

Carrigtwohill Special Local Area Plan - 2005



Cork County Council

**Cork Suburban Rail Network
Special Local Area Plans**



Carrigtwohill Special Local Area Plan

This Special Local Area Plan has been prepared in accordance with the Planning and Development Act 2000 (as amended). It is one of three Special Local Area Plans prepared to guide development at important locations along the Blarney – Midleton rail corridor. Local Area Plans were also prepared for each of the 10 Electoral Areas in County Cork.
It should also be noted that where indicative diagrams are included in the plan these are for illustrative purposes only and the map entitled 'Zoning Map' is the official legal map.

Schedule

<u>Issue</u>	<u>Date</u>	<u>Containing</u>
No. 1	September, 2005	Adopted Carrigtwohill Special Local Area Plan
	April, 2006	Amendment 1: Ballyadam

FOREWORD

Note From The Mayor

The adoption of these Special Local Area Plans is a significant milestone in the joint efforts of the County Council and Iarnród Éireann to secure the establishment of a suburban rail network for Cork. They also follow an extensive process of public consultation with a broad range of interested individuals, groups and organisations who put forward their views and ideas on the future development of this area and how future challenges should be tackled.

We in the Council have built on these ideas, suggestions and local knowledge in formulating the Special Local Area Plans, which establish a location for both the railway stations and future development providing a critical mass in each of these settlements. This has been achieved with the encouragement and expertise of our planners in the Planning Policy Section and with the support of the County Manager and his other officials.

The end result, I believe, is a series of Special Local Area Plans that set out a clear and shared vision for the future sustainable development of the suburban rail corridor serving Metropolitan Cork.

Cllr. Michael Creed
Mayor of the County of Cork

September 2005

Note From The Manager

The framework established by the Cork Area Strategic Plan, County Development Plan 2003, and the Feasibility Study commissioned by Iarnród Éireann guides these Special Local Area Plans. They form a critical part of our sustainable rail network for Cork because they ensure that future population will be focused in the hinterland of the new rail stations

The Plans are the outcome of a lengthy process of public consultation and engagement by the Elected Members of Council.

I wish to express my appreciation to the Mayor and Members of the Council, to the officials of the Council who worked on and contributed to the preparation of the plans and to the very large number of the general public who engaged in the consultation process and expressed their views. All have contributed to the formulation of a series of Special Local Area Plans of which we can all be proud.

The Statutory Procedures for the re-opening of the railway will begin in 2006 and the reopened line is hoped to be operational by Autumn 2008. I am confident that this project will make an important contribution to the sustainable growth and development of the county as a whole into the future.

Maurice Moloney,
Cork County Manager

September 2005

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Section 1

Introduction to the Carrigtwohill Special Local Area Plan

1.1 The Need for this Special Local Area Plan

Overall Aim

1.1.1. This special local area plan has been prepared to establish an agreed development framework for Carrigtwohill that will guide new development to take advantage of the proposals to establish a suburban rail network for Cork including the re-opening of the rail route between Cork and Midleton. The plan will augment the County Development Plan 2003 looking forward to the year 2020.

Planning Context

1.1.2. The proposals for the development of the Cork Suburban Rail Network have emerged from the Cork Area Strategic Plan (CASP). This establishes a strategic planning framework up to the year 2020 and was adopted by the City, County and Town Councils in 2001. CASP is a vision for the Cork area as a whole shared by the County, City and Town Councils. It sets out a broad-brush strategy guiding the general direction and scale of growth.

1.1.3. An important element of CASP is the proposal to develop a rail growth corridor in the northern and eastern parts of Metropolitan Cork between Blarney and Midleton to be served by the suburban rail network. This will be a major engine for future economic growth and help reduce congestion, particularly to the south and west of the city, and achieve greater social inclusion by improving access to public transport, jobs and services, amenities and a wider range of housing.

1.1.4. The County Council has begun to implement CASP through the County Development Plan 2003 (including any subsequent variations). This came into effect in February 2003 and will be in force until 2009. It establishes a more detailed policy framework to guide the development of the county broadly in accordance with the strategic plan.

