

**Adopted Amendment to the
Carrigaline Electoral Area Local Area Plan 2011
Amendment No 2: Douglas Land Use and Transportation Strategy**

March 2014.

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Document Title: Proposed Amendment to the Carrigaline Electoral Area Local Area Plan Amendment No 2: Incorporation of Douglas LUTS						
Revision	Date	Filename: Amendment No 2. - Description: <ol style="list-style-type: none"> 1. Para 1.1.6 - Introduction to Douglas LUTS 2. Para 1.2.14 and 15 – updates to the Retail data 3. Para 1.3.1 to 1.3.6 – updates on the traffic issues and transport network 4. Para 1.4.12 to 17 – Overview of the Douglas LUTS project 5. Special Policy Objectives – Introduces new policies for retail priority areas on Table 1.10 (Para 1.4.46), new urban design policies in Table 1.11 (para 1.4.55) and new transportation policies in Table 1.12 (para 1.5.56) 6. Specific Objectives for Town Centre (TC-01 to TC-05) in para 1.4.72 7. Specific Objectives for new road and bridge over Ballybrack River (U-07) 8. Specific objectives for new open space at Douglas Golf Course (O-12), Multi-purpose leisure facility (O-13), Douglas Community Park (O-14) and Active Open Space (O-15). 9. A new general objective about implementation of the DLUTS policies in Table 1.11 and 1.12. 10. A new map showing the new specific objectives for the town centre and open space on the former X-03a and b Special Policy Area. 				
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1 Cork City – South Environs

1.1 VISION & CONTEXT

The strategic aims for the South Environs in this Local Area Plan will be the consolidation of the southern suburbs within the existing development boundary. The promotion of the suburban centres as important locations for residential, community and recreational facilities. Ensure the clear demarcation of the inner metropolitan greenbelt. Finally, support appropriate proposals for urban regeneration initiatives in Douglas and elsewhere in the Tramore Valley.

STRATEGIC CONTEXT

1.1.1. This chapter concerns the southern suburbs of the City of Cork that lie outside the area administered by the City Council. The City Council is a separate planning authority and prepares its own development plan whose latest plan was adopted in 2010.

1.1.2. Cork City –South Environs is a city suburb located in the County Area and forms part of the County Metropolitan Strategic Planning Area. This area has experienced a significant amount of development in recent years. The objective for the South Environs is set out in SET 2-2 of the County Development Plan 2009 where the stated aim is to consolidate the rapid growth of recent years with the provision of services, social infrastructure and recreational facilities in the future, protecting the important Green Belt areas to the south and directing pressure for new growth towards the City’s North Environs where it can assist in rebalancing the city as a whole. In addition, this Plan will pay particular attention to the future development potential of the Tramore Valley and Douglas village in particular.

1.1.3. The CASP Update 2008 gives guidance on the potential for new public transport infrastructure to assist in reducing road congestion and it also gives clear guidance on the potential of the South Environs to accommodate additional population. This plan will establish clear limits on the development of the area, address problems of congestion and improve the quality of life for residents by encouraging the provision of improved social infrastructure, recreation facilities and consolidating its role as a district employment centre.

1.1.4. The ability of the settlement to provide a strong supply of housing and business land in a location close to the City suggests that the South Environs has the potential to play a pivotal role in the development of Metropolitan Cork. This potential warrants close cooperation with the City Council so as to ensure a high quality environment is achieved through an appropriate balance of land uses.

1.1.5. There is potential for significant employment development on brownfield land close to Douglas centre and elsewhere in the Tramore Valley. As well as this the Airport and proposed Science Park at Curraheen will provide for significant employment opportunities.

1.1.6. The Douglas Land Use and Transportation Strategy (DLUTS) was completed in August 2013 and comprises as set of development proposals for a 20 year period covering land use, transportation and urban design. The Final Report accompanied by an Executive Summary and Appendices are stand alone documents and need to be read in conjunction with the Local Area Plan. In terms of zoning provisions, this plan is amended by the changes to the zoning of the area known as X-03(a) and (b), Douglas Town Centre and Douglas Golf Course, respectively.

LOCAL CONTEXT

1.1.7. The Cork City-South Environs refer to the southern suburbs of Cork City, which lie outside the Cork City Council Area. These include areas such as Doughcloyne, Togher, Frankfield, Grange, Donnybrook, Douglas, Maryborough and Rochestown.

1.1.8. The southern periphery of the city is located on the southern edge of the River Lee valley partly on low lying gently undulating land and partly on the more steeply rising slopes of the valley side. In the past, it has tended to be a more popular location for development than the more hilly land on which the northern suburbs of the city are largely built.

1.1.9. Housing in recent years has been provided in the form of large housing estate developments which, while often suburban in character, 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 the rapidly expanding places such as Douglas and Togher, 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.

1.2 PLANNING CONSIDERATIONS

Population and Housing

1.2.1. The population of the South Environs has grown rapidly over the last decade. Table 1.1 below outlines the principle demographic figures for Cork City–South Environs for the last two census years 2002 and 2006. The population of Cork City–South Environs rose by almost 14% in the period 2002-2006 while households grew by 20.5%. Although the target population for 2020 only increases by 100 persons the household growth increases by 2,467 or almost 25%.

Cork City – South Environs	2002 census	2006 census	2020 Target	Growth 2006 -2020
Population	26,381	30,002	30,102	100
Households*	8,270	9,967	12,434	2,467

*Estimate

Housing

1.2.2. This increase in households gives rise to the requirement for an additional 3,207 housing units to be accommodated in the area as set out in table 2.2 below. The need for these additional units arises due to the revised population targets as set out in CASP Update, but also due to a changing perspective on vacancy and revised assumptions on household size.

1.2.3. The 2008 Housing Land Availability Study (HLAS) indicates that the existing residential land supply in the Cork City-South Environs can adequately accommodate 1,740 dwellings.

1.2.4. It can be concluded that as the 2020 requirement is 3,207, there is an insufficient supply of zoned land in Cork City-South Environs up to 2020, however, the CASP update recognises that the majority of these new housing units will be accommodated within the existing development boundary of the South Environs and therefore avoiding any unnecessary incursions into the green belt. In order to achieve this there will need to be major urban regeneration initiatives in Douglas and elsewhere in the Tramore Valley.

Table 1.2: Household and Dwelling requirement for Cork City-South Environs 2020			
Settlement	Population Growth 2006-2020	H/holds growth 2006-2020	Dwelling Units Growth 2006 -2020
Cork City – South Environs	100	2,467	3,207

* Figure taken from the Housing Land Availability Study 2008

1.2.5. The majority of new development in the South Environs has generally taken the form of large estate development dominated by semi-detached, terraced town houses, duplexes and some large detached style housing. Table 1.3 below outlines the current housing stock figures for Cork City- South Environs. Over 4,000 new dwellings were completed in the settlement between 2001 -2010, increasing the housing stock by 54%.

Table 1.3 Cork City –South Environs Housing Stock				
Settlement	Dwgs 2001	Dwgs 2005	Dwgs 2010	Growth 2001-2010.
Cork City – South Environs	7,488	11,309	11,544	4,056

Source: Geodirectory

1.2.6. There is currently an estimated 11,544 units occupied within the settlement with a further 114 units under construction. Currently it is estimated that newly built vacancy's stand at 275 units (This figure is relatively high but not too concerning given Cork City – South Environs metropolitan location). There are outstanding planning permission for 579 units. It can be concluded that the potential housing stock based on current commitments for Cork City – South Environs stands at 12,512.

1.2.7. Table 1.4 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 Cork City – South Environs is 2,051 units.

Table 1.4 Cork City – South Environs Housing requirement to 2020				
Settlement	New House Const. Target to 2020	Already Built 2006-2010*	Outstanding planning perms	Additional New Development Required to 2020
Cork City – South Environs	3,207	577**	579	2,051

* Already built 2006-2010: 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.

**This Figure includes vacant new units and units under construction

1.2.8. It is envisaged that these new housing units will be accommodated within the existing development boundary of the South Environs and therefore avoiding any unnecessary incursions into the green belt. In order to achieve this, the Draft Local Area Plan will support major urban regeneration initiatives in Douglas and elsewhere in the Tramore Valley.

Employment and Economic Activity

1.2.9. Cork City is the main employment centre in the County and adjacent to City is the South Environs which employs 13,234 people, more than any other main settlement or urban area in the County. This employment, however, is not concentrated in any one area or in any one particular sector or activity and is in fact dispersed throughout the urban area stretching from Douglas to Bishopstown. The South Environs has a wide range of industrial/business parks which are concentrated mainly in the Airport and the Togher /Pouladuff area but there are also pockets located in Douglas, Frankfield, Sarsfield Road and Bishopstown.

1.2.10. The Airport Business Park has emerged as one of the major employment centres in Cork. It is a specialised employment centre that provides a prestigious office based industrial area for international traded services. The 2006 census indicates that the business park employs 2,312 most of whom work in the production of specialised goods and services.

1.2.11. Table 1.5 below outlines the 2020 job target for the South Environs which were set out in both the CASP Update

and the Cork County Development Plan 2009. The future jobs requirement for 2020 is 14,734 which is an increase of 1,500 jobs or 11.33%.

1.2.12. In 2003 there were 53ha of land zoned for business use in the South Environs and by 2008 36ha of this remained undeveloped. The average rate of development between 2003 and 2008 was 3.4ha per annum, and if this rate were to continue then the settlement has approximately a 10.5 year supply of business land. The target job growth for the South Environs is 1,500, however, it is expected that these jobs will be accommodated within the existing development boundary of the settlement.

1.2.13. The CASP update envisages that the majority of these jobs will be higher quality office based employment developed in a high density mixed use environment. This will involve the relocation of existing lower density industrial developments currently located in both Douglas and the Tramore Valley to other more appropriate locations within Metropolitan Cork, therefore, allowing for the regeneration and redevelopment of existing brownfield sites. Future jobs will also be accommodated in the proposed new Science, Innovation Park at Curraheen and it is estimated that when the Science, Innovation Park is fully operational it will provide for 6,500 jobs.

