runs to the east of the village continuing on to Midleton Town where it discharges at the Owenacurra Estuary in to the Great Island North Channel.

**25.2.10.** The following table provides a summary of water quality information for the Owenacurra River.

| Owenacurra River             |                                      |
|------------------------------|--------------------------------------|
| Water Management Unit        | Owenacurra                           |
| Waterbody Code               | IE_SW_19_1955                        |
| Protected Area               | Yes                                  |
| River Status (2009)          | Good                                 |
| Risk Assessment (River body) | At Risk of not achieving good status |
| Objective                    | Restore                              |
| Q value                      | Good                                 |

**25.2.11.** The Owenacurra River has been designated as of good status, however the waterbody is considered to be at risk from agriculture and discharges from wastewater treatment plants.

**25.2.12.** Saint John the Baptist's Catholic Church (RPS No. 00402) and Lisgoold School House (RPS No. 00403), which is located to the north of the village, are entered in the Record of Protected Structures.

A number of recorded monuments are located in the vicinity including two possible soutterains, two ringforts and an enclosure.

**25.2.13.** Lisgoold sits in a landscape character type called 'Fissured Fertile Middleground' as defined in the Draft Landscape Strategy which is a landscape deemed to be of medium value. This landscape is rated to be of County importance and is classed as high sensitivity (vulnerable landscape which is highly sensitive to certain types of changes and with the ability to accommodate limited development).

**25.2.14.** A designated scenic route, S43, runs southwards along the R626 regional road from the t-junction in the centre of the village.

**25.3 PROBLEMS AND OPPORTUNITIES**

**25.3.1.** Lisgoold is located in an attractive wooded valley and it is important that new development is sympathetic to the amenities of the settlement. As well as the setting, the range of existing community facilities, the availability of supporting infrastructure and the proximity to Midleton make this an attractive location for development. The village is therefore a location where some housing development should be encouraged, in order to help maintain the basic services that exist and to maximise the benefit of capacity in facilitating infrastructure.

**25.3.2.** The village would benefit from some traffic calming measures on this busy regional road.

**25.3.3.** The natural amenities of the Owenacurra river valley offer an opportunity for the provision of an attractive amenity walk.

**25.4 PLANNING PROPOSALS**

**General Objectives**

**25.4.1.** Lisgoolds' rural setting and proximity to Midleton and to Cork City makes it an attractive location for development. However the loss of the rural character of the village resulting from insensitive large-scale development could seriously undermine the attractiveness of the area. Therefore, having regard to the grain of existing development, this plan proposes an additional 20 dwelling units be provided in this village in the lifetime of the plan.

**25.4.2.** In the past permission has been granted for development outside the scale now proposed and whilst opportunity remains for the implementation of any permissions granted, it is considered that development of that scale would not be in line with current Ministerial policy on the scale of development in villages.

**25.4.3.** There will be opportunities for a mix of house types and sizes as reflected in the developments already built although in keeping with the rural character of the village no single proposal for residential

development should be larger than 4 or 5 units, in line with Government Guidelines.

**25.4.4.** The village itself would benefit from the provision of an enhanced streetscape with improved street lighting, public footpaths, street furniture and an amenity walk.

**25.4.5.** The development boundary for the village defines the existing extent of the built up area, whilst also allowing some expansion for residential development.

| Objective No. | Development Boundary Objectives   |
|---------------|---|
| DB-01         | <ul style="list-style-type: none"> <li>a. Within the development boundary of Lisgoold it is an objective to encourage the development of up to 20 additional dwelling units in the period 2010-2020.</li> <li>b. No one proposal for residential development shall be larger than 4 or 5 housing units.</li> </ul>  |
| DB-02         | <p>It is an objective that new development;</p> <ul style="list-style-type: none"> <li>a. consolidate and strengthen the existing village core, reinforcing the streetscape where appropriate,</li> <li>b. is sympathetic to the character of the village,</li> <li>c. utilises traditional form, materials and detailing,</li> <li>d. allows sufficient set back in the building line to accommodate a footpath, where appropriate.</li> </ul> <p>New housing development outside of the village centre shall generally be in the form of small groups of housing, detached housing or serviced sites.</p>   |
| DB-03         | <ul style="list-style-type: none"> <li>a. In order to secure the population growth and supporting development proposed in DB -01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan and the protection of Great Island Channel Special Area of Conservation, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving river does not fall below legally required levels. Sustainable Urban Drainage Systems (SUDS) and sufficient storm water attenuation will be required for developments within this area.</li> </ul> |

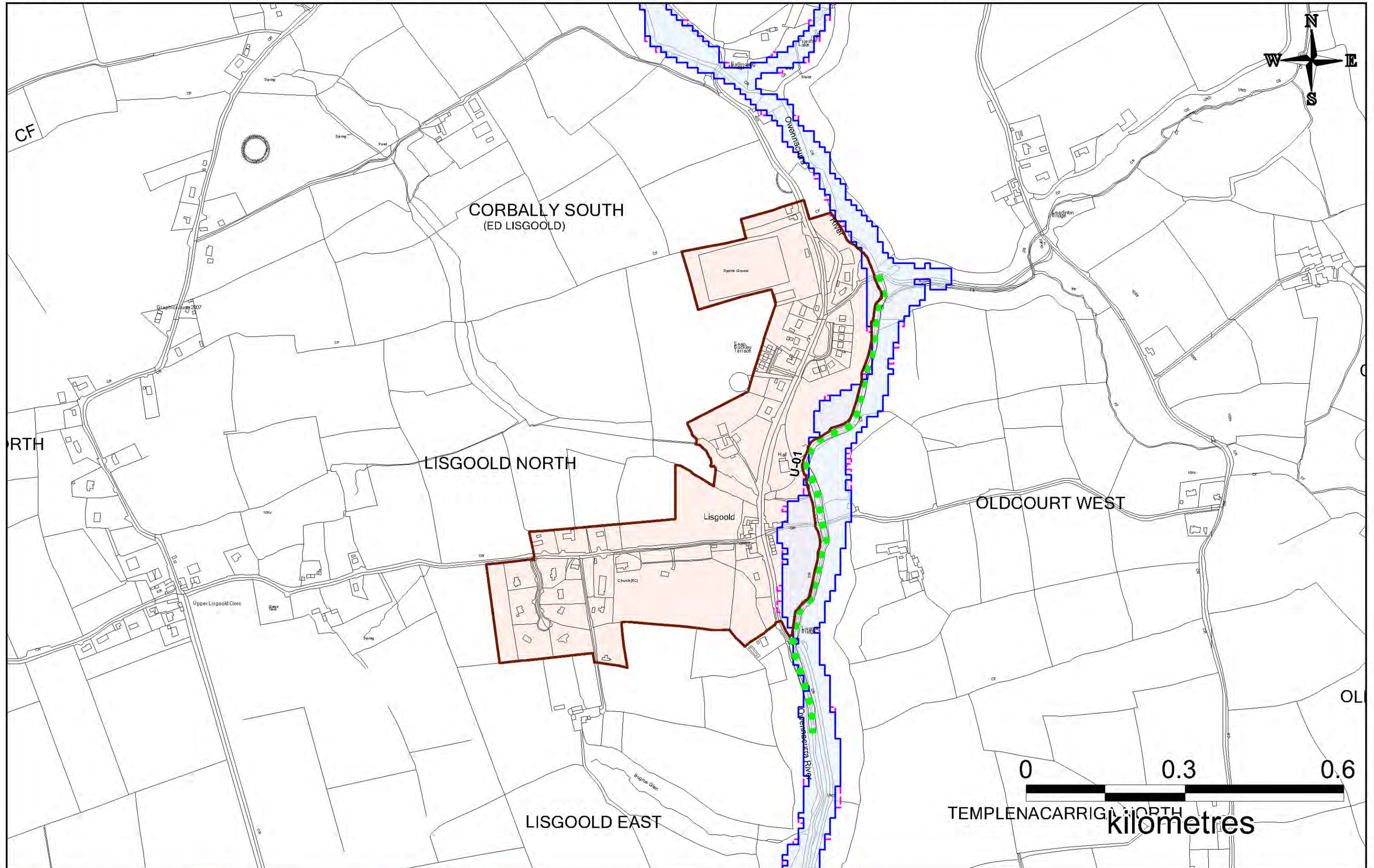
| Objective No. | Development Boundary Objectives  |
|---------------|--|
|               | <ul style="list-style-type: none"> <li>b. It is an objective that all development connect to the existing mains drinking water supply.</li> </ul>  |
| DB-04         | It is an objective to extend footpaths and public lighting to serve the whole of the village and where practicable, to provide for the undergrounding of utilities.  |
| DB-05         | It is an objective to implement traffic calming measures in the village.   |
| DB-06         | It is an objective to encourage additional retail and services in the village commensurate with the scale of the settlement.   |
| DB-07         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.  |
| DB-08         | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6. |