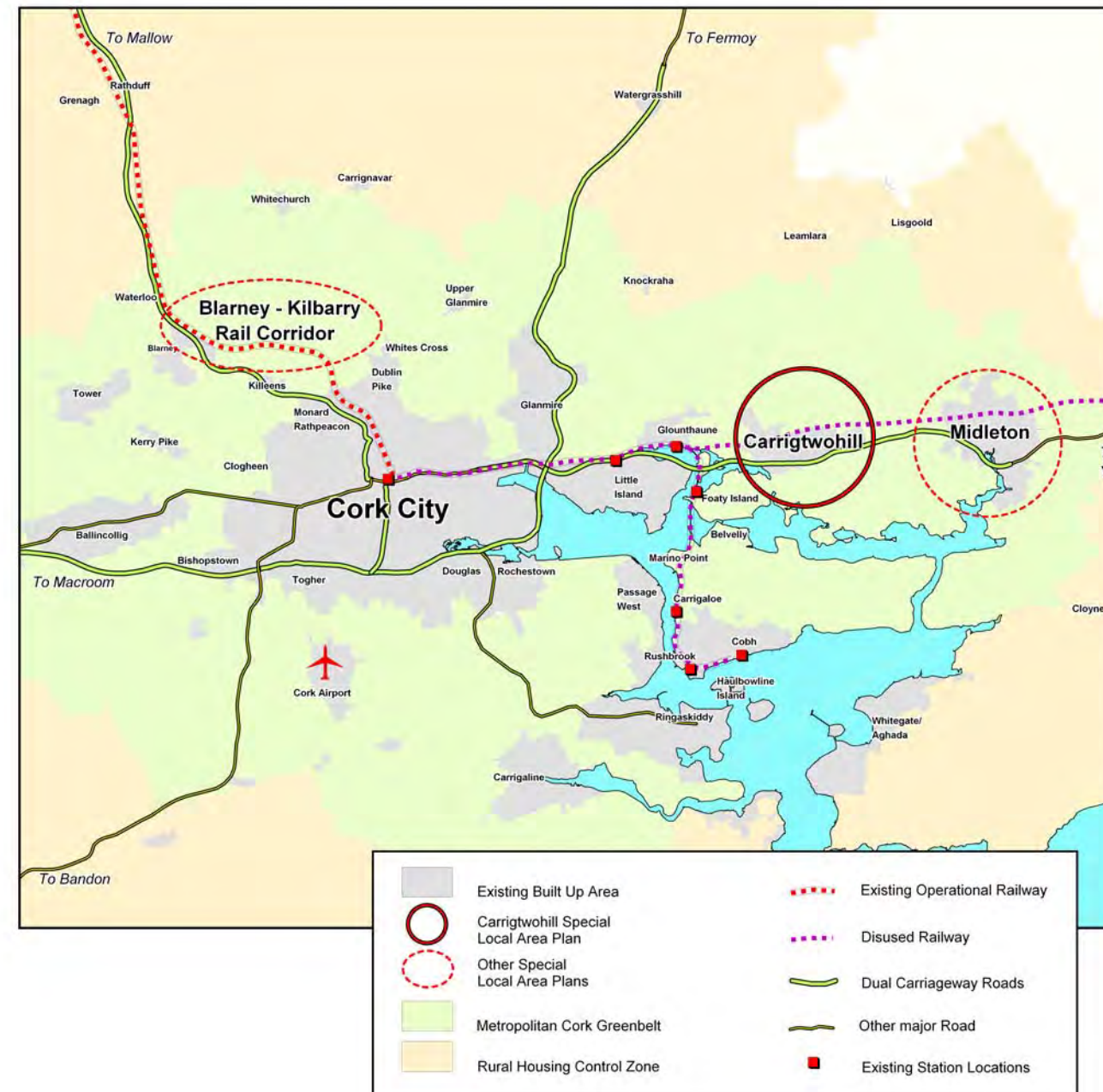


FIGURE 1.1: STRATEGIC CONTEXT

1.1.5. However, at the time the County Development Plan 2003 was prepared, the practical and economic feasibility of the Cork Suburban Rail Network concept had not been fully examined and tested and it was considered inappropriate for the County Development Plan 2003 to include proposals for the full extent of development along the rail corridor. Instead, the County Development Plan 2003 gave a commitment to address these outstanding issues through the preparation of three special local area plans once the feasibility study was satisfactorily complete.

1.1.6. These three special local area plans will concentrate on future development near the railway stations in:

- Carrigtwohill;
- Midleton; and
- Along the rail corridor between the city boundary at Kilbarry and Blarney focussing on the new stations at Blarney and Monard.

1.1.7. The county council have also prepared local area plans for all 10 of the Electoral Areas that make up the county. These plans are intended to concentrate on the planning issues arising in the villages, smaller settlements and rural areas and will not address the urban area of Carrigtwohill which is addressed in this plan.

Cork Suburban Rail Feasibility Study

1.1.8. The current proposals for the Cork Suburban Rail Network have been developed in consultation with the Department of Public Enterprise, the County and City Councils and Iarnród Éireann who have commissioned a feasibility study into the proposals. This study, undertaken by consultants Faber Maunsell, was published in April 2003, and made strong recommendations in favour of the project. The proposals are included in Iarnród Éireann's medium term rail investment programme.

1.1.9. The first phase of investment in the recommended option for the rail project is scheduled for completion by 2008 and will include:

- Cobh-Cork service intensified to a half-hourly service and extended to Mallow;
- The re-opening of the line to Midleton and a 30 minute interval service introduced to/from Cork;
- New stations at Blarney, Carrigtwohill, Dunkettle, Kilbarry and Midleton;
- A half hourly service pattern established across the network; and

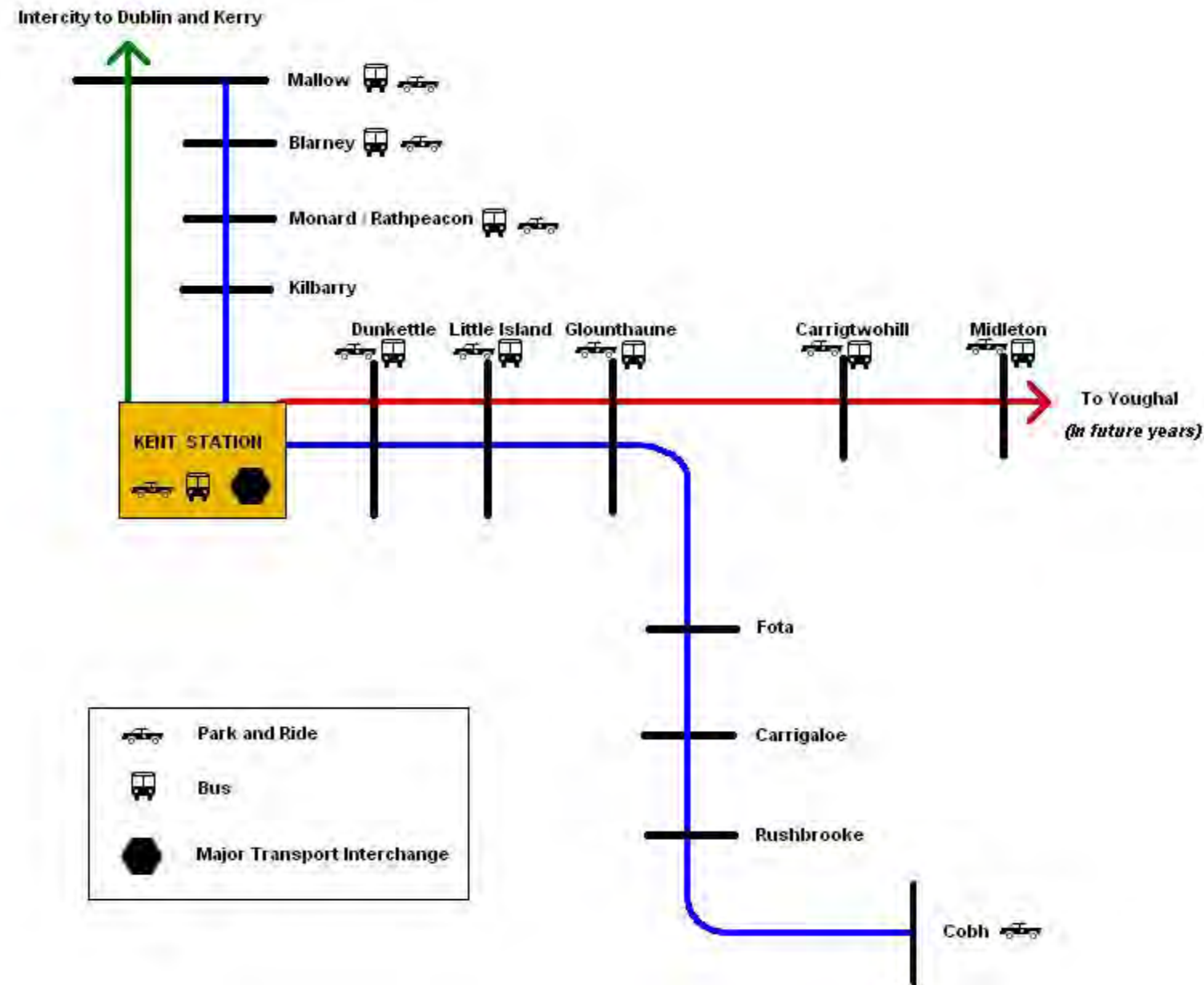


FIGURE 1.2: PROPOSED CORK SUBURBAN RAIL NETWORK

- A new concourse area at Kent station would be constructed on its' western side.