Table 1.5: Cork City–South Environs Employment 2006- 2020					
Settlement	2020 Jobs	Growth needed by 2020	Land supply 2003 (Hectares)	Land supply 2008 BLAS (Hectares)	New Zoning Target (Hectares)
Cork City– South Environs	14,734	1,500*	53	36	17

* This figure does not include the employment potential of the proposed new science park.

Retail

1.2.14. The highest proportion of retail facilities and services in the Southern Environs is located in Douglas. Douglas is a very important employment and retail district, which has two large shopping centres; Douglas Court and Douglas Shopping Centre. The draft Cork Metropolitan Joint Retail Strategy 2013 identifies Douglas as a District Centre which is characterised by large convenience store anchors together with a range of

comparisons shopping. In 2012, the DLUTS retail survey identified 12,253sqm of comparison shopping floorspace and 8,975 sqm of convenience floor space. This convenience figure is different from the draft Metropolitan Retail Strategy figures of 12,431sqm, which included other retail facilities in Rochestown, Grange/Frankfield, Donnybrook and Douglas Road, all outside the DLUTS study area.

1.2.15. DLUTS suggests that Douglas should develop as a mixed use urban centre, progressively extending its range of comparison shopping so that it can rival new suburban centres such as Mahon Point rather than relying on stand alone shopping centres focussed on car-dependent convenience shopping.

1.2.16. The South Environs has two neighbourhood centres namely Bishopstown Court and Togher. These centres serve smaller, more localised communities. They allow local people easy access, preferably by walking, to their daily needs. There is greater emphasis placed on convenience and food shopping. The challenge for the Local Area Plan for these smaller centres is to promote them as higher mixed density urban centres with improved public transport facilities.

Community Facilities and Infrastructure

Community Facilities

1.2.17. As the South Environs is such an extensive area with a large population located on the edge of Cork City, it is not surprising that there is a need for a considerable amount of community, social and recreational infrastructure. Recent work carried out on behalf of the County Council identified a total of 583 community, social and recreational facilities within the South Environs.

Category	Number (Inside Study Area)	*Number (Outside Study Area)*	Total
Sports & Recreation	22	18	40
Open Space	406	1	407
Education & Training	17	9	26
Health	57	1	58
Community and Social Services	19	2	21
Religious	15	4	19
Other	47	2	49
Total	583	37	620

*Facilities identified are outside of the Cork City – South Environs but in close enough proximity to provide a service to its population.

1.2.18. One facility which is currently lacking in the South Environs and particularly in Douglas is a primary care centre. There are, however, proposals to develop such a facility in the area and Cork County Council will do all that it can to facilitate this development. It is considered that the first choice location for any future primary healthcare facilities should be in or adjoining the town centre.

Transportation & Road Network

1.2.19. The South Environs is located south of the N-25 National Route. It is traversed by the N-71 (Cork City to Bandon main route) in the West, the N-27 (Cork City to the Airport main route) centrally and the N-28 (Cork City to Ringaskiddy main route) to the East.

1.2.20. The South Environs is heavily dependent on a road network which suffers from heavy peak hour congestion. This problem is most acutely felt in Douglas where it is difficult to make improvements to the local road network given the compact nature of the existing urban environment. In order to relieve this congestion the local road network serving the area has to be adapted to accommodate public transport by enhancing the local road infrastructure serving the area, by facilitating greater public transport use and by creating a more pedestrian friendly urban setting.

1.2.21. The CASP Update has stated that ways of improving the services for public transport users, pedestrians, cyclists and other road users on routes such as the R610 between Passage West and Douglas should be examined. The CASP Update has also referenced the commissioning of a Douglas Transportation Study which will examine the issue of a proposed Green Route from Passage West to Douglas and wider transportation issues for the Douglas area.

1.2.22. The CASP Update gives guidance on the potential for new public transport infrastructure to assist in reducing road congestion. This guidance includes the identification of a corridor for high quality rapid transit linking Cork Airport to the City Centre and on to the proposed new development node at Ballyvolane.

1.2.23. Bus Éireann runs a regular Cork City bus service throughout the South Environs. In the future the viability of a direct bus connection to other parts of the South Environs such as the Airport and Bishopstown Court and Wilton should be given serious consideration.

1.2.24. Cork County Council recently secured funding from the department of Transport to facilitate the development of a shared cycle/pedestrian route connecting the South Environs (Harty's Quay) with Passage West. The project commences at the railway Quay in Passage West and extends westwards for a distance of 4.5km to finish at the Cork City Boundary at Harty's Quay. The project includes the provision of traffic calming measures on the Rochestown road adjacent to monastery road.

1.2.25. South Environs benefits from fixed line broadband.

Waste Water Treatment and Water Supply

1.2.26. The Cork Main Drainage Scheme put in place the necessary pipework and pumping stations to convey Cork City and its Environs sewerage and also flows from other areas of the County to a newly constructed waste water treatment plant at Carrigrenan, Little Island. This treatment plant can currently facilitate a population equivalent of 413,000. Therefore, there are no issues with wastewater treatment.

1.2.27. The South Environs are served by drinking water from the treatment works at Inniscarra. There are no issues with water supply. There are proposals, however, for additional storage capacity with a new high level reservoir at Chetwynd and additional storage at Mount Emla.

1.2.28. Surface water generally discharges to one of a number of local watercourses that feed into the Tramore Valley. At times of heavy rainfall, the extent of development in recent years has sometimes led to floods occurring where flows have exceeded the capacity of this river system. Future development proposals will require detailed analysis to ensure that the rate and volume of projected surface water discharge is within the capacity of the receiving system.

1.2.29. The Water Services Investment Programme at planning stage 2010 to 2012 gave priority to a study entitled "Cork City Sewerage Scheme (Tramore River Valley – Study)". This study is at pre-planning and may examine the possible extension of Tramore River Valley Sewer and separation of storm water in its catchment.

1.2.30. There are seven bring sites located throughout the South Environs. The nearest civic amenity sites are located at Kinsale Road and Rafeen, Monkstown.

Flooding

1.2.31. There have been a number of flood events recorded with the development boundary of Cork City-South Environs. The last of which were recorded in November 2009.

1.2.32. Parts of South City Environs have been identified as being at risk of flooding. The areas at risk follow the path of the Tramore River and its tributaries through the built up areas as illustrated on the settlement map. In particular, the area south-east of the Bandon Road roundabout is shown at risk of flooding and parts of Rochestown near the Bloomfield intersection. 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 One of this Plan and within the Guidelines for Planning Authorities 'The Planning System and Flood Risk Management,' issued by the Minister of the Environment, Heritage and Local Government in 2009.

Environment and Heritage

Landscape & Visual Amenity

1.2.33. The County Development Plan 2009 addresses the landscape of the County with reference to 16 defined landscape types that were derived from a study of 76 smaller landscape character areas. The entire Cork City - South Environs lies within the landscape type 'City Harbour and Estuary', an area of very high landscape value, very high sensitivity and an area of national importance. Its character area is designated as 'Cork City and Harbour'.

1.2.34. The topography and landscape components in this area, primarily the River Lee as well as the vast open and natural harbour, have provided the opportunity for human settlement and the development of a city.

1.2.35. Overall, the landscape of the city and harbour area comprises a mix of rural and intensely urban areas, combined with a large expansive harbour. To the south of the city, the western side of the harbour supports major industrial development, while on higher ground telecommunication masts or water storage towers punctuate the skyline. The harbour includes large islands, which, along with much of the harbour shore, comprises landscape of fertile farmland which slopes gently to the sea. It comprises a mosaic of fertile fields of mixed use on brown podzols.

1.2.36. The rural areas around much of the greater harbour area are now characterised by a prevalence of infrastructure

such as roads, bridges and electricity power lines and some urban sprawl. The narrow harbour mouth is defined by two hilltops with old military fortifications on their summits.

Scenic Landscape & Scenic Routes

1.2.37. There are no scenic landscape designations in the County Development Plan 2009 which specifically relate to the South Environs. However, the steeply rising slopes on the southern periphery of this settlement add to the visual setting and character of Cork City and therefore should remain relatively free from large scale development

1.2.38. The County Development Plan 2009 designates the parallel roads the N27 (part of) and the R600 (part of) running between Frankfield and Ballygarvan townland as scenic route S56. This route is considered scenic because of its views towards the City skyline and its northern ridge. 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....".

Protected Structures

1.2.39. In all there are 26 structures in the south environs which are entered on the current record of protected structures. These are named in the Table 1.7 below.

Table 1.7: Record of Protected Structure Cork City south Environs		
RPS No.	Name of Structure	Townland
00476	Bloomfield House	Maryborough
00478	Windsor House	Maryborough
00479	Maryborough House Hotel	Maryborough
00480	Vernon Mount	Curraghconway
00481	St. Luke's Church Of Ireland Church	Douglas
00482	Douglas Woollen Mills	Douglas
00508	Old Lodge (of Woodville House)	Rochestown
00509	Woodville House	Rochestown

Table 1.7: Record of Protected Structure Cork City south Environs		
RPS No.	Name of Structure	Townland
00564	Frankfield Church of Ireland Church	Curraghconway
00565	Mount Conway	Curraghconway
00566	Millhouses	Grange
00684	Former Garda Station	Douglas
00752	Maryborough Lodge	Maryborough
01231 -01241	Number's 1 to 11 Grange Terrace	Grange

Nature Conservation Areas

1.2.40. There are two conservation designations which directly impact on the Cork City- South Environs, namely, Cork Harbour Special Protection Area (SPA-004030) and Douglas River Estuary proposed Natural Heritage Area (pNHA 001046).

1.2.41. Special Protection Area's are designations of European significance. They form part of the "Natura 2000" network of sites spread throughout Europe. Their purpose is to give protection and support to populations of birds that are rare or threatened in Europe.