**Community & Utilities**

**25.4.6.** In order to make the most of the natural amenities of the area, an amenity walk has been identified along the Owenacurra River.

| Objective No. | Community & Utilities              | Approx Area (Ha) |
|---------------|------------------------------------|------------------|
| U-01          | Develop and maintain amenity walk. |                  |





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

# 26 Ballymackibbot / Inch / Mount Uniacke

## 26.1 VISION AND CONTEXT

*The strategic aims for Mount Uniacke, Inch and Ballymackibbot, are to consolidate existing development and encourage small-scale expansion so as to retain existing facilities and services.*

### Strategic Context

**26.1.1.** In the overall strategy of this Local Area Plan, Mount Uniacke, Inch and Ballymackibbot are designated as **Village Nuclei** within the CASP Ring Strategic Planning Area.

**26.1.2.** CASP Update 2008 noted the need to control future population growth in the CASP Ring, especially in the villages and rural areas in order to support the role of the Ring Towns and re-balance growth relative to its location within Metropolitan Cork. This will require more moderate growth within the village network of the Midleton EA to ensure the delivery of this CASP objective.

### Local Context

**26.1.3.** Mount Uniacke, Inch and Ballymackibbot are located within two kilometres of each other, approximately 5 kilometres north of Killeagh. Inch is situated within the narrow valley of the Tourig River, Mount Uniacke is situated at a crossroads to the west of Inch and Ballymackibbot lies between the two settlements. While these settlements each have a distinct development boundary, they rely on each other for services and facilities.

**26.1.4.** Each of these village nuclei comprises a handful of individual dwellings clustered around a community facility or service. In the case of Ballymackibbot, the village is centred on a skewed crossroads and the national school. The development boundary of Mount Uniacke again surrounds a skewed crossroads and all the existing development is centred around this crossroads with a pub at its centre. The development boundary for Inch is drawn very tightly encompassing a small number of dwellings, the church and community hall and with the Tourig River running through the centre.

## 26.2 PLANNING CONSIDERATIONS

### Population and Housing

**26.2.1.** In 2010 the three settlements combined have less than 30 dwellings in their housing stock. As is appropriate for settlements of this nature, growth has been very incremental in the last decade and has taken the form of individual houses.

| Ballymackibbot, Inch & Mount Uniacke Housing Stocks |                |                |                |                |
|---|----------------|----------------|----------------|----------------|
|   | Dwellings 2001 | Dwellings 2005 | Dwellings 2010 | Growth 2001-10 |
| Ballymackibbot                                      | 5              | 7              | 11             | 6              |
| Inch  | 3              | 3              | 7              | 4              |
| Mount Uniacke                                       | 10             | 9              | 8              | -2             |

Source: Geo-directory

**26.2.2.** Ballymackibbot has seen the most growth with an additional 6 dwellings, while Inch has added an additional 4 dwellings to its housing stock. Despite having the largest development boundary of all three settlements, Mount Uniacke experienced a decline in its housing stock between 2001 and 2010 from 10 to 8 dwellings.

### Community Facilities

**26.2.3.** The three settlements together have a number of community facilities including a church, public house, community hall, post office and Ballymackibbot primary school.

### Infrastructure

**26.2.4.** Road access to Ballymackibbot, Mount Uniacke and Inch is via the local road network which is constrained at a number of locations and generally not considered suitable for large volumes of traffic. Ballymackibbot and Mount Uniacke have no public water or sewer currently available, while Inch has a limited water supply scheme but no public sewer.

### Flooding

**26.2.5.** Parts of Ballymackibbot and Inch have been identified as being at risk of flooding. The areas at risk follow the path of the Tourig River through the village and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be

assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

### Economy and Employment

**26.2.6.** There are no existing significant employment opportunities in any of the three settlements.

### Environment and Heritage

**26.2.7.** The Tourig River runs through the centre of Inch and a small tributary of his river drains the valley to the east of Ballymackibbot before joining the Tourig at Inch.

**26.2.8.** The following table provides a summary of water quality information for the Tourig River.

| Tourig River                 |               |
|------------------------------|---------------|
| Water Management Unit        | Womanagh      |
| Waterbody Code               | IE_SW_18_2824 |
| Protected Area               | n/a           |
| River Status (Dec 2008)      | Good          |
| Risk Assessment (River body) | Not at Risk   |
| Objective                    | Protect       |
| Q value                      | Good          |

**26.2.9.** The Tourig River has been designated as of good status, with an objective to protect this status.

**26.2.10.** Inch Catholic Church is entered on the Record of Protected Structures in Volume 2 of the County Development Plan 2009 and is also listed on the National Inventory of Architectural Heritage. The settlement clusters of Inch and Mount Uniacke are also listed as recorded monuments.

**26.2.11.** All three village nuclei are located in a landscape character type called 'Fissured Fertile Middleground' as defined in the Draft Landscape Strategy which is a landscape deemed to be of medium value. This landscape is rated to be of County importance and is classed as high sensitivity (vulnerable landscape which is highly sensitive to certain types of changes and with the ability to accommodate limited development).

**26.3 PROBLEMS AND OPPORTUNITIES**

**26.3.1.** The lack of a public water supply and public wastewater treatment facilities is a significant issue facing these village nuclei. To continue to develop the villages based on private or group wells and private wastewater treatment carries significant environmental and public health risks for the future.

**26.3.2.** It is important that the special character and amenity value of the Tourig River Valley surrounding Inch is adequately protected. While Inch has the most to offer in terms of community facilities, the steep slopes surrounding the settlement and the need to protect areas of broadleaf forestry and mature hedgerows limit its development potential.

**26.3.3.** In the 2005 LAP the development boundary for Mount Uniacke was bow shaped, with all existing development centred around the crossroads at the northern side of the settlement with no development on the lands to the south. These lands remain undeveloped and having considered the grain of existing development and the haphazard and undesirable form and layout to the village that would transpire were they to be developed, the continued inclusion of these lands within the development boundary is not appropriate.

**26.4 PLANNING PROPOSALS**

**26.4.1.** Three development boundaries are included for Mount Uniacke, Inch and an area adjacent to Ballymackibbot School.

**26.4.2.** The number of existing dwellings served by individual wastewater treatment facilities and well water supplies limits the capacity for new development within the boundary of Ballymackibbot. Therefore, having regard to the grain of existing development, this plan proposes an additional 2 dwelling units be provided in this village in the lifetime of the plan.

**26.4.3.** The general objective for Ballymackibbot is set out in the following table:

| Objective No. | Development Boundary Objective: <u>Ballymackibbot</u>  |
|---------------|--|
| DB-01         | Within the development boundary of Ballymackibbot it is an objective to encourage the development of 2 additional individual dwelling units. |
| DB-02         | Individual dwellings may be permitted subject to normal proper planning and sustainable development  |

| Objective No. | Development Boundary Objective: <u>Ballymackibbot</u>  |
|---------------|--|
|               | considerations. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality.  |
| DB-03         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.  |
| DB-04         | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6. |

**26.4.4.** The need to protect the landscape setting and the challenges of the surrounding topography mean that there is no scope for further residential development within the established development boundary. However, it is important that existing development is retained so as to ensure the viability of the existing services and facilities.