1.1.10. As demand grows, the study anticipates that a second tranche of investment will be required, probably sometime between 2013 and 2016. This will consist of the purchase of additional rolling stock to cater for increasing demand and the extension of certain

station car parks. In addition, the construction of a new station at Monard will be timed to coincide with the first phase of the major development in the area. The study indicated that the proposals to provide new stations at Ballynoe, Midleton West and Carrigtwohill West were not justified as part of the initial programme.

1.1.11. The feasibility study highlights the close linkage between the success of the Cork Area Strategic Plan land use strategy and the rail proposals and emphasises the importance of their being progressed in

tandem. The viability of the proposed investment in the rail network is contingent on the full implementation of the provisions of the Cork Area Strategic Plan in relation to land uses and that the development of station hinterlands needs to occur in anticipation of the commencement of the new rail services.

1.2 Main Planning Goals

1.2.1. So that the CASP vision for both 'Metropolitan Cork' and the town of Carrigtwohill can be attained, it is important to secure the achievement of the following main planning goals:

- Facilitate the development of the Cork Suburban Rail Network broadly in line with the proposals set out in the feasibility study commissioned by Iarnród Éireann and published in April 2003;
- Facilitate new development broadly in line with the proposals set out in CASP;
- Create a sustainable development pattern that encourages increased use of the proposed rail network and quality bus corridors integrated with it and reduces dependence on the private car and road based commuting;
- Secure an enhanced quality of life for all, based on high quality residential, working and recreational environments and sustainable transportation patterns;
- Develop sustainable patterns of growth in urban and rural areas that are well balanced with the timely and efficient provision of social and physical infrastructure;
- Secure sustainable and balanced economic investment together with wise management of the environmental and cultural assets; and
- Achieve the responsible guardianship of the County so that it can be handed on to future generations in a healthy state.

1.3 The Process that has been Followed

1.3.1. It has been the County Council's intention that these special local area plans be prepared in accordance with the Planning and Development Acts and in a spirit of openness and transparency so that there should be a broad consensus of support for the main objectives amongst the public, community groups, developers and others.

1.3.2. Cork County Council initiated the preparation of all three of the special local area plans that relate to the development of new station hinterlands in June 2003. On 21st May 2004 the Minister for Transport, Seamus Brennan TD, announced that the Government had approved

the plans for the new and regular commuter service between Cork and Midleton and for the enhanced services between Mallow and Cork, including the construction of a new station at Blarney. He stated that passenger services would commence in the year 2007.

What the Public Said

1.3.3. The Planning & Development Acts require planning authorities to "take whatever steps it considers necessary to consult the public before preparing a local area plan. These steps may include consultations with local residents, public sector agencies, non-governmental agencies, local community groups and commercial and business interests within the area.

1.3.4. In this case it was decided to undertake an extensive period of consultation before preparing the draft plan. As relatively large-scale development was likely to be proposed in the plan, it was considered important to take into account a wide spectrum of opinion from the public and all the stakeholder groups. The aim was to achieve a good measure of consensus before the draft proposals were published.

1.3.5. The main steps in this process were as follows:

- An initial advertisement was placed in the press on 7th June 2003 announcing the Council's intention to prepare a discussion paper on the distribution of population growth along the rail corridor and inviting comments;
- The discussion paper setting out proposals for the distribution of growth along the rail corridor was published on 18th July 2003. A copy was sent to the key stakeholder bodies;
- Also on 18th July 2003, a second advertisement was placed announcing that the discussion paper on the distribution of population growth was available and again inviting comments; and
- On Monday 17th November 2003 a public exhibition was held at the Community Hall, Carrigtwohill to explain the background to this special local area plan. All the exhibition material was made available for an extended period on the County Council's web site. Following the exhibitions, the County Council invited those interested to make their views known, if possible by 5th December 2003.

1.3.6. A total of 108 informal submissions were received in relation to all three of the special local area plans relating to the Cork Suburban Rail Project.

1.3.7. On 10th of January 2005, the council published the draft special local area plan and gave formal notice of its intention to prepare the plan. The public were invited to make submissions and observations up to the 21st of February 2005. A total of 83 submissions were received that were relevant to the draft plan.

1.3.8. After giving consideration to the County Managers Report on the submissions received the County Council resolved to amend the draft plan by proposing 17 material changes to it. These were published on 6th of June 2005 and the public were again invited to make submissions and observations.

1.3.9. A total of 13 submissions or observations were received and after considering the County Managers Report, the County Council resolved to amend the draft plan by incorporating (with modifications) 16 of the 17 changes proposed.

1.3.10. Subject to this amendment the plan was made and came into effect on the 6th of September 2005.



FIGURE 1.3 PUBLIC EXHIBITION EVENTS

1.4 The Form and Content of the Plan

1.4.1. This plan consists of a single document that includes both a written statement and relevant illustrative material including maps and plans. Following this introductory section, there are eight main sections that follow. These are:

- **Overall Strategy:** This section assesses the overall development strategy for the Blarney-Midleton Rail Corridor that is put forward in CASP and from this establishes the scale and nature of growth in Carrigtwohill that the plan must provide for;
- **Planning Context:** This section describes the main physical characteristics of the town and the planning objectives and policies that apply to them;
- **Strategic Planning Issues:** This section highlights the main strategic issues or questions facing Carrigtwohill if it is to grow in line with the CASP strategy and make the best use of the new rail facilities planned;
- **Planning Proposals – Transportation:** This section sets out proposals for the new railway station, transport interchange facilities, and new roads that will facilitate the expansion of Carrigtwohill broadly in line with CASP;
- **Planning Proposals – Housing & Community Facilities:** This section sets out the main proposals for new housing and community facilities in Carrigtwohill that will be necessary to achieve the CASP strategy and make best use of the new railway service;
- **Planning Proposals – Employment and Economic Development:** This section sets out proposals to develop the employment and economic base of the town;
- **Infrastructure –** This section sets out further information on the funding and implementation of the major infrastructure and community facilities projects identified in the plan; and
- **Land-use Summary –** This section provides a summary of the land-use proposals set out in this plan.