1.2.42. The Cork Harbour Special Protection Area (SPA-004030) is an internationally important wetland site, regularly supporting in excess of 20,000 wintering waterfowl, for which it is amongst the top five sites in the country. Of particular note is that the site supports an internationally important population of Redshank.

1.2.43. The Natural Heritage Areas cover nationally important semi-natural and natural habitats, landforms or geomorphologic features, wild plant and animal species or a diversity of these natural attributes.

1.2.44. The Douglas River Estuary (pNHA 001046) is a large site situated in the north-west corner of Cork Harbour, stretching from Blackrock to Passage West. It is an integral part of Cork Harbour, which contains several other N.H.A.'s. The prime importance of this site is its birdlife and it ranks as

the second most important area in Cork Harbour. It is a valuable area and high tide roost for waterfowl.

Architectural Heritage

1.2.45. The residential architecture of Douglas is of importance. The ‘village’ stems from a strong milling history, as is evident through its mills and associated cottages. It is dissected by a large green area, which includes the area’s two churches, and is particularly picturesque. The areas of Church Street and West Douglas Street have been granted an Architectural Conservation Area designation to preserve and enhance the architectural and historical importance of these areas against the pressures for change arising from their suburban location.

1.2.46. It is an objective of the County Development Plan 2009 (ENV 4-6) “to conserve and enhance the special character of the Architectural Conservation Areas”.

Archaeological Heritage

1.2.47. The town contains a number of archaeological monuments which reflect the historic significance of the area. These are awarded protection under national legislation and policies contained in the County Development Plan 2009. All of these are Recorded Monuments which are subject to statutory protection in the Record of Monuments and Places, established under section 12 of the National Monuments (Amendments) Act 1994. Any potential archaeological sites and their setting within the development boundary shall be protected in line with the objectives for the protection of archaeological heritage listed in the Cork County Development Plan 2009.

Water Quality

1.2.48. There are two significant rivers which flow through the Cork City-South Environs. These are the Tramore and Curraheen rivers.

1.2.49. The Tramore River flows east to west of Cork City – South Environs and discharges into Cork Harbour. The following table summarises the environmental quality of this section of the Tramore River.

Table 1.8: Environmental Quality of the Tramore River	
Water Management Unit	Lower Lee /Owenboy
Waterbody Code	IE_SW19_1717
Protected Area	Yes

Table 1.8: Environmental Quality of the Tramore River	
River Status (July 09)	Moderate
River Assessment (River Body)	At risk of not achieving good status
Objective	Restore to good status by 2015
Q value	N/A

1.2.50. The water quality of the Tramore River is 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 2015.

1.2.51. The Curraheen River flows to the west of the settlement and is a tributary of the river Lee. The following table summarises information in relation to water quality in the Curraheen River which flows west of the village.

Table 1.9: Environmental Quality of the Curraheen River	
Water Management Unit	Lower Lee /Owenboy
Waterbody Code	IE_SW_19_1536
Protected Area	Yes
River Status	Poor
River Assessment (River Body)	Probably at risk of not achieving good status.
Objective	Restore to good status by 2015.
Q value	N/A

1.2.52. The water quality of the Curraheen River is designated as poor quality and it is an objective of the South West River Basin District Management Plan to restore this water body to good status by 2015.

1.3 PROBLEMS AND OPPORTUNITIES

Population & Housing

1.3.1. Taking into account the recommendations of the CASP Update 2008 and the survey work carried out in the preparation of this plan it can be concluded that the population and housing target for the South Environs up to 2020 can be accommodated within the

existing development boundary thereby avoiding unnecessary incursions into the Metropolitan Green Belt.

1.3.2. The future population growth and residential development will continue to focus on Douglas and the Tramore Valley. This development will mainly entail the development of existing available residential land coupled with the redevelopment of existing brownfield sites which are dispersed throughout the South Environs. It is envisaged that higher densities will be achieved in the future and the housing mix will meet the needs of a constantly growing urban area.

1.3.3. Douglas ‘village’ is at the heart of the South Environs and is an important suburban centre for shopping, employment and leisure activities. It has grown very rapidly in recent years reflecting its close proximity to Cork City. Its good social infrastructure will continue to make it an attractive location for new development.

1.3.4. The Tramore Valley in recent times has been associated with Low scale industrial/business development. Although some new housing development has occurred here over the last ten years it is envisaged that higher density mixed use development including residential uses will be more appropriate for the area in the future.

1.3.5. It is envisaged that the proper and sustainable redevelopment of existing brownfield sites in the South Environs for higher density mixed use developments may provide for a greater number of dwellings than the population target requires. These additional dwellings will have a role to play in addressing the uncertainty on the number of future housing units which can be provided for in the villages and smaller settlements.

1.3.6. Consideration will be given to the potential development of some limited housing (retirement village) on the area commonly known as Hop Island. Any development at Hop Island should be low density and will be subject to proper planning and sustainable development considerations and have regard to the adjacent Special Protection Area and to the high tide roost on Hop Island. Proposals in this area may require the production of a Natura Impact Statement.

Employment and Economic Activity

1.3.7. The future focus of the Douglas/South City Environs area could be centred around the redevelopment of the Tramore Valley and Douglas village for higher mixed use density development. The potential of these areas warrants further investigation as its development may entail the relocation of some of the existing business uses.

1.3.8. There are a number significant brownfield sites which currently operate as low density industrial developments located in the Tramore Valley area. The CASP update envisages that the majority of new jobs proposed for the South Environs will be higher quality office based employment developed in a high density mixed use environment. For that reason, there is an opportunity to redevelop these existing brownfield sites as high density mixed use areas which will enhance the environmental amenity of existing residential population areas and rejuvenate lands which are currently considered an eyesore. One of the key reasons for redeveloping these lands is that they are already served by a relatively good public transport network.

1.3.9. The Airport Business park will continue to be a significant employer in the Metropolitan area. It currently employs approximately 2,232 people the majority who travel by car. In order for Airport Business uses to expand the delivery of a high quality public transport connecting the Airport and the Airport Business Park to the City Centre is required.

1.3.10. In December 2003, a study on behalf of Cork County Council examined the feasibility of developing a Science Innovation Park on lands at the western edge of the City at Curraheen and in the vicinity of the Cork Greyhound Stadium. That study was entitled the "Curraheen Action Area Plan" (CAAP). The study recommended the development of a science park, the provision of a new access road to serve the Cork Institute of Technology (CIT), and the development of purpose built accommodation for the students of the CIT and associated sports and recreational facilities. None of the development envisaged in the CAAP has been realised to date.

1.3.11. A new study was commissioned in 2008 by Cork County Council, which re-examined the potential for a Science Innovation Park. The conclusion of this study proposed the development of a world class science, innovation campus on a significantly larger land bank at lands at Curraheen which had pre-existing ties to both CIT and University College Cork (UCC). This proposal is reflected in both the CASP Update and the Cork County Development Plan 2009. The 2008 study concluded that the Science Innovation Park, when developed and fully operational has the potential to contribute in excess of €450M per year to the local and regional economy.

Community Uses

1.3.12. There would appear to be a deficit of usable open space in the settlement. A number of submissions received identify the need for a large town park on the southern side of

the city. It is proposed to consider the quality of open space in the South Environs and how to achieve the best value from these sites, while there were significant areas zoned for this use in previous plans, recent survey work has identified issues with the usability and accessibility of some of these lands. The opportunity to create connectivity between existing larger open spaces and any proposed adjacent open space development in the City will be considered, this will maximise the use of some of the more marginal areas. The development of allotments will also need to be considered

1.3.13. As the South Environs is such an extensive area with a large population located on the edge of Cork City, it is not surprising that there is a need for a considerable amount of community, social and recreational infrastructure. Recent work carried out on behalf of the County Council identified a total of 583 community, social and recreational facilities within the South Environs. The spatial distribution of some these facilities does not always best match the established population centres. It is recognised that improved accessibility to such facilities is necessary.

1.3.14. As well as this, appropriate consideration will be given to the location for future facilities to achieve optimum usage by the communities being served, including the options of co-location and the clustering of community facilities. This Local Area Plan will protect the existing cultural and sporting facilities and will give consideration to other suitable locations for new facilities where capacity, in existing facilities, has been identified as an issue.

1.3.15. The Council recognises a particular need to address the current and future community and recreational needs for the area in the context of future developments

Infrastructure

1.3.16. The lack of permeability throughout the South Environs presents a major problem for the area. In order to achieve the sustainable development of Douglas and the Tramore Valley priority must be given to pedestrians, cyclists and public transport.

1.3.17. This Plan recognises the future potential of linking existing cycle and walking routes which exist in Cork City-South Environs to those that exist in Cork City, Passage West and onto Carrigaline.

1.3.18. Traffic levels in Douglas and its environs have grown steadily over time, which coupled together with increases in population and employment, has resulted in increased levels of traffic congestion particularly during peak periods. The main traffic movements in and around Douglas

are generally associated with retail, commercial, health and leisure facilities within Douglas; school runs in the morning and afternoon peaks; and trips to surrounding areas for work, leisure and retail purposes. There are also a large number of trips with origins and destinations outside of the DLUTS Area which pass through Douglas. All of these contribute to traffic congestion levels on the network in and around the DLUTS Area.

1.3.19. One of the key objectives of DLUTS is to improve the transport network within the DLUTS area, thereby providing for all road users and supporting the sustainable development of the area

1.3.20. The DLUTS transport strategy focuses on:

- Improving pedestrian and cycle movement within the DLUTS area;
- Improving public transport movement, facilities and accessibility;
- Improving urban permeability within the DLUTS area;
- Delivering Smarter Travel objectives for the DLUTS area;
- Developing a schools travel strategy to increase use of sustainable modes;
- Protecting the investment in strategic infrastructure;
- Complying with the transport objectives of CASP and integration with Cork City Council;
- Reducing local traffic congestion levels in sensitive areas;
- Improving the management of vehicular movements and access within the DLUTS area; and
- Achieving accessibility and social inclusion in the DLUTS area.