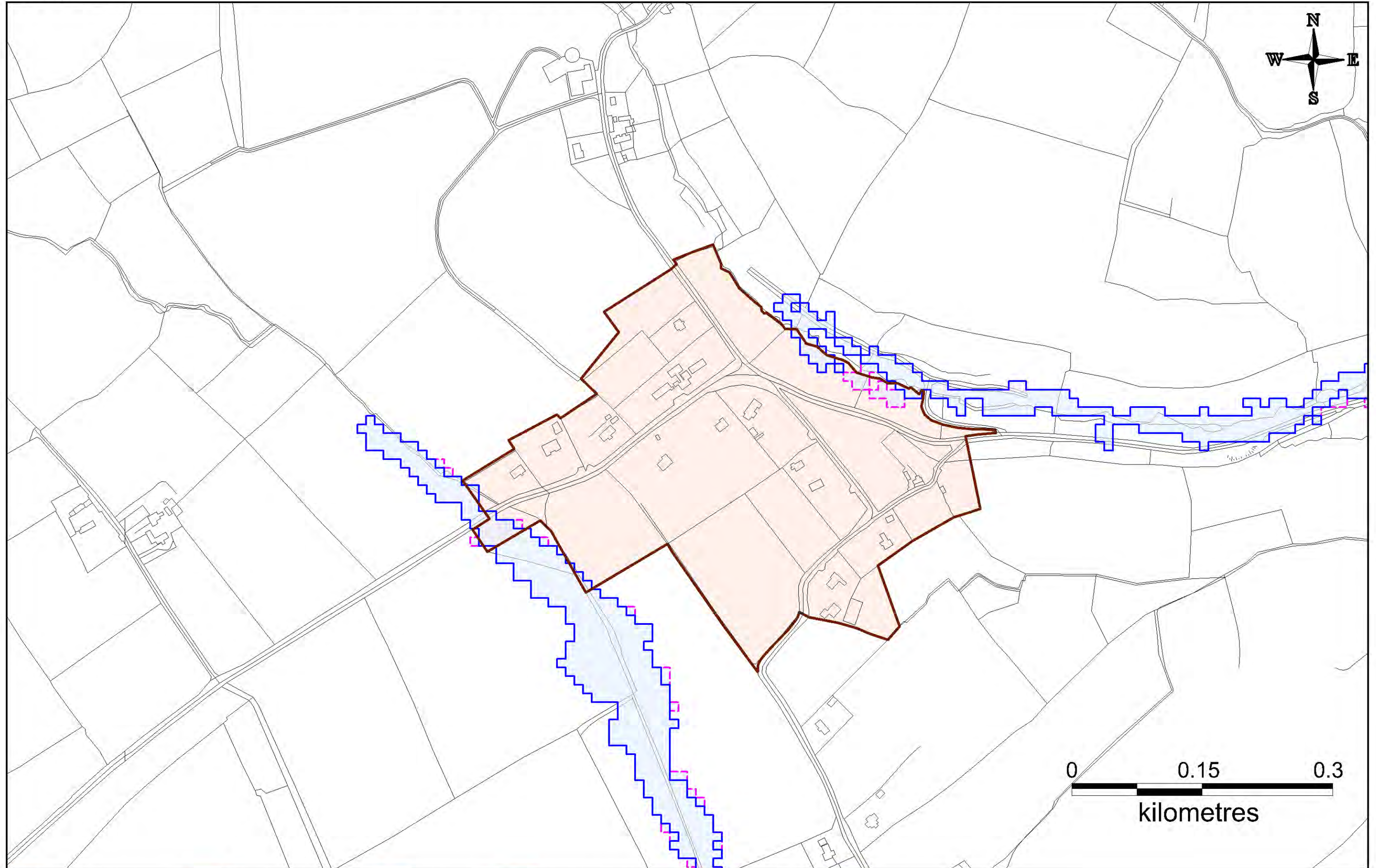
**26.4.5.** The general objective for Inch is set out in the following table:

| Objective No. | Development Boundary Objective: <u>Inch</u>  |
|---------------|--|
| DB-01         | Within the development boundary of Inch it is an objective to retain existing residential development so as to sustain the existing services and community facilities.   |
| DB-02         | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD 1-1 to FD 1-6 detailed in Section 1 of this Plan, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. In particular, a site-specific flood risk assessment will be required as described in objectives FD 1-4, 1-5 and 1-6. |

**26.4.6.** As is the case in Ballymackibbot, the lack of mains water and wastewater facilities limit the potential for any new development in Mount Uniacke. This plan therefore proposes an additional 2 dwellings in the settlement in the lifetime of the plan.

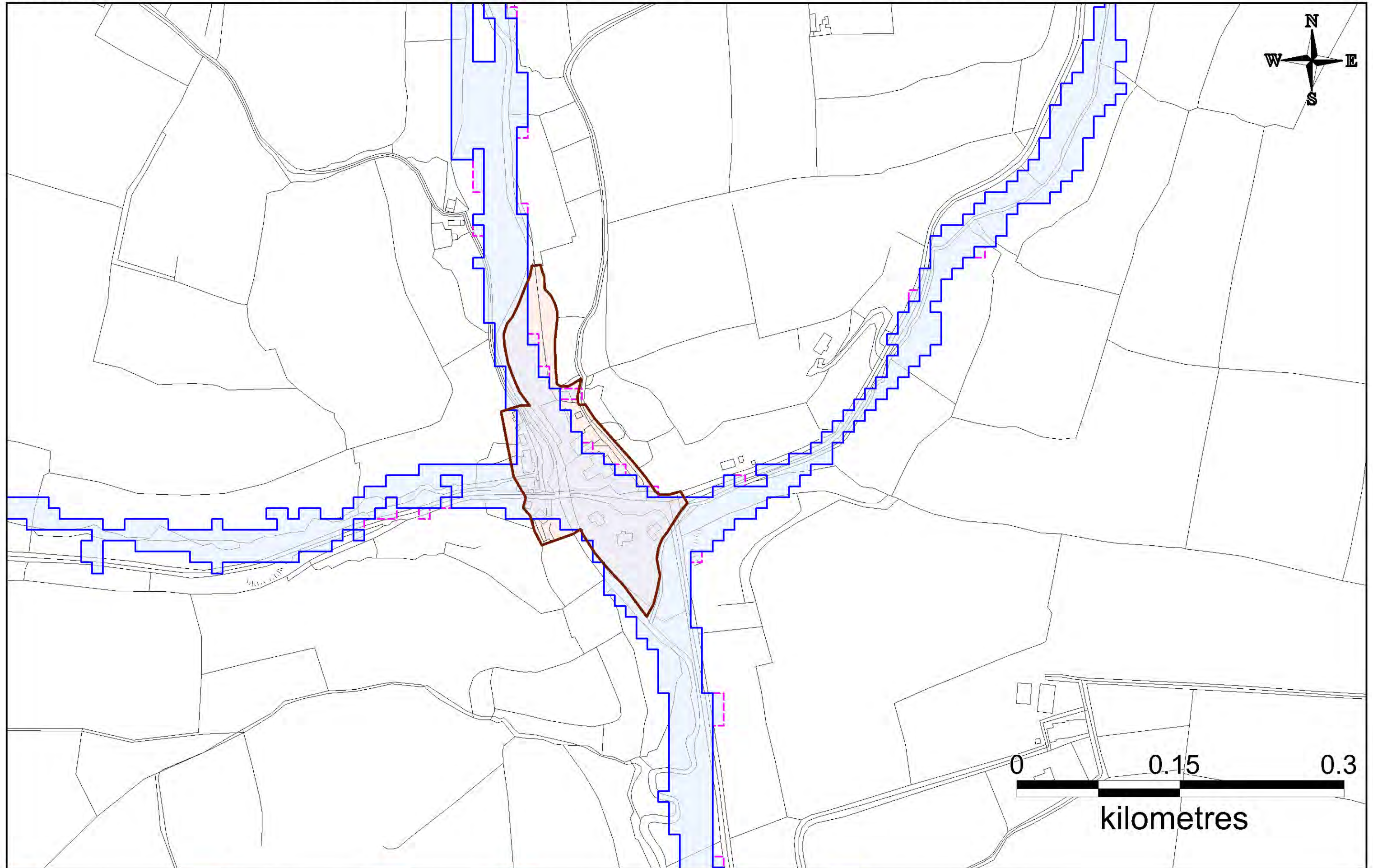
**26.4.7.** The general objective for Mount Uniacke is set out in the following table:

| Objective No. | Development Boundary Objective: <u>Mount Uniacke</u>  |
|---------------|---|
| DB-01         | Within the development boundary of Mount Uniacke it is an objective to encourage the development of 2 additional individual dwelling units.   |
| DB-02         | Individual dwellings may be permitted subject to normal proper planning and sustainable development considerations. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality. |
| DB-03         | Roadside development within the village shall be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.   |