Compliance with The County Development Plan 2003

1.4.2. As required by the Planning and Development Acts, the Special Local Area Plan is in compliance with the CDP 2003 (as varied).

Making the Plan

1.4.3. Once this special local area plan is made and in force the Planning and Development Acts place an **obligation** on both planning authorities and An Bord Pleanála to have regard to its provisions when considering applications for planning permission. The plan may remain in force for **up to** six years following the date on which it is made after which it will be the subject of a formal review.

1.5 Strategic Environmental Assessment

1.5.1. The Planning and Development Acts require planning authorities to include in their plans information on 'the likely significant effects on the environment of implementing the plan'. This requirement was in anticipation of the implementation of the EU Strategic Environmental Assessment Directive (2001/42/EC) that applies to all plans or programmes for which the first formal preparatory action is taken on or after 21st of July 2004.

1.5.2. The preparation of the local area plans and special local area plans had commenced before the 21st of July, 2004 and therefore the Directive and subsequent 'Guidelines for Regional Authorities and Planning Authorities' (2004) issued by the Department of the Environment, Heritage and Local Government do not apply.

Section 2 Overall Strategy

2.1 Introduction

2.1.1. This section assesses the overall development strategy for the Blarney – Midleton Rail Corridor that is put forward in the Cork Area Strategic Plan and from this establishes the scale and nature of future development in Carrigtwohill that the plan must provide for.

2.2 General Strategy

2.2.1. It is an important aim of CASP to redress imbalances in the historic pattern of development around Cork. It proposes a spatial development pattern consolidating existing developed areas to the west and south of the city, whilst developing the potential of areas to the north and east. It sets out to achieve this by maximising the use of the rail corridor that is already in place, and using it as a catalyst for the development of a fully integrated public transport system.

2.2.2. For this strategy to be successful, the location of new development must be close to the rail system. New stations are proposed at Carrigtwohill, Midleton, Blarney and in later years, Monard/Rathpeacon. These areas will be the focus of a significant amount of this development.

Population Trends and Forecasts

2.2.3. CASP also sets out detailed forecasts for both population and household growth for the period 2000 – 2020. Not only is the population of the CASP study area projected to rise by some 95,000 people during the 20-year period, but also the average size of each household is projected to fall from 3.1 persons to 2.65 persons in the same period.

2.2.4. Preliminary results from the 2002 Census suggest that whilst actual population growth recorded in the first two years of the CASP period is a little below the level predicted, average household size has fallen more rapidly. The outcome is that the number of new households that have formed during the first two years of the CASP

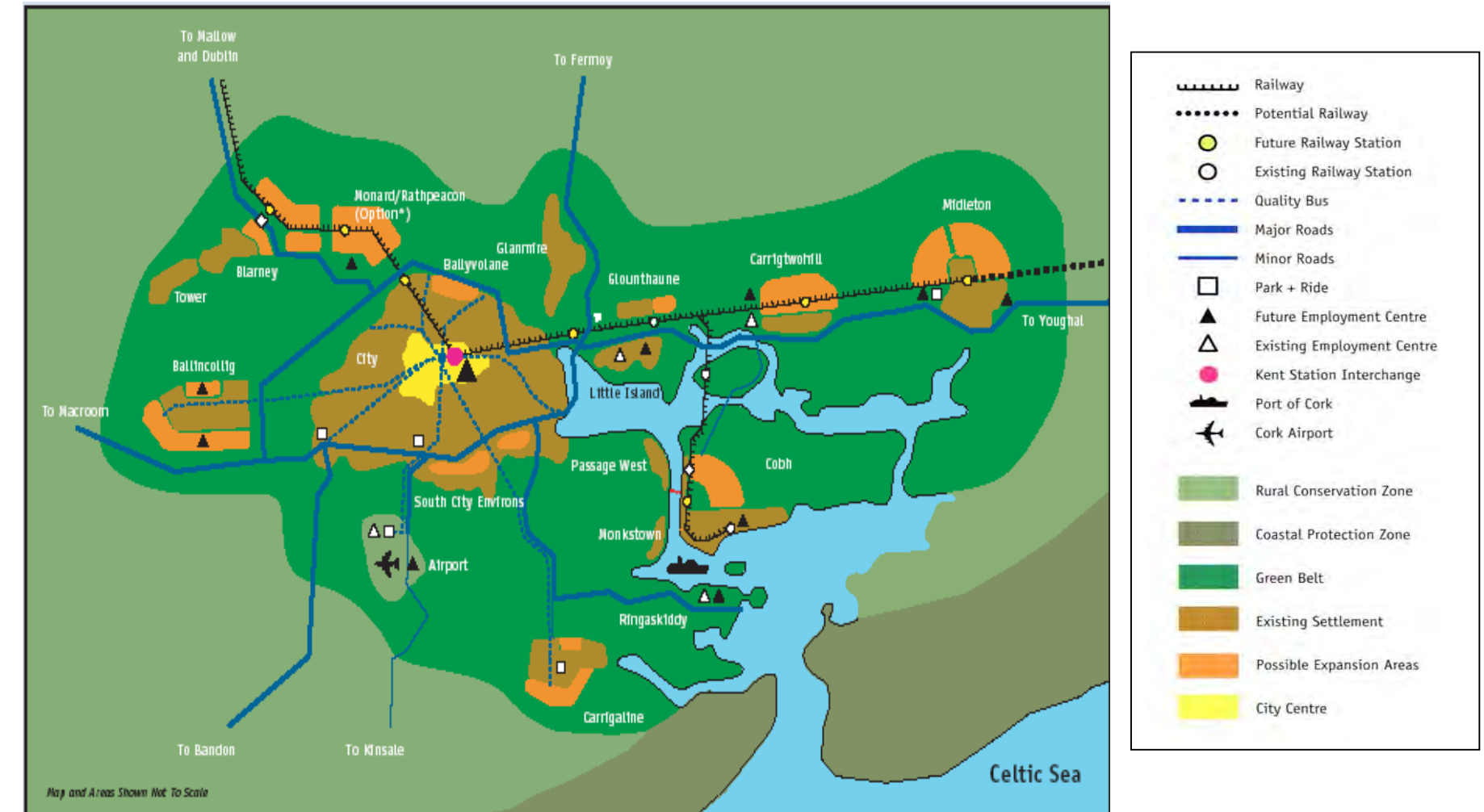


FIGURE 2.1: CASP STRATEGIC DIAGRAM
(SOURCE: CORK AREA STRATEGIC PLAN 2001 PP.32)

period is close to the number predicted and, therefore, the 2002 Census results are unlikely to challenge the forecasts for housing demand set out in CASP.