1.3.21. In Douglas, there is a large quantity of free customer car parking. Free surface customer car parking is provided at Douglas Court Shopping Centre and circa 1,000 free multi-storey customer car parking spaces are provided at Douglas Village Shopping Centre. In addition, there is a large surface car park providing paid parking located at the cinema, between the two shopping centres. There is a recently introduced County Council operate pay and display

car parking system on street and in a car park to the rear of St. Patrick's Woollen Mills.

1.4 PLANNING PROPOSALS

Key Proposals for the South Environs

The Cork Science Innovation Park

1.4.1. Cork County Council, in conjunction with the landowners, UCC, CIT and expert advisors, is undertaking a detailed Masterplan for a Science, Innovation Park at Curraheen. The Science Innovation Park shall, when completed, be a critical piece of economic infrastructure for the Smart Economy. The site has been chosen for the advantages it offers in terms of transport connections, quality of landscape, proximity and accessibility to UCC and CIT and sufficient scale of available lands.

1.4.2. The aim is to develop a Science, Innovation Park that accords with global best practice and is recognised as such, by harnessing and developing the existing national and regional competitive advantages in co-operation with higher education authorities, government agencies and private enterprise, to create business led innovation.

1.4.3. The Cork Science Innovation Park will be a leading edge science park with a global reputation for adherence to best practice in all aspects and particularly with regard to environment, design and operation in its creation of business led innovation.

Development Concept

1.4.4. Science Innovation Parks are a critical piece of modern economic infrastructure and must be designed to be fit for purpose, as well as future proofed as much as is possible. It is envisaged that the CSIP may take approx. 25 years to reach completion and, hence, provision must be allowed for both evolving needs and changing facilities specification.

1.4.5. Science Innovation Parks strive to create an attractive and dynamic environment that facilitates the interaction of academics, researchers, entrepreneurs and support personnel within the scientific research and technology development field. Successful parks are an important delivery mechanism for the evolving economy towards an innovation led economic base.

1.4.6. Science Innovation Parks must be used efficiently and intelligently as part of a co-ordinated strategy. Linkage to

and co-ordination with national, regional and local policies and to their relevant representative bodies is critical. The proposed CSIP, if developed and managed to a high standard, has the potential to be an important element of the regional and national economic infrastructure.

1.4.7. It is the CSIP's strategy to develop a science, innovation park that accords with global best practice and is recognised as such, by harnessing and developing the existing national and regional competitive advantages in co-operation with higher education authorities, government agencies and private enterprise, to create business led innovation.

1.4.8. Science Innovation Parks compete internationally. Hence, this park's layout and facilities need to be commensurate with the park's strategy, with a view to international competition between regions. The facilities provided should be defined according to the needs of local companies and of foreign companies that the park wishes to attract. The success of a science park on a local level is essential to its international appeal.

1.4.9. Based on international best practice models, attributes valued in part or wholly by prospective tenant include;

- High quality & sustainable environment and infrastructure,
- Clear vision underpinning park development visibility,
- Clear and appropriate admissions policy,
- Prestigious occupier profile,
- High quality linkages within and outside the park,
- High quality public transport service to/from park,
- Interaction with higher education authorities,
- Linkages to hierarchy of state services,
- Linkages to related businesses,
- Range of buildings that allow for evolving and differing users needs,
- Sufficient scale of development land,

- Flexible letting arrangements,
- Access to quality-of-life services,
- On-site business support services,
- On-site formal and informal meeting places,
- Conference and accommodation facilities to serve park users.

1.4.10. For every Science Innovation Park there should be a definite strategy for development and growth of business, and one which includes a real estate strategy to match this growth. It is not economically practicable to frontload the provision of all user services, having regard to the long term nature of the project and the absence of supporting critical mass in the initial stages. Hence, the provision of services to support on-site activities may be phased in accordance with the evolving needs of the park.

1.4.11. It is critical that an effective delivery mechanism is employed to facilitate the needs of prospective tenants while simultaneously ensuring that the principles that underpin the park's strategy are supported. To this end, a specific land use category for the CSIP is proposed.

Douglas

1.4.12. The Douglas Land Use and Transport Strategy (DLUTS) is an integrated land use, urban design and transport strategy that aims to: "to secure a successful vibrant urban centre with a more efficient transport network for Douglas, that provides an improved public realm, reduces congestion, encourages greater levels of walking & cycling, and improves the quality of life for the community, thereby enabling sustainable future growth." The DLUTS was first identified in the Carrigaline Electoral Area Local Area Plan in 2011, where it was recognised that in order to ensure balanced land use growth in the future, it was necessary to retrofit a modern transportation network, in particular focusing on a major shift towards other transport modes in line with Smarter Travel and the Design Manual for Urban Roads and Streets (DMURS).

1.4.13. The DLUTS Strategy has been produced through a collaborative effort between the different departments of Cork County Council (namely Planning Policy Unit, Traffic and Transport Division, Architect's Department) and MVA Consultants, who were responsible for the traffic and transportation aspects of the strategy. It also engaged with

existing landowners and key stakeholders in the area to build consensus on the type of future development and transport options needed for the metropolitan town on the southern edge of Cork City.

1.4.14. The DLUTS achieved an early implementation programme through funding of projects by National Transport Authority (NTA), commencing in 2013. This was achieved through involvement of the key stakeholders in the project preparation process at regular intervals (every month). Not only does the project provide a robust implementation schedule, it is successful in achieving changing the attitudes of local population towards the use of the motor car in travel options and promotes the desired goals of providing sustainable transport options such as walking, cycling and public transport.

1.4.15. Through the introduction of a land use framework for future development decisions in the longer term, new development will be focussed on employment creation in town centre precincts with less emphasis on additional retail provision. This will have the effect of bringing more jobs to the area and reducing the need for people to travel long distances for work. This will, in turn, permit some work trips to be done by walking or cycling or public transport and reduce car trips and traffic congestion.

1.4.16. The DLUTS strategy will, for a modest investment in infrastructure, facilitate the transformation of the Douglas into a more vibrant and economically sound business centre, providing jobs and improved public realm. Douglas will be a more pleasant place to visit and do business in and a healthier place to live in. Life in Douglas will be much more sustainable and much less influenced by traffic concerns than it is today.

Tramore Valley

1.4.17. Although priority must be given to Douglas it is envisaged that during the lifetime of this plan and taking into account market conditions it is intended to prepare an Integrated Area Plan (IAP) for the Tramore Valley. This IAP will consider proposals for the redevelopment of low density brownfield sites for high density mixed use development which will include business and residential uses and high levels of residential amenity. Consideration will also be given to transportation and parking management. It is envisaged that the area will become more pedestrian and cyclist friendly with connectivity throughout.

Cork Airport and Business Park

1.4.18. Cork International Airport is an important strategic asset to the Carrigaline Electoral Area and an important economic driver for the South West Region and its importance is recognised in Chapter 6 of the Cork County Development Plan 2009. The need for a Special Local Area Plan for Cork Airport was highlighted in the 2005 Local Area Plan and re-iterated in the County Development Plan 2009.

1.4.19. The Council adopted the Cork Airport Special Local Area Plan on the 13th September 2010. The SLAP has been prepared with the purpose of facilitating the development of Cork Airport by providing for, and where necessary, protecting land for the future operation and development needs of the Airport, looking forward to the year 2040. The SLAP identifies the future aviation needs and associated infrastructural requirements of Cork Airport in the long term and specifies policy and objectives to safeguard the continuing growth of the Airport as a key economic driver for the region.

1.4.20. CASP Update 2008 identifies the Airport/ Airport Business Park as a key employment location where additional employment growth will be focused. The Cork Airport SLAP provides a framework for the optimal long-term development of the Airport that will bring with it growth in jobs but in order to ensure the availability of additional employment opportunities, consideration has been given to the potential of lands in the wider airport vicinity. There are a number of constraints to development, namely;

- The visual impacts of extending over the ridge to the north of the existing Airport Business Park.
- The need to maintain efficient access on the national road network to the Airport from Cork City
- The limited availability of public transport facilities.

1.4.21. In this context, the options identified for providing enhanced employment are; an intensification of uses in the existing Airport Business Park, and the development of a less employment intensive site on lands in the south-east quadrant of the Airport which are not required for core airport operations but will have a role in providing for airport related logistics and support services. The Business Park has an existing regular public bus service as part of the Cork Airport bus service, and in line with growth in passengers numbers in the Airport over the longer term, the public transport offer will improve in both quality and frequency.

1.4.22. Other lands in the vicinity are not so easily served by public transport, making the intensification of the Business Park the most sustainable option as it benefits from the enhanced Airport public transport services. However, it is

recognised that Airport growth will give rise to demands for airport related uses such as cargo handling/ logistics, warehousing, catering and other support services. In order to augment this supply, additional lands in the south-east quadrant of the Airport have been identified. They lack the visual sensitivities of the lands to the north of the airport, adjoin the airport campus and access can be provided from the Regional road.

1.4.23. An additional site to the south of the airport boundary has been identified for an industrial area comprising logistic, warehousing and distribution uses which require an airport location. Any proposals for this site will include a traffic impact assessment and mobility management plan. Development proposals will include comprehensive provision for a safe and satisfactory access to the site.

Special Policy Area Objectives

The Cork Science Innovation Park

1.4.24. The lands identified as X-01 is the location of the proposed Cork Science Innovation Park. The site identified is bounded to the north by agricultural lands and ultimately by the Model Farm Road, to the south by the N25 National Primary Road, to the east by Cork Institute of Technology and residential development, and to the west by agricultural lands and the existing Curraheen Park Greyhound Stadium.

1.4.25. The predominant current use of the lands is as agricultural, with an existing football facility, playing pitches (UCC) and approx. 7 no. dwellings also on the site.

1.4.26. The site is characterised by agricultural land, with hedgerows and scrub. The ridgeline is located approximately midway between the northern and southern boundaries of the site and exceeds 30m Ordnance Datum in height.

1.4.27. The lands identified cover a total site area of approximately 100ha and it is envisaged that a number of development areas will be provided, set within a high quality natural environment.