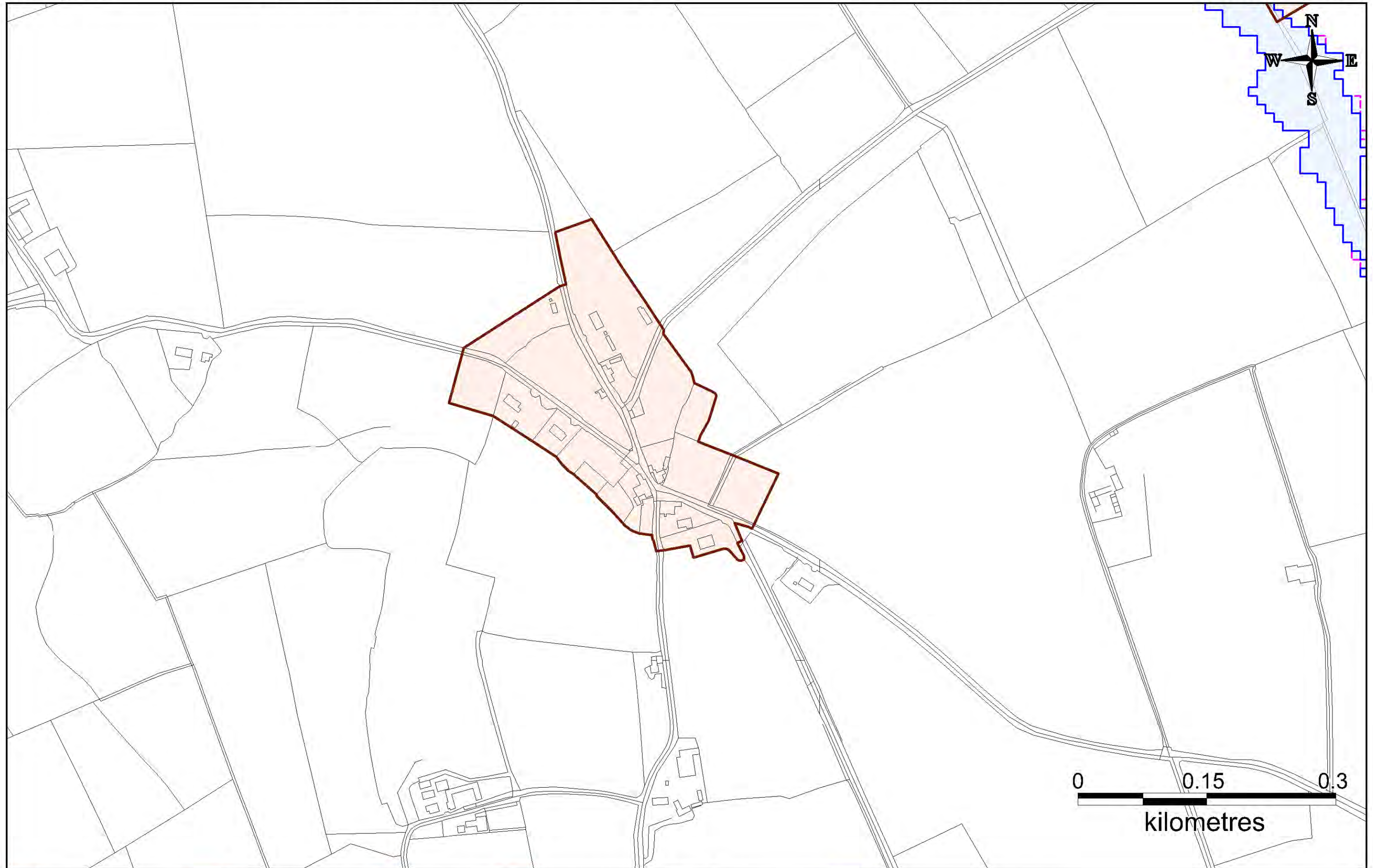
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|--|------------------------------------|----------|---------------------|-----------|--------------------------------------|
| Settlement Boundary                      | Town Centre / Neighbourhood Centre | Industry | Special Policy Area | Utilities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





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





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



**OTHER LOCATIONS**

Barnabrow / Ballymaloe

Belvelly

Carrigaloe

Carriganass

Fota Island

Garryvoe Upper

Gyleen

Haulbowline

Knockadoon

Marino Point

Redbarn

Roche's Point

Spike Island

Trabolgan



## 27 Barnabrow / Ballymaloe

### 27.1 BARNABROW/ BALLYMALOE IN CONTEXT

**27.1.1.** The two hotels, Ballymaloe House Hotel and Barnabrow House Hotel are located between the historic town of Cloyne and the picturesque fishing port of Ballycotton, close to the holiday resort at Shanagarry/ Garryvoe.

**27.1.2.** There is a limited amount of development in the area including the two hotels and associated buildings. In addition to a number of individual houses there is a development of holiday cottages next to Barnabrow House Hotel.

### 27.2 PLANNING PROPOSALS

**27.2.1.** It was agreed to consolidate tourism and recreation uses in the Barnabrow/ Ballymaloe area. It is important that the natural heritage of the area is protected. There may be limited capability to accommodate small scale development proposals which will be subject to the provision of satisfactory infrastructure.

## 28 Belvelly

### 28.1 BELVELLY IN CONTEXT

**28.1.1.** Belvelly is located approximately five kilometres north of Cobh on the approach to Great Island and is situated within the Metropolitan Green Belt, as designated in the Cork County Development Plan 2009, where it is an objective to preserve the largely undeveloped nature of the lands that lie within it and to reserve those lands generally for agriculture, open space or recreation uses.

**28.1.2.** Belvelly has an attractive harbour setting and some important natural and built heritage, including Belvelly Castle and Martello Tower, which are entered in the Record of Protected Structures, and the Great Island Channel, which is a wetland of international importance, as it supports large numbers of birds.

**28.1.3.** Belvelly has a recognisable settlement pattern; speed signs mark the main gateway and entrance points. Belvelly has developed along the waterfront with linear roadside developed characterising the waterfront area. The area also contains scattered one off houses with some larger scale housing development that is not consistent with the traditional character of the area.

**28.1.4.** There are no community facilities or services within this location. The area is characterised by a number of clustered one off dwellings.

**28.1.5.** Belvelly is currently limited in terms of infrastructure provision, particularly with regard to road access. The loss of the areas unique character resulting from insensitive large-scale development could seriously undermine the attractiveness of the area. In light of the above, Belvelly will continue to form an important component of the Metropolitan Green Belt.

## 29 Carrigaloe

### 29.1 CARRIGALOE IN CONTEXT

**29.1.1.** Carrigaloe is located approximately three kilometres north of Cobh, on the R624 regional route connecting Cobh and Carrigtwohill and is situated within the Metropolitan Green Belt, as designated in the Cork County Development Plan 2009, where it is an objective to preserve the largely undeveloped nature of the lands that lie within it and to reserve those lands generally for agriculture, open space or recreation uses.

**29.1.2.** The area is characterised by a number of clustered one off dwellings. Carrigaloe consists of a linear grouping of housing along the waterfront. A scheme of 10-12 detached houses has developed north east of the settlement. Carrigaloe is located along a dramatic coastline setting, with lands rising steeply to the east.

**29.1.3.** The area is densely wooded in places. The coastal setting and steeply rising lands to the east contribute to a landscape setting of particularly high scenic value. Higher lands in the east are visually prominent from across the Harbour.

**29.1.4.** Services within Carrigaloe include a public house and a regular rail service, which operates between Cork City and Cobh.

**29.1.5.** Major infrastructure and topographical constraints, as well as its' location within the Metropolitan Green Belt, means there is very limited scope for development that would not be detrimental to the overall character of the area. However, an area of land in Carrigaloe is designated as an A3 green belt area, recognising the relatively built-up nature of the lands and allowing for a limited amount of further development to meet the individual housing needs of people who live or grew up within the Carrigaloe A3 area, subject to the availability of a suitable site and normal proper planning considerations.