2.2.5. CASP also emphasises the importance of phasing the implementation of new development. The plan itself includes an indicative framework for this rather than a rigid timetable. The suggested programme is divided into three broad development 'tranches' generally corresponding to the following target dates:

- **Tranche 1: 2001 – 2006;**
- **Tranche 2: 2007 – 2013;**
- **Tranche 3: 2014 – 2020.**

2.2.6. Also, CASP suggests that additional development may occur as a result of the possible redirection of certain high growth employment sectors to Cork arising from the implementation of the National Spatial Strategy. This additional growth is referred to as "Tranche 1 Plus" or "T1+". Precisely when this additional potential growth will occur is not certain, but the strategic plan suggests that it may occur about the end of Tranche 1 (i.e. in the years 2006 or 2007).

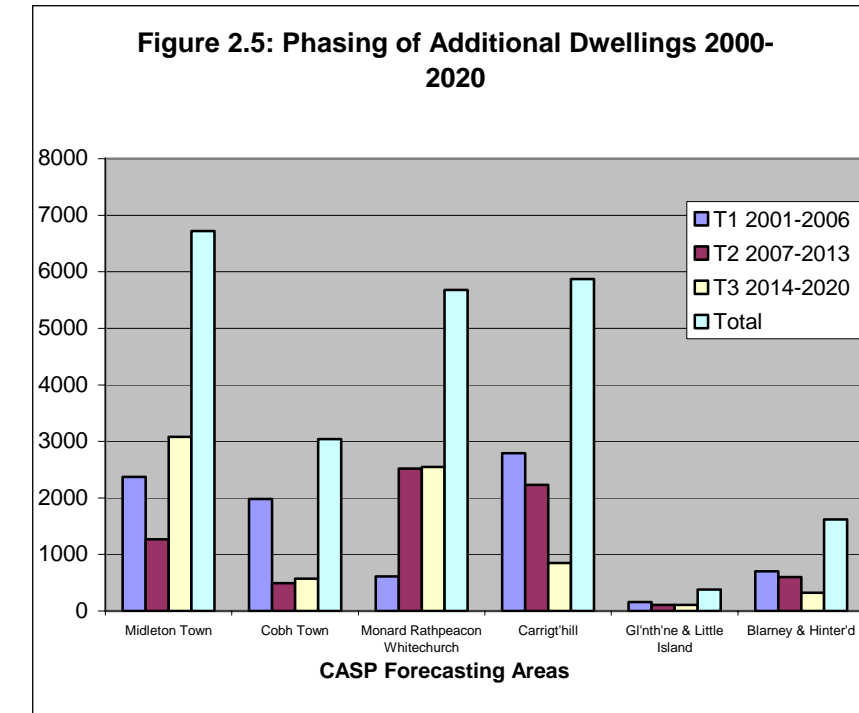
New Housing

2.2.7. Based on these forecasts, CASP suggests that 32,870 additional houses are required in Metropolitan Cork. Figure 2.2 summarises the distribution proposed for new households focussing on locations within the Blarney – Midleton/Cobh rail corridor. The information is expressed in terms of the statistical areas used in

CASP for forecasting purposes. Of all the rail corridor locations, Carrigtwohill is one of the most important for new household growth during the CASP period.



FIGURE 2.3 CASP FORECASTING AREAS (SOURCE: CORK AREA STRATEGIC PLAN 2001 PP.32)



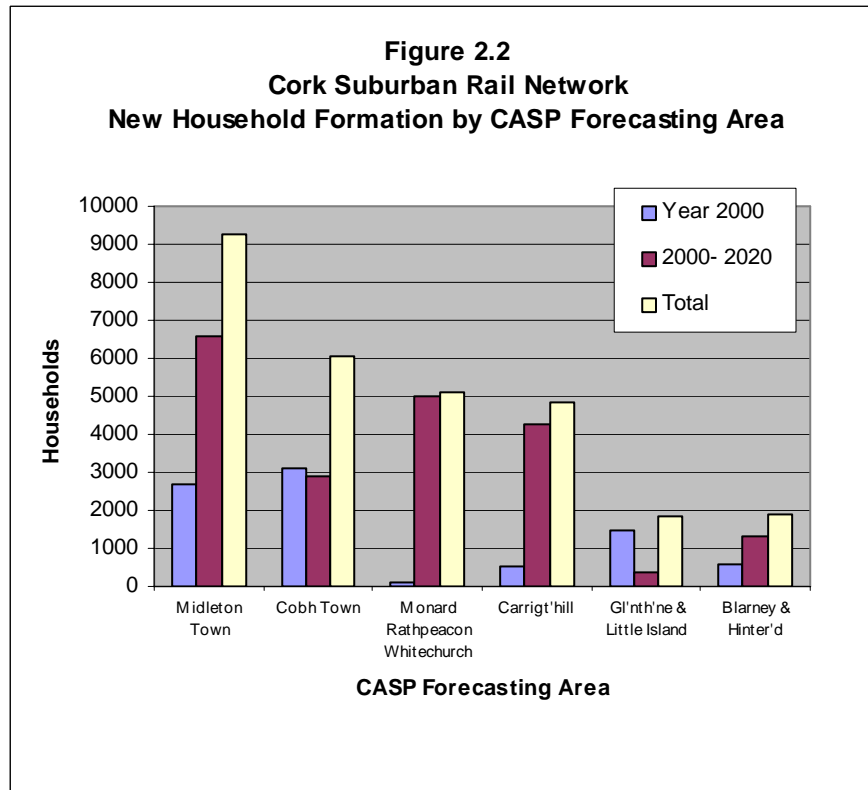
2.2.11. It should be noted that, occasionally, land has been zoned in the past in locations that are no longer considered consistent with the CASP strategy (e.g. in locations that are relatively remote from the proposed railway stations).

2.2.12. If the benefits of the Suburban Rail Network are to be realised, a critical mass of population needs to be developed in the catchment area of the proposed stations. To achieve this, development must be encouraged in the short term in the most appropriate locations to assist the implementation of the rail project. This may result in consideration being given to the designation of additional land for development that, when land brought forward from the previous plan is taken into account, results in the total land supply exceeding that necessary to maintain current building rates through the remainder of the period of the current development plan.