1.4.28. Having regard to the scale of the project, each development area identified within the Cork Science Innovation Park will have distinct infrastructural circumstances and the masterplan called for under zoning X-01 will address the specific infrastructure issues within each development area.

1.4.29. Under the Cork County Development Plan 2003, the northern portion of the subject site was zoned as part of Metropolitan Cork Green Belt.

1.4.30. Under the Carrigaline Electoral Area Local Area Plan 2005, the southern portion of the subject lands were zoned as follows:

- X-01, which identified;
- area adjoining Curraheen River to the south for Nature Park / Amenity Area and Flood Storage Area use,
- southern area for Proposed Industry / Enterprise (Science Park) use,
- southwestern area for Proposed residential (Student Village) use,
- existing Open Space (Dog Track).

1.4.31. The masterplan called for under zoning X-01 will reflect the potential for early phasing of the previously zoned X-01 lands under the 2005 Carrigaline Electoral Area Local Area Plan.

1.4.32. The above zoning also identified within the X-01 site a proposed C.I.T Access Road, proposed Amenity Walk / Cycle Route, proposed Park Access Road and proposed Access Point.

1.4.33. As per the 2003 CDP, under the Cork County Development Plan 2009, the northern portion of the CSIP subject site is identified as Metropolitan Cork Green Belt land.

1.4.34. The CSIP as proposed will update and expand into the Metropolitan Cork Green Belt the existing zonings as set out in the Carrigaline Electoral Area Local Area Plan 2005. The proposed rezoning of this strategically important green belt area is considered appropriate only on the basis of the critical role the CSIP shall fulfil in the provision of an innovation led future economic base for the region and nationally. Hence, the unique nature and function of the CSIP must be enshrined in specific objectives of the expanded zoning.

1.4.35. Existing vehicular access to the site is via the N25 from the south. It is intended to develop a road access linking the existing access location with the CIT to the east. This roadway, in conjunction with a transportation management plan, shall allow for access to the CSIP as well as an easing of traffic congestion and parking in Bishopstown - particularly in the vicinity of the CIT.

1.4.36. The existing no. 5 & no. 8 public bus routes, in consultation with Bus Eireann, can be extended into the CSIP to allow for a high level of public transport provision to serve the park. Furthermore, in the longer term, it is envisaged that the Bus Rapid Transit (BRT) service shall traverse the site and thus create a high quality rapid transportation link to serve the CSIP.

1.4.37. The Lee CFRAM study indicates flooding potential within the site from the Curraheen and Twopot Rivers and a detailed flood risk assessment study is needed.

1.4.38. Issues also arise regarding the future funding of common infrastructure and facilities on this strategic site that is in multiple ownerships. At the appropriate stage, consideration will be given to the use of the County Council's powers under sections 48 and 49 of the Planning and Development Acts to use the system for 'Development Contributions' to secure appropriate contributions from developers to offset this expenditure.

1.4.39. The masterplan called for under zoning X-01 for the Cork Science, Innovation Park will be brought before Council for approval in September 2011.

1.4.40. In the interim, while the masterplan for the Science, Innovation Park is being prepared, proposals for development within the X-01 boundary should be processed using the 2005 Carrigaline Electoral Area Local Area Plan land use zonings as read with the guidance from section 1 of this Local Area Plan and other objectives of this plan.

Douglas

1.4.41. The Douglas Landuse and Transportation Study (LUTS) has concentrated on two clearly defined areas, X-03(a) and X-03(b). As indicated on the accompanied zoning map for the area, X-03(a) refers to lands at Douglas village while X-03(b) refers to lands at the existing Douglas Golf course development. Both areas are governed by a single specific zoning objective.

1.4.42. DLUTS has recommended that the X-03b zone be retained as an open space and recreation zone for use by the Douglas Golf Course (see O-12). It resolved that if mixed use urban development was permitted on this land, there would be unacceptable traffic congestion generated in Douglstown centre and there would be a serious loss of amenity to the local community.

1.4.43. The DLUTS identifies Special Policy Area X-03a as a District Centre in line with the requirements of the Retail Planning Guidelines (2012) and the draft Cork Metropolitan Joint Retail Strategy (2013). Within this District Centre area, there is a mixture of retail, employment, residential, recreation and community uses. Douglas LUTS has identified a number of town centre zonings that are distinct precincts which have established retail uses, where mixed use development can and should take place. By 2022, it is recommended that at least 50% of current retail vacancy would be filled and that support be given to the fulfilment of current retail commitments. It is forecast that by 2032, if the required transport measures have been implemented, these precincts could accommodate an additional 175 residential units and up to 25,000m² of mixed use

(60% offices and 40% retail) development. The proportion of comparison and convenience retail will be guided by the Metropolitan Joint Retail Strategy. These precincts are shown on Zoning Map 3 as TC-01 to TC-05.

1.4.44. The Primary Retail Area in Douglas is located to the south of the N40 and comprises of four established retail areas; the Woollen Mills (TC-01), Douglas Village Shopping Centre (TC-02), the East Village/ the Cinema site (TC-04) and Douglas Court Shopping Centre (TC-05). In addition, DLUTS has identified Barry's Field (TC-03) as an expansion area to the town centre. These areas are shown on the aerial photograph below.



Douglas Town Centre Areas

1.4.45. In terms of priority for the development of retail, the Douglas LUTS identified the need to, in the short term, fill existing vacancy in the Douglas Village Shopping Centre (TC-02), East Village/ Cinema Site (TC-04) and the Woollen Mills (TC-01) as shown in Table 1.10.

Table 1.10: Retail Priority Areas	
Retail Areas	Priority Areas
Primary Retail Area	<ol style="list-style-type: none"> 1. In-filling existing vacancy TC-02, TC-01 and TC-04 2. Redevelopment of TC-04: Cinema Site 3. Redevelopment of TC-01: Woollen Mills 4. Redevelopment of TC-05: Douglas Court

Edge of Centre	Development of TC-03: Barry's Field
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1.4.46. This table outlines the sequential approach to retail provision in Douglas. New development of these town centre precincts shall be guided by the specific objectives (TC-01 – TC-05) contained in the Town Centre section.

1.4.47. One of the key recommendations of the DLUTS is the establishment of a town centre management team, that will be responsible for the management, co-ordination and promotion of the town centre on a regular basis with a widespread stakeholder involvement.

1.4.48. In terms of backland development, DLUTS recommended that consideration should be given to the sustainable use of land behind buildings on appropriate sites within the District Centre. The backland could be used for mixed land uses that conform with what is normally permitted in the area.

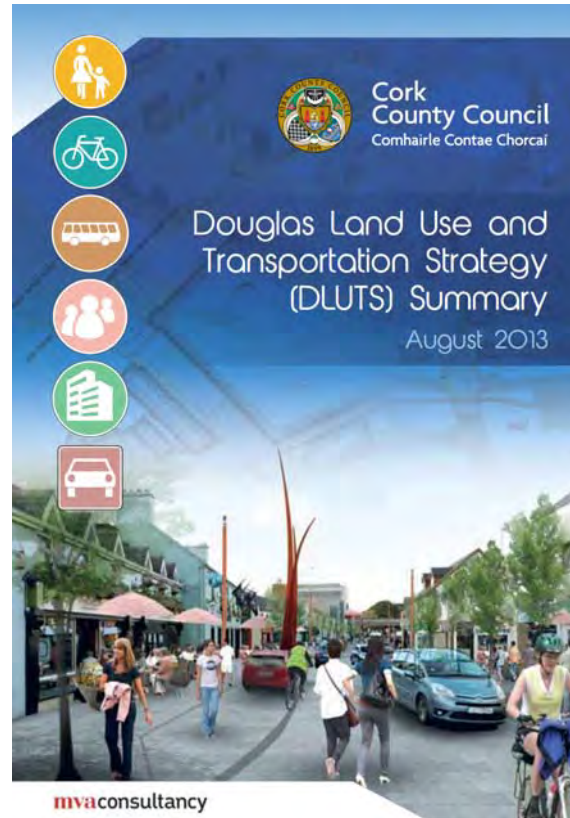
1.4.49. DLUTS acknowledges that there is a growing demand for playing pitches and other community facilities in Douglas. It has been recommended that there is a requirement for a multi purpose leisure facility to cater for sport clubs, community organisations and leisure. The preferred location for this facility is adjacent to the GAA playing fields in an open space and recreation zone linking Douglas to the Tramore Valley Park (O-13). It may not be practical to locate sports pitches here as well so other locations within the wider Douglas area or locations within the Metropolitan Green Belt have the potential to accommodate this demand.

1.4.50. DLUTS recommended that car parking standards for new development within the town centre precincts should be guided by the revised parking standards in the County Development Plan that supports current national policy.

1.4.51. In terms of urban design, DLUTS recommended that there is a need to increase permeability in Douglas Village by improving the pedestrian environment with the long term intention of allowing easy access from the peripheral outlying areas of Donnybrook, Grange, Frankfield, Maryborough and the Rochestown Road through Douglas into the city centre.

1.4.52. Within the town centre, it is proposed to improve pedestrian linkage along the east-west primary retail corridor and improve the general public realm through widening footpaths, introducing raised paved areas at junctions that can facilitate better movement of pedestrians and cyclists,

thereby improving connectivity and safety between other land uses. Other public realm features that could be introduced are more green trees and flower beds (landscaping), water features, benches, lighting and removal of overhead wires.



1.4.53. The DLUTS recommendations are a set of integrated land use, urban design and transportation policies that aim to achieve co-ordinated and sustainable development in the village over the lifetime of the strategy. Each land use objective, urban design and transportation policies needs to be read in conjunction with the DLUTS Report (above).

1.4.54. Specifically, the urban design policies to compliment land use and transportation policies are listed below. The implementation of these policies shall include proposals for Sustainable Urban Drainage Systems (SUD's) in conjunction with Objective LAS 2-1 in Section 2 of this plan.