## 30 Carriganass

### 30.1 CARRIGANASS IN CONTEXT

**30.1.1.** Carriganass is located to the north of Inch on the R634, the Youghal to Tallow Road. The area has no distinctive settlement pattern as Carriganass is made up of scattered one off houses that have developed in the general vicinity of a cross roads, although there is a grouping of houses creating a linear roadside frontage that contributes to a perception of “build-up”.

**30.1.2.** There are generally elevated lands with little or no vegetation cover and there are long range views of Carriganass. The landscape slopes down to the west and some development has been absorbed without significant injury to amenity or the rural character of the wider area. Topography and lack of vegetation cover leave large areas of the location quite exposed.

**30.1.3.** In the overall strategy of this Local Area Plan, Carriganass is recognised as a centre providing very limited local services. There are no public sewerage or water supply facilities available in Carriganass and as a result, only a limited amount of further development may be suitable in the vicinity of Carriganass.

### 30.2 PLANNING PROPOSALS

**30.2.1.** As Carriganass has limited community facilities, does not have public services and is only served by minor roads, any additional development there needs to be subject to the availability of suitable sites and normal proper planning considerations.

**30.2.2.** Carriganass can benefit from its location between the settlements of Youghal and Tallow both of which provide a wider range of services than are available in Carriganass.

**30.2.3.** It is important that any new development in Carriganass maintains the integrity of the surrounding rural landscape and the rural character of the settlement, particularly by ensuring that any new development will not visually dominate the wider landscape or lead to further increases in the numbers of individual houses fronting directly onto roads in the area. Inappropriate development could irreversibly erode the rural character of this location.

## 31 Fota Island

### 31.1 FOTA IN CONTEXT

**31.1.1.** Fota Island is situated within Cork Harbour, approximately 6 kilometres north of Cobh. The Island is generally comprised of a mix of heritage, recreation and tourist uses. Fota Wildlife Park is an extremely popular destination for day trips, while Fota golf course is an important source of recreation as well as being a valuable asset to the local economy.

**31.1.2.** Fota has an attractive harbour setting and some important natural and built heritage, including Fota House and Quay, which are entered in the Record of Protected Structures, and the Great Island Channel, which envelopes the Island and is a wetland of international importance, as it supports large numbers of birds.

**31.1.3.** Fota has an extremely important tourism and recreation function in East Cork and it is important that this role is recognised and maintained, whilst also protecting the ecological value and unique character of Fota.

**31.1.4.** The Cork County Development Plan 2009 established the area as part of the Metropolitan Green Belt. While the overall objective for green belt lands is to reserve them generally for use as agriculture, open space and recreation, long-established commercial or institutional uses lying entirely within the green belt, such as tourism enterprises found at Fota Island, were recognised and an allowance was made to accommodate appropriate proposals for the expansion or intensification of the existing uses.

**31.1.5.** In recent years a hotel, golf course and holiday home development has been completed enhancing the tourist role of the island. Further tourist, heritage and recreation related development will build on the strong tourist offer already available and will be encouraged.

### 31.2 PLANNING PROPOSALS

**31.2.1.** In this Local Area Plan it is proposed to continue to recognise and maintain the tourism and recreational value of the Island, while protecting the ecological and unique character of the area. It is essential that any future development underpins the unique characteristics and attractions in the area.

## 32 Garryvoe Upper

### 32.1 GARRYVOE UPPER IN CONTEXT

**32.1.1.** Garryvoe Upper is situated to the north of Garryvoe Strand towards Ladysbridge, within an area comprising considerable scenic and natural amenities, including the neighbouring tourist centre of Shanagarry / Garryvoe. Garryvoe Upper consists of 2 linear roadside groupings of single dwellings extending to the North West and north east of a junction.

**32.1.2.** Garryvoe Upper is situated on a highly elevated location amongst steep coastal hills, set within a high quality landscape characterised by long range views.

### 32.2 PLANNING PROPOSALS

**32.2.1.** Given its' sensitive setting, lack of infrastructure and public services and it's natural heritage, it is important to protect Garryvoe Upper from inappropriate or large scale development during the life of this Plan. There is some capacity for one-off/infill development that will not undermine residential amenity or rural character. Development should not however extend any further to the north west or north east as there is a risk of ribboning further eroding the rural character in this locality. It was agreed to consolidate tourism and recreation uses in the area. Any small-scale development proposals will be subject to the provision of satisfactory infrastructure.



## 33 Gyleen

### 33.1 GYLEEN IN CONTEXT

**33.1.1.** Gyleen is located approximately 6 kilometres southeast of Whitegate, within a coastal area comprising considerable scenic amenities, part of which is designated as scenic landscape in the Cork County Development Plan 2009. Gyleen, along with a number of other locations along the East Cork coastline, is a popular destination for day trips. Approaching from the north, the settlement pattern is characterised by a line of one-off linear roadside development to the east of the main road continuing down to the coastline. There are a number of dwellings to the west of the road in the centre of the settlement. There is just one service in Gyleen, consisting of a public house. Gyleen is generally well contained by landscape and topography with dense vegetation cover in places.

**33.1.2.** Gyleen has a number of structures, which are of historical and architectural significance, including a Coastguard Station located approximately one kilometre east of Gyleen, and three thatched cottages, which are entered in the Record of Protected Structures.

**33.1.3.** The large rural hinterland, which surrounds Gyleen forms part of the Rural Housing Control Zone, as designated in the Cork County Development Plan 2003 (as varied), where it is an objective primarily to restrict individual urban-generated houses and protect the character of the rural areas, while also allowing rural people to have relatively easy access to any suitable sites in their local area.

**33.1.4.** There is no public sewer in Gyleen, while the water supply to the area is limited due to network difficulties. Road access to Gyleen is constrained in a number of locations and is considered unsuitable for large volumes of traffic.

**33.1.5.** Major Infrastructure constraints, poor access and its sensitive scenic and coastal setting, limits development in Gyleen. Some additional public facilities, in particular some additional car parking, is desirable.

**33.1.6.** Some areas in the north of the settlement are elevated and could be visually prominent, it is critical that any future development does not detract from existing residential character and amenity, or the rural/coastal character of the wider area.

## 34 Haulbowline

### 34.1 HAULBOWLINE IN CONTEXT

**34.1.1.** Haulbowline Island occupies a strategic and central location within Cork Harbour, approximately 14 kilometres southeast of Cork City and adjacent to the Strategic Employment Centre at Ringaskiddy. Even though the Island is located within the Midleton Electoral Area, access is from a single bridge on the southern part of the Island, connecting with Ringaskiddy in the Carrigaline Electoral Area.

**34.1.2.** According to the Cork Area Strategic Plan, if present industry installations, such as the former steel plant at Haulbowline, were to close, major medium to high-density mixed-use redevelopment, perhaps including high quality workplaces, apartments and cultural projects could be pursued.

**34.1.3.** The island is currently in state ownership. The headquarters of the Irish Naval Service occupy a significant part of the western side of the island as well as the eastern side of the dock basin in the centre. The former ISPAT / Irish Steel site is vested in the Department of Finance and comprises the lands in the centre to the west of the dock basin and the redundant slag heaps on the eastern extreme of the island.

**34.1.4.** Almost half of the approximate 84 acre land mass of the island comprises made ground, the first tranche of which was reclaimed by the creation of a dockyard in the period between 1865-95 and involved the labour of prisoners from nearby Spike Island, and continued with the tipping of steel plant waste onto the original spit bank until the closure of the Irish Steel plant in 2001. The naval base buildings are located on the original island, which has been the site of fortifications back as far as the early 1600's.

### 34.2 PLANNING CONSIDERATIONS

**34.2.1.** The main land uses currently located in Haulbowline Island are institutional and educational uses. The navy, with in excess of 1000 personnel, operates a flotilla of eight vessels from Haulbowline comprising one helicopter patrol vessel, five offshore patrol vessels and two coastal patrol vessels. The Coastal and Marine Resources Centre of UCC is housed in temporary accommodation on the island following the destruction of their offices in one of the renovated warehouses on the waterfront in a fire in 2008.