2.3 House Building Trends

2.3.1. Before new planning policies and proposals for development can be put forward in these special local area plans consideration should be given to the extent to which recent trends in Cork's house building industry compare with the forecasts on which CASP is based.

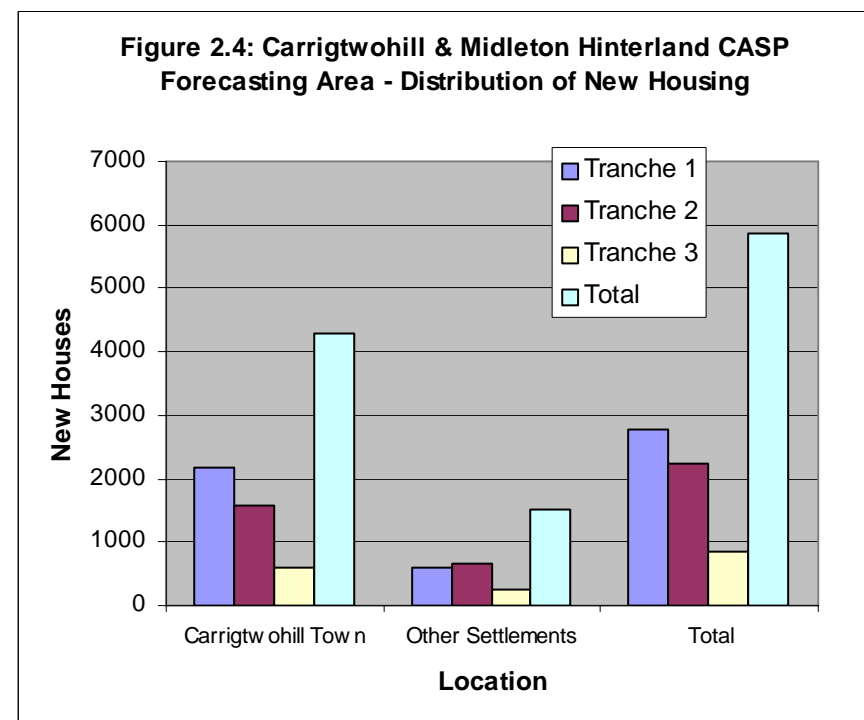
2.3.2. In recent years the pace of house building in Cork has accelerated dramatically. The rise in annual completions from just



2.2.8. Figure 2.3 shows the Carrigtwohill & Midleton Hinterland forecasting area adopted by CASP. In addition to the town of Carrigtwohill this includes Cloyne, Leamlara, Lisgool, part of Ballinacurra and part of Glounthaune.

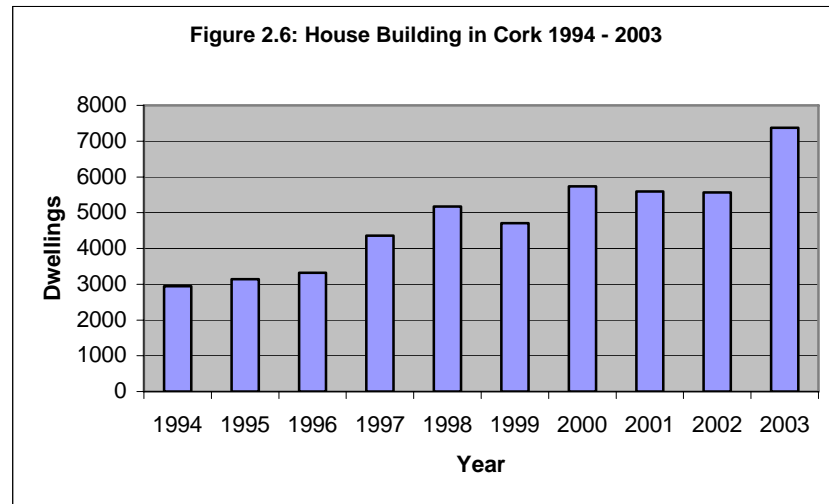
2.2.9. In this plan, in order to forecast growth trends in the town of Carrigtwohill, an assumption has been made regarding the quantum of growth that will occur in the other locations that were included in the CASP forecasting area. Figure 2.4 shows the distribution of growth between Carrigtwohill and the other settlements in the forecasting area that has been assumed in this plan.

2.2.10. Figure 2.5 shows the breakdown of new housing required in the rail station hinterland areas across the three phases of development proposed in CASP ("T1+" has been included in "T1"). The additional growth at Carrigtwohill is expected to take place mainly in Tranche 2 (2007 – 2013).



N.B.: "T1+" is included within "T1". "Rural Area" includes the rural areas outside of the built up extent of the town.

less than 3,000 in 1994 to over 7,000 in 2003 is summarised in Figure 2.6.

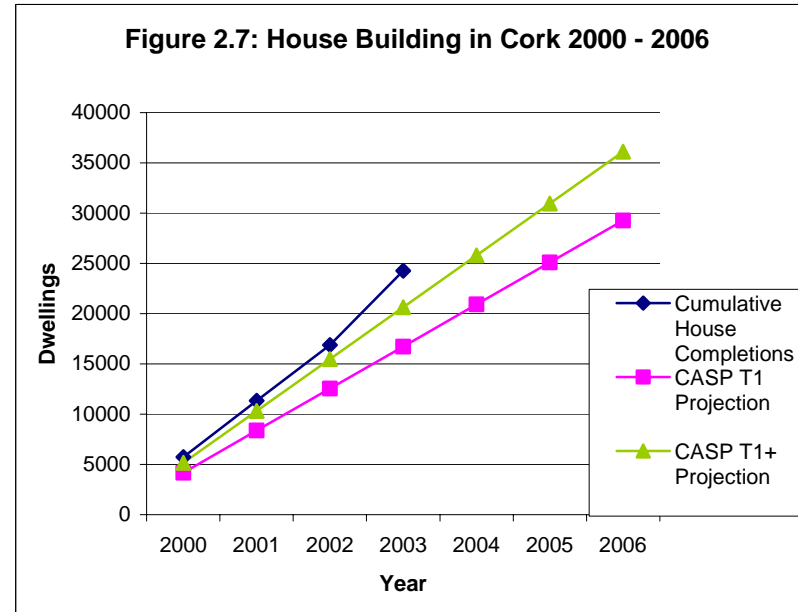


Source: Annual Housing Statistics Bulletin, Department of the Environment and Local Government. Includes Cork City and Town Council areas.