Table 1.11: Urban Design Policies

UD1. Generally, improve appearance and functionality of the four gateways to the village; namely Douglas Road and South Douglas Road entrance under the N40 bridges; Finger Post Roundabout and Daly's Corner. There should be a noise barrier erected on the N40 overpass.(see WC4, ST1, TM3 and TM4)
UD2. On all roads and streets in the village, there should be improvements to the public realm of existing street furniture, reducing clutter, bollards, seating and lighting.(see TM1, TM3 and TM4)
UD3. On East Douglas Street, with traffic restrictions being imposed in this street, there is potential to create a safer and more pleasant environment by increasing pedestrianisation and improving the public realm of the area through new bus shelters, kiosks, urban sculptures, street lighting and introduce a cafe/restaurant area with chairs and table on the extended footpath. (see TC-02 and TC-04)
UD4. On the Cinema Site, there is an opportunity to prepare an Overall Planning or Development Scheme which would involve all landowners. The scheme for the site needs to consider; the building of a landmark structure at the northern corner, a new building line to extend along the frontage with the existing relief road, this building would be punctuated by pedestrian linkages through it with active street frontage. Any new build shall be set back from the relief road to allow more pedestrian circulation and soft landscaping to be incorporated. Improved pedestrian connectivity between Douglas Village Shopping Centre and Douglas Court Shopping Centre and between the site and the East Village. Creation of public spaces within the site that could be focal points for social interaction. (see TC-04 and PT3)
UD5. At St Patrick's Woollen Mills, there is an immense opportunity for increased public realm interventions that promote and enhance connectivity with the Douglas Village Shopping Centre. The redevelopment of this site will include the retention of all buildings of historic and architectural merit and any new build to enhance this precinct shall compliment the established building fabric. The entrance to West Douglas Street needs to have a raised paved area that encourages increased walking and cycling. (See TC -01)
UD6. A Daly's Corner, near the schools in Douglas, it is critical that it is made pedestrian and cycling friendly through public realm improvements. Measures shall include a raised platform at the road junction, improved footpaths and pedestrian/cycling crossing points. These interventions will enhance safety which will encourage parents and children to walk and cycle to the nearby schools.(see ST1 and TM4)
UD7. The Community Park should be at the centre of life in the village and should be an integral part of the population's lifestyle choice. Cork County Council in conjunction with the Tidy Towns should support a competition which will provide a fully integrated leisure and passive space in the village to the

benefit of residents and visitors alike. Measures shall be implemented to improve north south and east west connectivity, enhance public safety and install suitable lighting.(see O-14 and WC3)

1.4.55. The DLUTS transport strategy is consistent with recent local, regional and national policies such as the National Transport Authority's National Cycle Manual (2011), the Cork County Development Plan, CASP, Regional Planning Guidelines, DOECLG Spatial and Transport Planning Guidelines and the Department of Transport Tourism and Sport's Smarter Travel Policy. Central to these policies is to promote a mode shift from the private car to more sustainable modes, such as walking, cycling and public transport. In this way, the transport strategy is consistent with the most up to date thinking that reflects the needs of the population of the DLUTS area to produce a transport environment that promotes the sustainable, safe and healthy movement of people.

1.4.56. DLUTS outlines the future transport strategy for Douglas village centre and surrounding road network. The proposals include strategies for Walking and Cycling; Public Transport; Schools Transport and Traffic Management. The policies are shown in Table 1.12.

Table 1.12: Transportation Policies - Walking and Cycling
WC1. Provide on-street cycle lanes along Douglas and South Douglas Roads linking either side of the N40 through widened underpasses.(see UD1 and TM 4)
WC2. Provide a high quality off-road pedestrian/cycleway linking Grange and Frankfield with the village centre of Douglas. This walkway should also provide a connection to the Tramore Valley Park in the city via an overpass bridge on N40.(see U-02 and ST2)
WC3. Provide a high quality off-road walk and cycleway along the Ballybrack River from the Community Park to the Donnybrook Hill area.(see U-04, ST1, UD7 and O-14)
WC4. Pedestrian and cycle access should be improved at all important road junctions, which will include the shared space along East Douglas Street and the 30kph zone in the Douglas Village Centre. (see UD1, TC-02, TM4)
Public Transport Policies
PT1. Provide a public transport priority corridor, shared space environment on the northern end of East Douglas Street, between Church Road and the Douglas Relief Road, which will reduce through traffic, prioritise public transport movements, reduce vehicle traffic turning movements.(see UD3, TC-02 and TC-04)
PT2. Provision of fully sheltered and demarcated bus stops, realtime passenger information (RTPI) at bus stops, bus and public transport priority on the roads where possible and extension to bus

only corridors where possible.(see TC-02 and TC-03)
PT3. Provision of additional taxi ranks in East Village and Churchyard Lane.(see UD4,TC-03 and TC-04)
Schools Transport Policies
ST1. Provision of improvements to the St Columba's School junction at Church Street/Donnybrook Hill and the roundabout at Gaelsoil na Duglaise. (see UD1,UD6 and WC3)
ST2. Encourage all schools to participate in the Green Schools Programme and develop School Travel Plans, that promote alternative sustainable modes of travel to schools, such as walking, cycling, school bus and car pooling using the improved walking and cycleways in Douglas. (see U-02, WC2)
Traffic Management Policies
TM1. Provision of a new road and bridge between Grange Road and Carrigaline Road over the Ballybrack River valley to facilitate the east west movement of traffic through Douglas.(see UD2)
TM2. Introduce a one way road network along a portion of Church Street eastbound from Churchyard Lane to facilitate easier traffic flows under the Dry Bridge.(see TC-03)
TM3. Introduce traffic management measures on the N40 off ramp at East Douglas Road and improvement to the the traffic signal operations throughout the village centre and link it to the City Council traffic management system.(UD1 , UD2, TC-02 and TC-04)
TM4. Introduce junction upgrades to major junctions in the village centre that will enhance pedestrian and cycle facilities, improve public transport movements, provide more efficient traffic movement and reduce levels of traffic congestion at peak times.(see UD1, UD2 and WC4)

Tramore Valley

1.4.57. There are a number of low density low-end use brownfield sites located in the Tramore Valley. These sites are identified within the broad boundary X-02. It is envisaged that during the lifetime of this plan and taking into account market conditions it is intended to prepare an Integrated Area Plan (IAP) for this area. The key goal of this IAP will be redevelopment of these low density low-end sites for high density mixed use development which will include residential and high-end business uses.

Cork Airport

1.4.58. The lands identified at X-04 specifically relate to the Airport and the Airport Business Park.

1.4.59. The specific special zoning objectives for Cork City – South Environs are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
X-01	<p><i>Science, Innovation Park</i></p> <p>A. To develop a science, innovation and park that accord with the highest European standards.</p> <p>B. The development of this site will accord with a Masterplan to be approved by Cork County Council. The Masterplan shall include provision for:</p> <ul style="list-style-type: none"> High quality park environment, focussed on retention of the natural environment and priority for pedestrians and cyclists. Provision for incubator units, grow-on units and stand-alone units that meet the users evolving needs. Appropriately phased development that reflects the potential for early phasing of the previously zoned X-01 lands under the 2005 Carrigaline Electoral Area Local Area Plan. Admissions policy to the park to ensure its future occupiers are appropriately engaged in science, technology and innovation activities. Proposals to facilitate vehicular, public transport, cyclist and pedestrian access to the site. Proposals for enhanced accessibility to Cork Institute of Technology via Science Park. Access by public bus and future Bus Rapid Transit. Mobility plan for movements to/from the Science Park and within the Science Park. Appropriate provision for public access to Science Park amenities. Appropriate road access. Sustainable infrastructure provision that reflects the distinct infrastructural 	100

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	<p>circumstances of each development area within the park.</p> <ul style="list-style-type: none"> Detailed flood risk assessment. Develop linear park / water feature adjoining Curraheen River. Provision of high quality telecommunications. On-site energy generation appropriate to the Science Park's needs. On-site enterprise, business and leisure support services in accordance with the Science Park's needs. <p>C. Buildings constructed on the site will be primarily used for the following purposes:</p> <ol style="list-style-type: none"> Manufacturing, production and service delivery activities that use high-added value technologies or are related to research or higher education institutions. Research activities that are technologically innovative or involve experimentation. Postgraduate or other specialised training activities linked to third level institutions. Where it can be demonstrated that the proposed activity directly supports existing on-site or planned uses under 1.a to 1.d as set out, within the following use categories: <ul style="list-style-type: none"> Business Support Conference facilities Leisure Restaurants and appropriate shops Accommodation for park users <p>D. The CSIP will provide for appropriate governance structures for tenant selection in accordance with C as set out above.</p> <p>E. Parts of this site are at risk of flooding. Any development proposals on this site will normally be</p>	

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	<p>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>	
X-02	<p><i>Tramore Valley</i></p> <p>Following on from the proposals for this area (indicative boundary only) set out in the CASP Update, it is envisaged that in the medium to long term and dependent on market conditions the lands within this broad indicative boundary will be subject to an Integrated Area Plan which will be prepared by the Planning Authority in close conjunction with the relevant stakeholders in the area. This plan will consider the following:</p> <ul style="list-style-type: none"> The definition of a specific area plan boundary. Detailed land use survey. Integrated redevelopment proposals for higher density mixed use housing and employment development. Detailed traffic and transportation study A co-ordinated and phased approach to the delivery of development. <p>In the interim, while the Integrated Action Plan (IAP) is being prepared, proposals for development will be guided by the zoning given to 'existing built-up area' in the plan as read with Section 1.5.26 and other objectives in this plan.</p>	-
X-03 a and b	X-03: Douglas – amended -see Douglas LUTS Final Report and Local Area Plan Zoning Map No 2 and 3 for	131.51

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	details	
X-04	<p><i>Cork Airport</i></p> <p>Office based industry requiring an airport location, internationally traded services, corporate office, and uses that are complementary to those in the existing business park. Proposals for this site will include a traffic impact assessment and mobility management plan for the site and a comprehensive layout and a structural landscaping scheme. Vehicular access to the site will be from the adjoining regional road by means of a single access point.</p>	15.8

Overall Scale of Development

1.4.60. Over the lifetime of this plan, it is envisaged that the Cork City –South Environs will experience some steady growth. This future growth will occur within the existing development boundary and will primarily focus upon the development of existing zoned land, the completion of existing planning permissions and the phased development of any proposals which are proposed by either the Land Use & Transportation Study for Douglas (DLUTS) or the Integrated Area Plan for the Tramore Valley.