**34.2.2.** Mains water is supplied to the island via a large diameter private pipe under the bridge/causeway from the public road east of

Ringaskiddy. This bridge/ causeway is the sole road access to the island. A naval ferry service operates between the island and Cobh.

**34.2.3.** The draft flood maps produced by the Lee Catchment Flood Risk Assessment and Management Study have not identified any flood risk on the island.

**34.2.4.** Due to its special character, the western part of the Island is designated as an Architectural Conservation Area, where it is an objective to conserve and enhance the special character of this area. This part of the island contains a number of buildings of heritage importance including a Martello tower and a range of limestone warehouses and offices, which are entered on the Record of Protected Structures in the CDP 2009 (RPS No's. 00578 and 00670 respectively). The Martello Tower houses a collection of artefacts and memorabilia amassed by the Naval Service, but due to its location in the centre of the naval base, is not accessible to the general public.

**34.2.5.** The original clubhouse of the Royal Cork Yacht Club, established as the Water Club in 1720 as the world's first sailing club, is located on the island. Haulbowline Theatre Group established in 1963, has its origins in the Irish Naval Service and maintains a strong link with the naval service. A 130 seat theatre is located within the confines of the Irish Naval Base.

### 34.3 PROBLEMS AND OPPORTUNITIES

**34.3.1.** The legacy of the ISPAT / Irish Steel plant continues to influence the future of Haulbowline. Cork County Council, as an agent of the Department of the Environment, Heritage and Local Government, commissioned a report on the condition of the steel plant and the hazardous materials stored there since the plant closed in June 2001 and this site investigation report has been finalised by consultants White Young Green. The Department of the Environment, Heritage and Local Government has the lead responsibility in the remediation of the site.

**34.3.2.** A working group chaired by the Office of Public Works and involving a range of Government Departments and State Agencies has been established to determine the optimum use for the site and how legacy issues should be addressed.

**34.3.3.** The potential redevelopment of the former steel plant at Haulbowline raises a number of important issues. Whilst it is recognised that Haulbowline may well have future development potential along the lines suggested in CASP, the continued existence of hazardous waste materials effectively precludes the consideration of these uses.

**34.3.4.** The lack of adequate mains water supply and wastewater infrastructure, reliance on a single road access point, the absence of public transport and the lack of any existing community facilities or

services to support a new community are further challenges particularly for any redevelopment involving a residential component or a jobs intensive employment use and significant public investment would be required to resolve these issues. The contamination on the eastern part of the island and the presence of subterranean structures in the vicinity of the old steel mill may also create uncertainty for investors.

**34.3.5.** Security considerations may also arise from the presence of the naval service and the conflicts that could emerge with multiple civilian users in such close proximity.

#### **34.4 PLANNING PROPOSALS**

**34.4.1.** Given the difficulties outlined, the potential for re-development in Haulbowline is most likely to be based around the historic uses on the site, predominantly the naval base function. The naval service are keen to achieve greater direct access on foot across the mouth of the dock basin between their compound on the western end of the island and their buildings and ships on the eastern side of the dock which has thus far been ruled out by historic land ownership boundaries. Redevelopment proposals should not preclude this access arrangement being pursued.

**34.4.2.** Potential would also appear to lie in the areas of heritage/cultural development, particularly given the location of the island in the heart of Cork Harbour and the potential to create linkages with similar maritime heritage and cultural projects based around Spike Island and Fort Camden amongst others.

**34.4.3.** In February 2007 a Scoping Study was published on behalf of the Irish Naval Service and the Heritage Council on the potential to create a naval or maritime museum on Haulbowline Island. The report noted the lack of a major cultural facility focused on Ireland's rich coastline and coastal waters or a museum dedicated to naval history. This report involved an appraisal of Block 9, a 2000sqm warehouse built in the early 19<sup>th</sup> century over four floors, for use as a maritime or naval museum, concluding that the building is capable of being restored and is suitable for this purpose. An indicative cost of €20m has been estimated for the project, although the study recommends a detailed feasibility study and business plan be prepared.

**34.4.4.** There may also be potential on the island for synergies or development related to the existing National Maritime College, or the Maritime & Energy Research Campus and Commercial Cluster (MERC<sup>3</sup>) being developed at Ringaskiddy in a joint venture between a number of partners including UCC, CIT, the Marine Institute, Enterprise Ireland and the Irish Naval Service and which is seeking to establish a flagship cluster to produce innovative technical solutions to support the development of the Irish maritime and energy sectors.

## **35 Knockadoon**

### **35.1 KNOCKADOON IN CONTEXT**

**35.1.1.** Knockadoon is located approximately 5 kilometres east of Ballymacoda, within an area comprising, considerable scenic and natural amenities, including Knockadoon Head and Capel Island, which are both proposed as a Natural Heritage Areas.

**35.1.2.** A small fishing port exists on the eastern side of Knockadoon Head, while a number of existing dwellings are scattered throughout the promontory. A number of one-off developments in the west of the settlement have created a ribbon of linear roadside development. There are five thatched houses within the Knockadoon area, which are entered in the Record of Protected Structures.

**35.1.3.** Lands rise to the east on entering Knockadoon from the west, falling down steeply to the coastline. The settlement is well screened in general by these topographical changes, but there is very limited vegetation cover. Elevated lands in the west of the settlement are visually prominent from some short range views.

**35.1.4.** Given its' sensitive setting, lack of infrastructure and public services and important natural heritage, it is important to protect Knockadoon from inappropriate or large scale development during the life of this Plan.

## **36 Marino Point**

### **36.1 MARINO POINT IN CONTEXT**

**36.1.1.** Marino Point is a brownfield industrial area located approximately five kilometres north of Cobh on the Great Island and adjacent to the Cork – Cobh rail line.

**36.1.2.** The site comprises the redundant infrastructure of Irish Fertilizer Industries and contains a hazardous industrial installation to which the Seveso II Directive applies (Dynea Ltd) and a 1 km consultation zone is in effect with regard to certain categories of new development. The landholding, apart from Dynea, remains primarily degraded and vacant since the closure of the IFI plant. The total land area of the combined industrial undertakings comprises about 46 ha.

**36.1.3.** The plant adjoins the existing rail route from Cobh to Cork and, in the past, has been served by a freight facility. There is also a deep-water wharf that was designed to serve the fertilizer plant. The site is close to the City Main Drainage Waste Water Treatment Plant at Carrigrennan and is served by high capacity water, gas and electricity supplies. The road network serving the site is generally poor requiring significant improvements in both the direction of Carrigtwohill and Cobh.

### **36.2 PLANNING CONSIDERATIONS**

**36.2.1.** Both the original Cork Area Strategic Plan 2001 and CASP Update 2008 refer to the development potential of Marino Point, if present industry installations were to close, for major medium to high-density mixed-use redevelopment, (perhaps including high quality workplaces, apartments and cultural projects).

**36.2.2.** The potential redevelopment of Marino Point raises a number of important issues. Whilst it is recognised that Marino Point may well have future development potential along the lines suggested in CASP and could even provide the basis for a 'flagship' mixed-use rail-based 'brownfield' redevelopment project, in an attractive waterfront setting without resulting in the loss of any 'greenfield' land from the Metropolitan Cork Green Belt, the continued existence of the hazardous production facility effectively precludes the consideration of these concepts at this time.

**36.2.3.** Furthermore, Marino Point is located to the east of Cork City rather than the north and, although in the long term there may be significant benefits resulting from development here as suggested by

CASP, such development here will not act as a catalyst for the rebalancing of the city, in the manner envisaged for Monard.

**36.2.4.** In a recent review of their Strategic Development Plan, the Port of Cork have identified Marino Point as a potential location for additional bulk/ general cargo facilities and bulk liquids handling and storage facilities. The site may also have a role to play in facilitating the relocation of some existing uses from the City Docklands.

**36.2.5.** Parts of Marino Point have been identified as being at risk of flooding. The areas at risk comprise the western and northern side of the peninsula and other lands to the north-east on the Great Island and are illustrated on the settlement map. Government Guidelines require, and it is an objective of this plan, that future development is avoided in areas indicated at being at risk of flooding. More detailed information on the approach to flooding and how development proposals in areas at risk of flooding will be assessed is given in Section 1 of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

**36.3 PROBLEMS AND OPPORTUNITIES**

**36.3.1.** Existing road access to Marino Point is via the R624 regional road and the capacity of this road would not be sufficient to cater for any traffic intensive use, port or otherwise. Extensive upgrading of the road in both the direction of Carrigtwohill and the N25, including Belvelly and Slatty Bridges, and back to Cobh, would need to be carried out to accommodate any large scale development proposals.