2.3.3. When these actual house completions are compared to the projected growth in new housing suggested in both CASP and the North & West Cork Strategic Plan, there is evidence to show that the quantum of new houses completed in the county as a whole since the year 2000 is in excess of the growth projections on which those strategic plans were based. Indeed, although it is still relatively early in the CASP period as a whole, it would appear that the housing growth being delivered by the industry locally is even exceeding the higher-level growth figures (referred to as "T1+" in CASP) that assumed a national redistribution of growth based on the National Spatial Strategy.

2.3.4. Figure 2.7 shows the cumulative total of new houses built in County Cork as a whole since the year 2000 compared with the combined projections of the two strategic plans.

2.3.5. From the strategic point of view, this degree of divergence from the projections on which current development plans are based is not considered to be a major cause for concern. The cyclical nature of national and international economic trends, the similar characteristics in the domestic housing market and demographic factors may result in a moderation in the growth of new house completion rates in the coming years. In any event, CASP itself suggests that growth over the period up to the year 2020 will be more concentrated on the early years of that period than the latter.



Source: Annual Housing Statistics Bulletin, Department of the Environment and Local Government. Includes Cork City and Town Council areas.

N.B.: Projections are based on mid-year estimates. Completions are based on year-end returns.

2.3.6. If Metropolitan Cork is to be the engine driving the future economic growth of the region as a whole, it is important that at no stage should a shortage of housing land be permitted to restrain the regions' natural economic growth rate. However, this does not mean that it will be appropriate to relax the CASP strategy of consolidating (or restraining growth in) the existing settlements to the south and west of the city. Rather, the pressure to increase the supply of land suitable for housing should be met by encouraging this development into the rail corridor between Blarney and Midleton

2.3.7. These special local area plans create an opportunity to achieve this so that future residents can benefit from the transport choice that will be available there. Encouraging substantial growth along this corridor, taking account of the rate of actual housing completions in recent years and rather than rigidly following the CASP projections, will reinforce the CASP strategy to rebalance the city from the south and west to the north and east.

2.3.8. The special local area plans for Carrigtwohill and Midleton bring forward substantial areas of new land suitable for residential development. In the main, these areas have convenient access to the new railway stations proposed in those towns, and the land has been brought forward, in addition to the zonings made in earlier plans, in order to give opportunities for development to refocus itself on the

areas with best access to the stations. The aim has been to ensure that all the land necessary to fully implement the CASP 20-year population projections for these towns is identified in the plans.

Section 3 Planning Context

3.1 Introduction

3.1.1. This section describes the main planning characteristics of Carrigtwohill and sets out the relevant policy background.

3.2 Origins

3.2.1. Historically, Carrigtwohill village developed as a linear settlement beside the former Cork-Midleton Road where it intersects with a group of minor roads serving the rural areas to the north and south. The village stands on a low lying, gently undulating plain at the foot of more steeply sloping hills to the north.

3.2.2. For many years the village provided basic services to the surrounding rural area. These services included local shops, schools, and community facilities. The arrival of the railway in the mid-nineteenth century facilitated easy transportation to both Cork and Midleton.

3.2.3. In more recent times, Carrigtwohill has grown into a small town, developing as an attractive location for industrial development. Encouraged by the Cork Land Use & Transportation Studies of 1978 and 1992, the IDA Business park has been developed as a large area of modern, technology based, industrial development and is now at the western end of the town. The town has also been by-passed with through traffic using the N25 Cork-Rosslare National Primary Route now taken on an alignment to the south. This development also involved the up grading of the N25 route to grade separated two-lane dual-carriageway standard to the western fringes of Cork at Dunkettle.

3.2.4. This successful employment and transportation development has also attracted population growth. Significant areas of new residential development have been completed towards the eastern end of the town and there has been a new convenience retail development close to its centre.

Population

3.2.5. The estimated population of the town in the year 2000 was 1,680 persons equivalent to 540 households. Since then, up to mid-2003, it is estimated that about 301 new dwellings have been completed within the town. Based on this growth, it is estimated that