1.4.61. With a 2020 target population of 30,102 persons in the South Environs, it is estimated that an additional 2,630 dwelling units will need to be provided between 2010 and 2020. This requirement excludes houses which were completed between 2006 -2010 and those which are currently under construction. In this context it is considered that, coupled with the existing residential land supply and the proposed potential yield from the redevelopment of brownfield sites, there is sufficient capacity to provide for the housing needs of this target population.

1.4.62. This plan proposes to carry forward the undeveloped existing zonings from previous plans and to identify a number of existing brownfield sites which are deemed appropriate for high density mixed use development. Having examined the likely yield from these lands, 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 minor modifications to the boundary that have been made to correspond with established field or property boundaries or to reflect a grant of planning permission.

1.4.63. The development boundary of the South Environs of the city is, generally, tightly drawn, ensuring a clear separation from neighbouring settlements, particularly Passage West to the east, Carrigaline to the south and Ballincollig to the west. To the north it is formed by the boundary with the City Council.

1.4.64. 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.

Objective No.	Development Boundary Objectives
DB-01	It is an objective of this plan to secure the development of 2,630 new dwellings in the South-Environs between 2010 and 2020.
DB-02	It is an objective that all new development be located within the development boundary of the settlement established by this plan and which defines the extent to which the South Environs may grow during the lifetime of the plan.
DB-03	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 -04	All proposals for development within the areas identified as being at risk of flooding will need to comply with Objectives FD1-1 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 FD1-4, 1-5 and 1-6
DB-05	In order to secure the sustainable 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, needs to be provided in tandem with the development.
DB-06	Priority shall be given to the delivery of a high quality public transport connecting the Airport and the Airport Business Park to the City Centre and other locations which are deemed appropriate.
DB-07	Where lands have not been explicitly zoned, the specific zoning shall be deemed to be that of the existing use of the lands (if such a use is not an unauthorised use under the Planning Acts) or, if such a use is unauthorised, that of the most recent authorised use of the lands.
DB-08	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

Objective No.	Development Boundary Objectives
	routes within Douglas main residential areas, schools and the town centre.

Residential Areas

1.4.65. Some of the areas that were designated for housing in the 2005 Local Area Plan, and its amendments, have not yet come forward for development. It is envisaged that during the lifetime of this plan that these sites will be developed and the sites currently under construction will be completed.

1.4.66. In addition, proposals have been made for the redevelopment of low density brownfield sites for new mixed-use high density development which will include a significant residential component. It is envisaged that the first phase of redevelopment will begin during the lifetime of this plan.

1.4.67. The joint Cork City and County housing strategy states that on zoned lands, 20% of new residential development be reserved for social and affordable housing. In the South Environs, the strategy requires that one quarter of that reserved land will be used for the provision of social housing.

1.4.68. The specific residential zoning objectives for the Cork City - South Environs are set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
R-01	Medium density residential development to include a mix of house types and sizes. An appropriate tree planted buffer, shall be provided along the boundaries of the site. 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.	7.0
R-02	Medium density residential development, estate type layout.	2.1
R-03	Medium density residential with provision for an appropriate tree planted buffer along the southern boundary of the site to establish a definite limit to further development in this area.	4.5

Objective No.	Specific Zoning Objective	Approx Area (Ha)
R-04	Medium density residential development.	11.9
R-05	Medium density residential development with provision for a local convenience shop. Any development should not exceed two storeys in height and proposals for this site will be accompanied by a road safety audit.	0.5
R-06	Development of this site is to include the following; <ul style="list-style-type: none"> • Medium density residential development to cater for a variety of house types and sizes. • 3 Ha of additional open space over and above what is normally required in housing areas. This Open space should include a fully landscaped and useable public park. • Retain the existing trees and hedgerows within the overall development of the site. • 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. • Consideration will need to be given to the provision of a primary school within this site at the detailed planning application stage. 	21.1
R-07	High density residential development (apartments or duplexes). Development proposals in this zone 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	1.04

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	impacts either alone or in combination with other projects on the SPA.	
R-08	Medium density residential development.	8.8
R-09	Low density residential development including provision for public transport. Any proposals for this site will include a detailed traffic impact assessment and will address the need for local road and junction improvements.	1.6
R-10	Low density residential development which will be restricted to the low-lying northern portion of the site and will include appropriate improvements to the local road network. Development will be serviced by a single estate road access and there will be no access from individual properties on to the local road. The southern portion of the site should be landscaped and developed as a usable public or private open space.	9.1

Business, Industry and Enterprise

1.4.69. This plan has identified special policy area X-02 which is currently occupied by a mixture of residential and low density business/industrial development. It is envisaged that these low density business/industrial sites will be redeveloped as a high density mixed use site which will include office based employment. The current existing uses will relocate to a more appropriate location within metropolitan Cork. The special policy area X-03 will allow for Douglas to develop as a fully functional mixed use higher order urban centre in terms of both its development density and its retail offer, providing opportunities for the provision of increased employment.

Industrial Zoning

1.4.70. The specific industrial zoning at lands adjacent to the airport, Cork City - South Environs is set out in the following table:

Objective No.	Specific Zoning Objective	Approx Area (Ha)
I-01	Logistic, warehousing and distribution uses which require an airport location. Any proposals for this site will include a traffic impact assessment and mobility management plan. Development proposals will include comprehensive provision for a safe	16.86

	and satisfactory access to the site.	
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Town Centre

1.4.71. Douglas Land Use and Transportation Strategy (DLUTS) identified 5 town centre precincts that are individual areas which can be developed or redeveloped in a co-ordinated manner and will form part of a fully functional and fully integrated mixed use urban/town centre. The town centre objectives should be read in conjunction with the urban design and transportation policies in Tables 1.11 and 1.12. In addition, any development of these town centre precincts shall incorporate Sustainable Urban Drainage Systems (SUD's) in their design as outlined in Objective LAS 2-1 in Section 2 of this plan.

1.4.72. A Detailed Flood Risk Assessment of the Ballybrack River/Tramore River catchment has been commissioned by Cork County Council and this may, when completed, produce revised results from the current CFRAMs flood risk mapping. In the meantime, any development of the town centre sites should use the guidance attached to the current mapping (see FD 1-1 to FD1-6 and the Environmental Report).

1.4.73. The specific objectives for the development of these precincts are as follows:

Objective No.	Specific Zoning Objective for St Patrick's Woollen Mills	Approx Area (Ha)
TC-01	It is recommended that an Overall Planning or Development Scheme be prepared for the entire site and which can be implemented on a phased basis. This shall include comprehensive proposals for a mixed use development which caters for a variety of town centre type uses including offices, retail (including urban format retail warehousing in a mixed use building), retail services and some residential. The redevelopment of the site should only result in an increase of 25% to the floorspace to the footprint of the existing buildings. If the developer wishes to increase this density of development they will have to prove that there will be no negative net impact to the proposed improvements to the existing transport network. The site can cater for an additional 70	4.91ha

	<p>dwelling. If the developer wishes to increase this density of development they will have to prove that there will be no negative net impact to the proposed improvements to the existing transport network.</p> <p>The redevelopment of the site shall create linked pedestrian routes which will provide safe permeability and connectivity and which shall follow the preferred desire lines to the existing village.</p> <p>Traffic calming management to reduce the severance effect from the Woollen Mills to the Douglas Village Shopping Centre including additional crossing points.</p> <p>Car parking for new development should follow the revised car parking standards of the County Development Plan.</p> <p>The existing historic buildings will be protected and where possible enhanced.</p>	
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Objective No.	Specific Zoning Objective for Douglas Village Shopping Centre	Approx Area (Ha)
TC-02	It is recommended that the vacancy in the shopping centre be filled as a matter of urgency and that improved connectivity be provided as part of the urban design public realm programme.	3.39ha

Objective No.	Specific Zoning Objective for Barry's Field	Approx Area (Ha)
TC-03	It is recommended that the entire site be developed in an integrated manner that will result in the provision of a mixed use development of 4,000sqm which will include office accommodation and commercial development with full frontage development along the Church Street and Carrigaline Road to form a continuous commercial strip with the existing Barry's Pub and Restaurant. If	1.23ha