**36.3.2.** It's location along side the Cork-Cobh rail line mean the site does have the potential for a rail connection or rail freight, although the scope for container freight may be limited.

**36.3.3.** The peninsula adjoins a number of designated nature conservation areas namely, Cork Harbour Special Protection Area (SPA-4030) and Great Island Channel candidate Special Area of Conservation and proposed Natural Heritage Area (cSAC-1058 & pNHA-1058) and any proposals for development would need to provide for the protection of these sites.

**36.3.4.** The original Marino House is located close to the southern shoreline , surrounded by part of the original gardens and landscaping and a brick Orangery. The house, Orangery and landscaped grounds are all recorded monuments and would need to be preserved in any re-development proposals.

**36.4 PLANNING PROPOSALS**

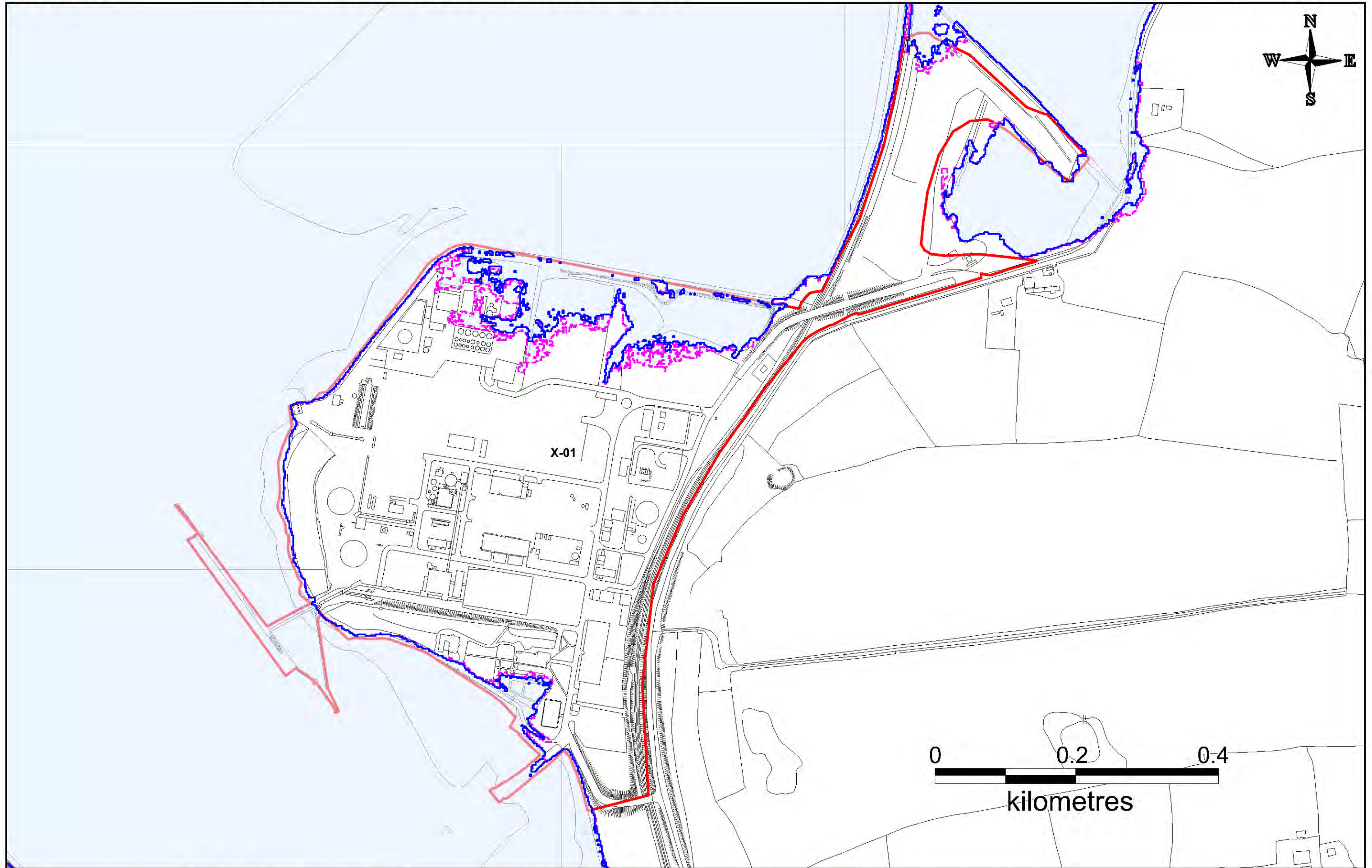
**36.4.1.** Because of its unique attributes, such as the deep water access, high capacity water main, rail sidings and specialised facilities, the re-development of this brownfield site is best suited at this time to port related industrial development. Development based on the utilisation of the rail line could proceed in the short term, however, large scale proposals or proposals involving significant traffic intensification cannot be permitted to proceed in the absence of the upgrading of the R624 regional road.

**Special Policy Area**

**36.4.2.** The special policy zoning objective for Marino Point is set out in the following table.

| Objective No. | Special Policy Area  | Approx Area (Ha) |
|---------------|--|------------------|
| X-01          | <p>It is an objective of this plan to facilitate the development of this site for port related industrial development. The following considerations will apply to any proposals for development:</p> <ul style="list-style-type: none"> <li>Apart from new berthing and unloading facilities, development will be confined to the existing reclaimed area and to activities which are port-related or which use the existing industrial installations.</li> <li>Development involving significant traffic volumes will not be permitted, pending the upgrading of the adjoining R624 regional road in the direction of both Carrigtwohill and Cobh.</li> <li>Existing recorded monuments on site shall be protected.</li> </ul> <p>This zone is adjacent to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. New developments will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive and may only proceed where it can be shown that they will not have significant negative impact on the SAC and SPA.</p> <p>Parts of this site are at risk of flooding. Any development proposals on this site will normally be accompanied by a flood risk assessment that complies</p> | 46.2             |

| Objective No. | Special Policy Area  | Approx Area (Ha) |
|---------------|--|------------------|
|               | with Chapter 5 of the Ministerial Guidelines 'The Planning System and Flood Risk Management' as described in objectives FD 1-4, 1-5 and 1-6 in Section 1 of this plan. |                  |



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



## 37 Redbarn

### 37.1 REDBARN IN CONTEXT

**37.1.1.** The coastal resort of Redbarn is located approximately 2 kilometres south west of Youghal and is situated within an area comprising considerable natural and scenic amenities.

**37.1.2.** Ballyvergan Marsh, which is located to the north of Redbarn, is a proposed Natural Heritage Area. The marsh is of particular importance as it is the largest freshwater coastal marsh in County Cork, and accommodates important plant and bird species. The provision of greater access to the natural and scenic amenities of this area, including the possibility of establishing interpretative facilities/ observation posts overlooking Ballyvergan Marsh and other heritage areas should be encouraged in a sustainable manner.

**37.1.3.** In the 2005 Local Area Plan, an area of 6.7 ha was zoned in Redbarn to accommodate a mix of recreational uses, holiday homes and a limited amount of mobile homes. In the interim a scheme of holiday homes have been constructed on the northern side of the road. The only remaining undeveloped site is located on the south western side of the road as well as a number of smaller infill sites.

**37.1.4.** Redbarn has a considerable level of facilities, including over 100 holiday home units, a hotel (including restaurant, public house and swimming pool), two astro turf soccer pitches, caravan site and a playground.