<p>the developer wishes to increase this density of development they will have to prove that there will be no negative net impact to the proposed improvements to the existing transport network.</p> <p>It will be more functional use of land if there was acquisition of the Eircom storage building and yard as part of the Barry' Field site and the removal/or incorporation of the existing dwelling house and outbuildings into an overall site development.</p> <p>Consideration of the construction of a new municipal car park of at least 200 bays with the provision of improved pedestrian linkages from west to east.</p> <p>Vehicular access to the site shall be from Church Street and the old Carrigaline road.</p> <p>Car parking for new development should follow the revised car parking standards of the County Development Plan.</p>	
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<p>the old TSB site and the filling station site. It is desirable to enable the relocation of the filling station and rehabilitation of the site for the construction of a landmark building that will represent the entrance to Douglas Village from the gateway underneath the N40 flyover on Douglas Road. The future buildings should form an edge along the relief road on the north of the site, which will provide a noise barrier to the N40.</p> <p>There should be the provision of a number of pedestrian linkages from East Douglas Street through the site to the pedestrian crossing to Douglas Court on the relief road and from the site to the East Village complex to the south. The development of the site could include a central town square which will host public events, retail and community services. Road access to the site would be provided from the new signalised junction at the Douglas Court pedestrian crossing. Car parking for new development should follow the revised car parking standards of the County Development Plan.</p> <p>This development is dependent on promoting smarter travel measures and achieving safer and more user friendly access for pedestrians and cyclists. The above suggested quantum of development assumes that all existing vacancy will be filled before new building takes place.</p>	
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<p>The new development shall cater for a variety of town centre type uses which will add life and vibrancy to the area outside the opening hours of the existing shopping centre.</p> <p>Appropriate uses could include offices, retail, retail service (restaurants, public houses etc.) leisure/recreational facility, community buildings and cultural uses. An improvement in the urban environment of the area with the removal of some surface car parking and the provision of a civic space would encourage such uses to locate in this area.</p> <p>The redevelopment of the site shall create linked pedestrian routes which will provide safe permeability and connectivity that shall follow the preferred desire lines to the existing village. Traffic calming/management to reduce the severance effect from the existing site to the rest of Douglas Village which may include additional crossing points.</p> <p>Car parking for new development should follow the revised car parking standards of the County Development Plan.</p> <p>Any new scheme will have to include the wetland site to the rear. At the moment it is informal open/green space. There is an opportunity here for a park or other amenities for the benefit of the wider community.</p>	
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Objective No.	Specific Zoning Objective for Cinema Site	Approx Area (Ha)
TC-04	<p>It is recommended that an Overall Planning or Development Scheme is prepared for the entire site, taking account of the planning permission granted to the existing cinema. Development on the site can be implemented on a phased basis. This shall include the provision of a comprehensive mixed use development with an additional 5,500sqm of non-residential floor space and 70 residential units. If the developer wishes to increase this density of development they will have to prove that there will be no negative net impact on the proposed improvements to the existing transport network.</p> <p>The new development will have active ground floor uses, an anchor store, office space and residential units on the whole site incorporating the cinema, the car park, vacant land and</p>	3.95ha

Objective No.	Specific Zoning Objective for Douglas Court	Approx Area (Ha)
TC-05	<p>It is recommended that an Overall Planning or Development Scheme is prepared for the entire site which can be implemented on a phased basis. This shall include the provision of a comprehensive mixed use development with an additional 7,500sqm non residential floor space. If the developer wishes to increase this density of development they will have to prove that there will be no negative net impact to the proposed improvements to the existing transport network.</p>	9.25ha

Community and Utilities

1.4.74. The specific objectives for the community and utilities are set out in the following table.

Objective No.	Specific Zoning Objectives	Approx Area (Ha)
C-01	Cemetery.	7.6
U-01	Maintain pedestrian walk on route of old railway line.	-

U-02	Develop and maintain pedestrian walk from Grange road north to South Link Road and east to Douglas Village. Provide pedestrian and cycleway over-bridge to connect to pedestrian walk /cycleway and proposed public park on old landfill site.	-
U-03	Provide pedestrian walk through stream valley connecting open spaces to Donnybrook.	-
U-04	Provide pedestrian walk through stream valley to Douglas Village.	-
U-05	Maintain existing amenity walk. Development of this walk could give rise to disturbance to winter feeding sites and 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 the walk may only proceed where it can be shown that it will not have an impact on the adjacent Special Protection Area.	-
U-06	Provide pedestrian walk through stream valley to connect open spaces and residential areas.	-
U-07	Provision of a new road and bridge between Grange Road and Carrigaline Road over the Ballybrack River valley.	-

Open Space and Recreation

1.4.75. The specific open space, sports, recreation and amenity objectives for Cork City South Environs are set out in the following table.

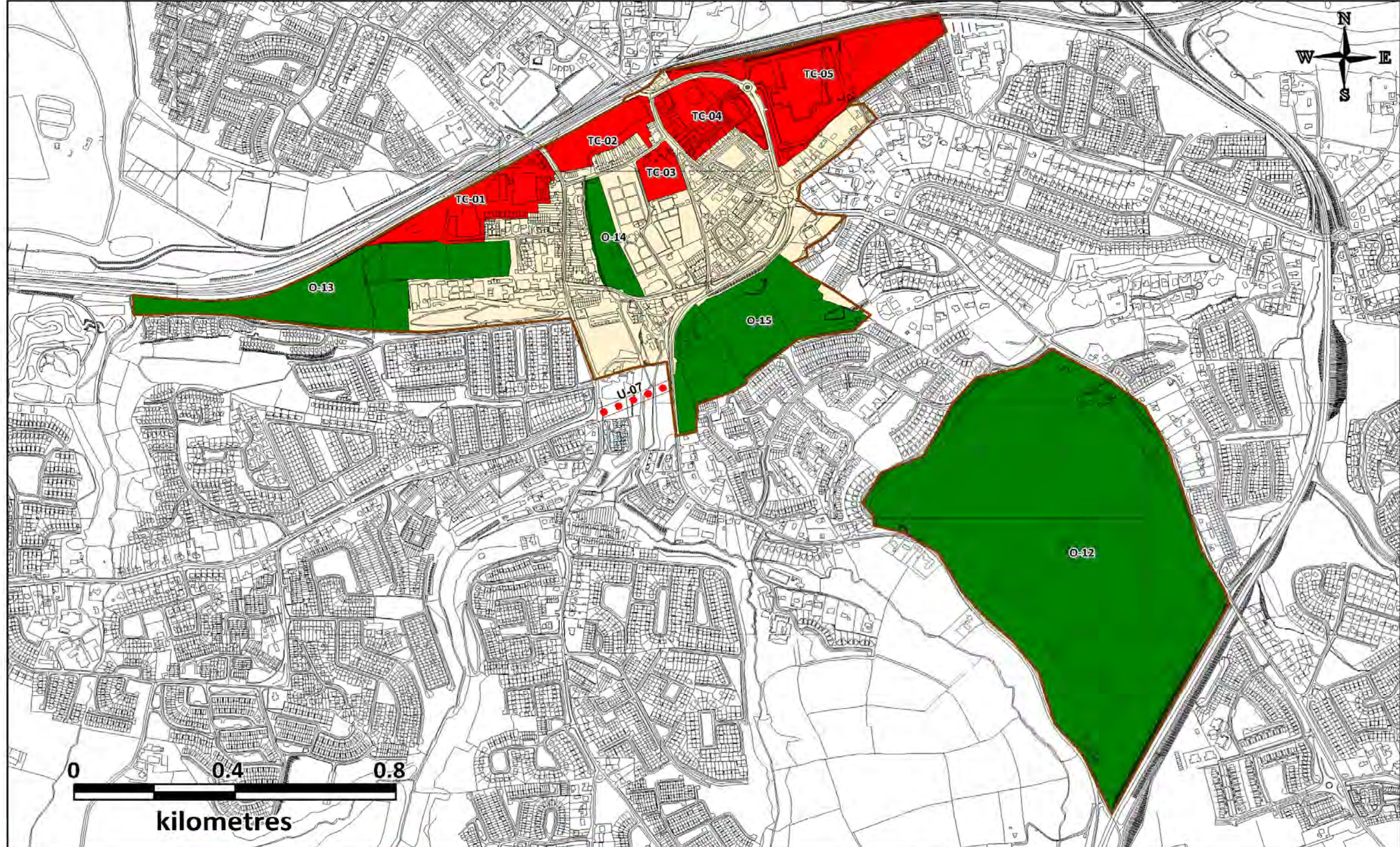
Objective No.	Specific Zoning Objective	Approx Area (Ha)
O-01	Open space, recreation and amenity including playing pitches	5.2
O-02	Open space for public recreation including the provision of playing pitches.	2.5
O-03	Open space. This prominent slope makes a significant contribution to the	7.7

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	setting of the city and the south environs in particular. The lands have certain potential to accommodate a school (primary/post primary) on the northern portion of the site with comprehensive landscaping and strategic planting on the southernmost parts of the site. Development of the site for a school will be dependant on a satisfactory, agreed solution to the surface water drainage problems in the area and a detailed landscaping proposal to reduce the visual impact of the development and to provide a strategic tree planted buffer to the southern boundary of the site which will act as a definite barrier to further encroachment into the green belt in the future.	
O-04	Open space for public recreation including the provision of playing pitches.	11.3
O-05	Open space for informal public recreation including the provision of an amenity walk connecting with similar proposals in the City Council's Area.	33.7
O-06	Open space. This area includes prominent wooded slopes that make a significant contribution to the visual setting of Cork City and Douglas Village and there is a general presumption against development here. The area also includes a building of national architectural and historic importance, Vernon Mount, and its grounds. Consideration may be given to development proposals comprising a comprehensive scheme for the future conservation and management of the house and grounds. Such a scheme may involve the sensitive conversion (with a minimum of associated new building) of Vernon Mount to other appropriate uses including possibly a hotel, corporate headquarters or a conference or leisure centre.	39.7
O-07	Open space to provide for informal public recreation including amenity walks and urban forestry.	8.1
O-08	Open space for public recreation including the provision of a pedestrian	4.7

Objective No.	Specific Zoning Objective	Approx Area (Ha)
	walk, tree planting and protection of the stream.	
O-09	Open space including the provision of playing pitches and a pedestrian walk.	4.8
O-10	Open space for public recreation including the provision of a playing pitch, pedestrian walk, tree planting and protection of the stream.	28.5
O-11	Retention of existing sporting facilities	3.1
O-12	Douglas Golf Course.	54.07
O13	Open Space and Recreation Area. Provision of a multi-purpose leisure facility in Douglas to cater for sports clubs, community organizations and leisure activities. In addition, playing fields, parks and walkways/cycleways that provide a link to the Tramore Valley Park over the N40 and access to Vernon Mount walkway through to Grange, should be provided.	9.63
O-14	Douglas Community Park - Improved access to the community park from the north and south should be provided. Within the park, improved lighting, landscaping and security measures should also be provided.	1.97
O-15	Active open space for informal public recreation to be landscaped and planted.	9.23

1.4.76. General Implementation of DLUTS Policies shall take place in accordance with the following objective:-

Objective No.	Specific Zoning Objective	Approx Area (Ha)
GEN	It is an objective to implement the list of urban design and transportation policies outlined in Table 1.11 and Table 1.12	-



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

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