### 37.2 PLANNING PROPOSALS

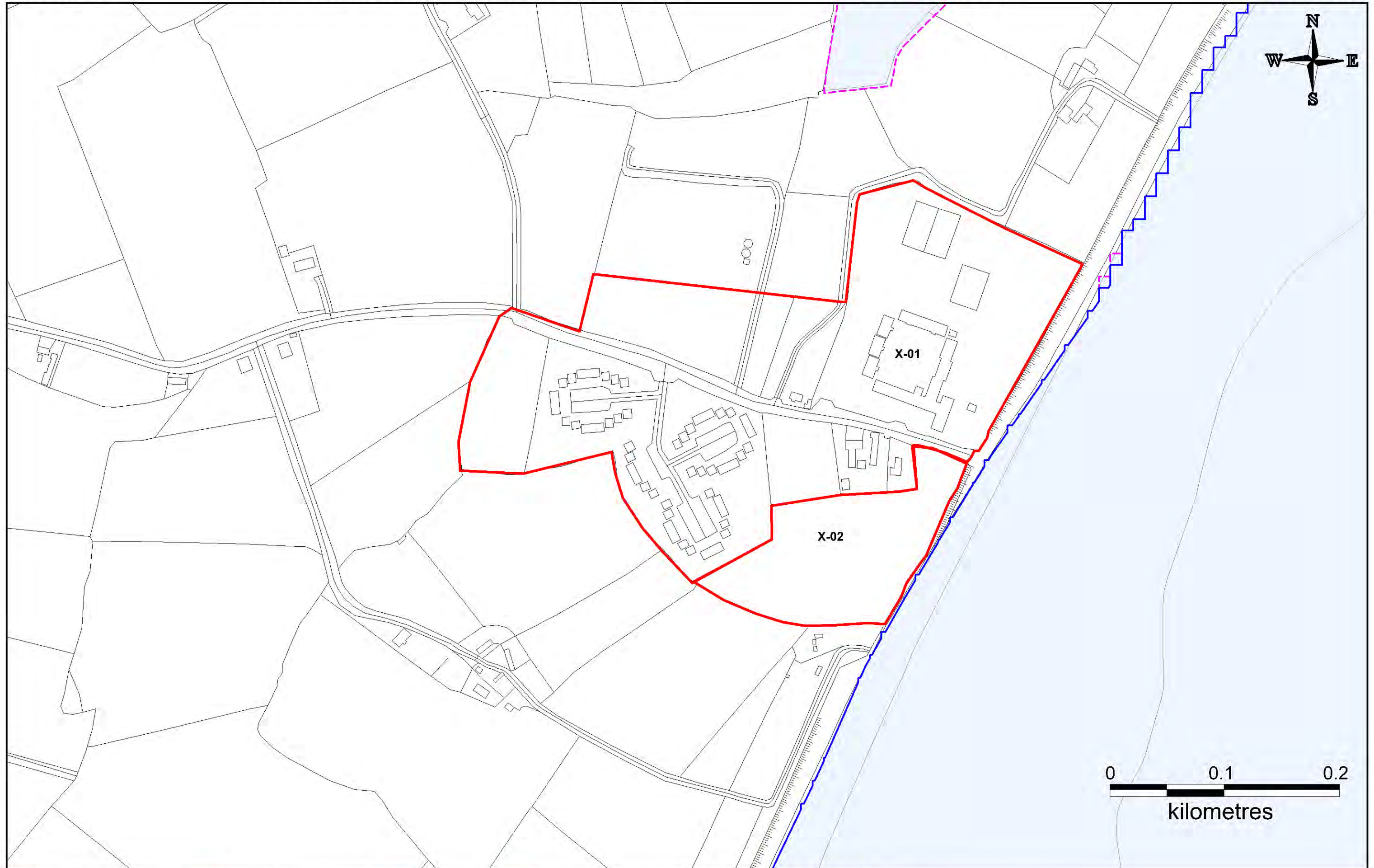
**37.2.1.** The general objective for Redbarn is set out in the following table:














| Objective No. | <b>Development Boundary Objective: Redbarn</b>  |
|---------------|---|
| DB-01         | Individual dwellings may be permitted subject to normal proper planning and sustainable development considerations. Each dwelling unit shall be served by a private individual treatment unit and shall provide a sustainable properly maintained private water supply, unless a public supply is available. Such proposals will be assessed in line with the appropriate EPA code of practice and will have regard to any cumulative impacts on water quality. |

### Special Policy Area

**37.2.2.** It is proposed to consolidate tourism and recreation uses in the Redbarn area. It is important that the natural heritage of the area is protected, while any development proposals will be subject to the provision of satisfactory infrastructure.

| Objective No. | <b>Special Policy Area</b>   | Approx Area (Ha) |
|---------------|--|------------------|
| X-01          | Facilitate a mix of uses, holiday homes and a limited amount of mobile homes. Any development proposals should not impact negatively on the natural heritage of the area and be subject to satisfactory servicing.   | 9.7              |
| X-02          | Facilitate a mix of uses, holiday homes and mobile homes. Any proposals shall make provision for a public car park and facilitate access to the Council's septic tank to the south. Any development proposals should not impact negatively on the natural heritage of the area and shall be subject to satisfactory servicing. | 1.85             |



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

## 38 Roche's Point

### 38.1 ROCHE'S POINT IN CONTEXT

**38.1.1.** Roche's Point is located south of Whitegate at the mouth of Cork Harbour and within an area comprising significant heritage and scenic amenities. Its coastguard station is included in the Record of Protected Structures.

**38.1.2.** The large rural hinterland, which surrounds Roche's Point forms part of the Rural Housing Control Zone, as designated in the Cork County Development Plan 2009, where it is an objective primarily to restrict individual urban-generated houses and protect the character of these rural areas, while also allowing rural people to have relatively easy access to any suitable sites in their local area.

**38.1.3.** Given its unique and sensitive setting, lack of infrastructure and public services and important heritage, it is important to protect Roche's Point from inappropriate development during the life of this Plan.

## 39 Spike Island

### 39.1 SPIKE ISLAND IN CONTEXT

The vision for Spike Island is to develop a world class visitor attraction to complement the existing groups of heritage and tourism attractions in Cork Harbour, to include the provision of multiple activities and services on the island.

**39.1.1.** Spike Island is an island of 104 acres located in the Lower Cork Harbour and has been designated as an "Other Location" in the settlement hierarchy. The island has a long history dating back to 635 AD giving it a rich and diverse natural and built heritage. In more recent times the island operated as a prison, however this use ceased in 2004. The island recently passed into the ownership of Cork County Council.

**39.1.2.** A complex mix of uses evolved over time on the island, including industrial, naval base, residential, commercial, incarceration and agricultural, however while this has resulted in a large concentration of buildings on the island, it has had no residential function since the prison closed. While there a number of buildings and structures on the island, the dominant building on the island is the star shaped fort which is located on the most elevated section and covers most of the island.

### 39.2 PLANNING CONSIDERATIONS

**39.2.1.** At present the island is accessible by boat from Cobh with a limited numbers of guided visitor tours taking place in 2010 for the first time. A steering group has been established with the aim of developing a Masterplan for the island which will unlock its potential as a heritage and tourism attraction.

**39.2.2.** A water supply is available from Ringaskiddy by underground pipelines. There is no sewerage treatment plant serving the island. Electricity and telephone services are available but are basic.

### 39.3 PROBLEMS AND OPPORTUNITIES

**39.3.1.** Visitor facilities on the island are relatively limited and consequently if the island is to develop as a significant tourist

attraction, considerably improved visitor facilities need to be provided. This includes at a basic level, access facilities, sanitary facilities, pedestrian linkages and augmentation of water supplies as well as connection to the proposed Lower Harbour Sewerage Scheme or alternatively on site sewerage treatment infrastructure.

### 39.4 PLANNING PROPOSALS

**39.4.1.** Significant potential exists for the development of the island as major tourism attraction. Comprehensive development of the island as a visitor centre will be encouraged in accordance with the masterplan which is to be produced for the island. This will require considerable investment in facilities and services both on the island itself and at origin access points, including car parking and ticketing facilities. It is vital that any new development complement the character and grain of the existing structures.



## **40 Trabolgan**

### **40.1 TRABOLGAN IN CONTEXT**

**40.1.1.** The holiday resort of Trabolgan is located approximately 2 kilometres south of Whitegate. The resort was established in the 1980's and focuses mainly on recreational activities and attracts large numbers of domestic visitors.

**40.1.2.** Consolidation of tourism and recreational activities is seen as the most appropriate strategy for Trabolgan during the life of this Plan.



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