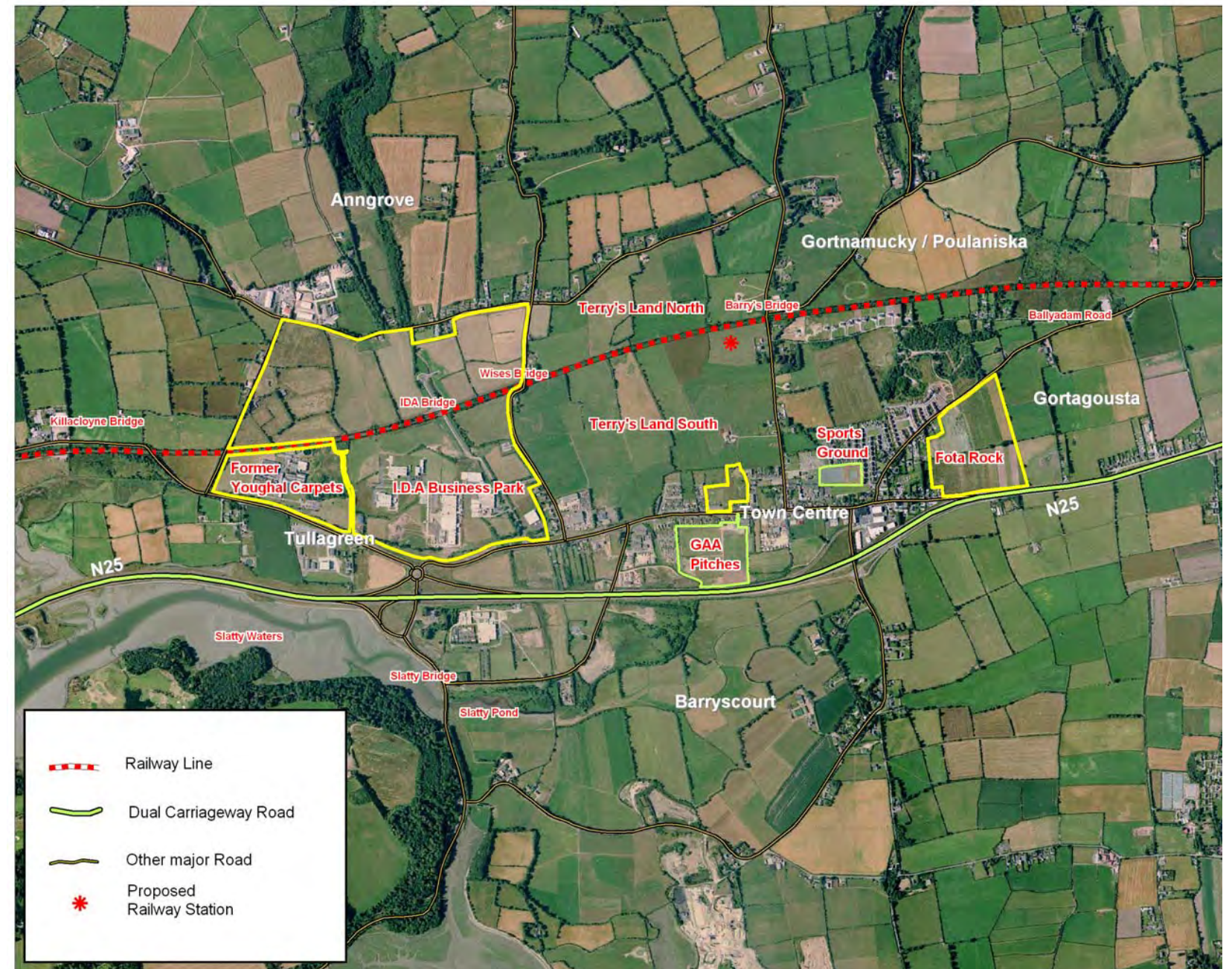


FIGURE 3.1: CARRIGTWOHILL: PLANNING CONTEXT

the population of the town in mid-2003 could be as high as 2486 persons. The County Development Plan 2003 estimates that by the year 2011 this figure will have grown to about 8,140 persons accommodated in 2,960 households. The scale of development suggested in the Cork Area Strategic Plan for the years up to 2020 will

bring the population of the town to about 11,700 persons accommodated in about 4,320 households.

Carrigtwohill Town Centre

3.2.6. The town centre of Carrigtwohill is characterised by a mix of development including housing, schools, shops, community buildings, schools and industrial premises.

3.2.7. Apart from the main street, which is reasonably wide and straight, the road network is generally poor with few footpaths and limited lighting. It will require significant improvement if it is to develop as the heart of a thriving satellite town.

3.2.8. In the last few years, progressive suburban housing estate development has extended mostly to the north and north east of the town centre area. Two notable housing estates are Rocklands and Fota Rock (total 338 houses), currently nearing completion. There is a modern social housing development near the town centre. Construction has also commenced on a number of other large developments.

3.3 Transportation

The Rail Corridor in Carrigtwohill

3.3.1. Carrigtwohill is located on the disused rail route from Glounthaune to Youghal and is about 4.5km east of Glounthaune, where this route diverges from the present Cork – Cobh suburban line.

3.3.2. Rail services to Carrigtwohill began on 10th November 1859. Regular passenger services to the town never amounted to much more than 4 or 5 trains in each direction daily. The passenger station in Carrigtwohill closed on 4th February 1963 although some goods traffic continued until the 2nd of June 1978. Seasonal beet traffic continued until 1981. Occasional passenger excursions to Youghal used the line until August 1982. The last passenger special ran from Midleton in 1988.

3.3.3. The route consists of a single-track line with passing loops at Carrigtwohill and Midleton. It is currently overgrown and in a generally dilapidated condition. Throughout its length, the route is generally level and subject to only relatively gentle curvature. The line's approach to Carrigtwohill is in cutting, passing under the Killacloyne Bridge carrying the former N25. It remains in this cutting passing under the newly constructed IDA-bridge serving the northern extension to the IDA estate. About 300 metres east it then passes under the first of a series of narrow and poorly aligned 19th Century bridges called Wise's Bridge, carrying Wise's Road. The second bridge, Barry's Bridge, marks the location of the new station. From here the rail line continues on its generally straight alignment to Midleton.

The Station and its Surroundings

3.3.4. The former passenger station at Carrigtwohill consists of a single platform with a siding for goods traffic. On the platform there is a substantial single storey brick and stone building dating from the 19th Century and last used as the booking office and waiting room etc. Its Italianate architectural style is similar to many of the other station buildings constructed in that period on the lines linking Cork with Cobh and Youghal. Although it contains attractive features as outlined, this building is not currently included on the Record of Protected Structures for the County. The former station house is now occupied as a private dwelling.

3.3.5. The Cork Suburban Rail Feasibility Study noted that although both the station building and the platform were intact they were in poor condition and would need extensive refurbishment/reconstruction. The main access from the south is now in private ownership and a potential access from the north could prove difficult owing to the proximity of the road and Barry's Bridge.

3.3.6. A further option was considered by the report, which outlined a new station in the IDA Business Park approximately 1.4 km west of the former station. This location was also considered to be unsuitable as there are some difficulties regarding the differences in level between the road and the railway and also due to its distance from the town centre.

3.3.7. The study's preferred location for the new station is to the south west of Barry's Bridge. There are about 590 existing dwellings within a 1 km radius of the preferred station site. Although there are difficulties regarding sight distance's at the Station Road frontage of the site, this location appears to be relatively straightforward from an engineering viewpoint and would facilitate the construction of a new passing loop. A good standard of vehicular access can be provided from the south and west.

Roads

3.3.8. The N25 Cork-Rosslare National Primary Route bypasses Carrigtwohill to the south, separating the town from an area of employment development near Slatty Pond and the rural area beyond. This route is a two-lane dual carriageway and west of the town is constructed to fully grade separated standards. East of the town, towards Midleton, although a two-lane dual carriageway, the route is not grade separated.

3.3.9. Within the town itself, the junction of Station Road and Main Street is seriously sub-standard due to its poor sight distance, inadequate curb radii, narrow vehicular carriageway and footway widths. With the exception of a small car park near the community hall, car parking is limited to on-street car parking.

Buses

3.3.10. There are up to 20 bus services in each direction linking Carrigtwohill to both Cork and Midleton each weekday. There is no regular interval or 'clock-face' pattern to the service.

3.3.11. All services to and from Cork either originate from or continue to other destinations in East Cork including; Midleton, Whitegate, Cloyne and Youghal. There is no bus station in Carrigtwohill and at present buses come through the main street to deliver passengers to a number of stops. In addition to the scheduled services, other bus operations that take place include the school services, especially to the girls' secondary school. At present, there are no bus priority lanes in the town or its environs.

Cycling

3.3.12. There are no segregated cycle routes or bicycle stands for parking in the town. There is significant potential however for cycling due to the fact that the terrain is largely flat.

Walking

3.3.13. In general, facilities for walkers in Carrigtwohill are poor. Apart from the main street, many of the minor roads do not have footways and lack adequate lighting.

3.4 Water Supply and Drainage Infrastructure

Water Supplies

3.4.1. A new large diameter water main connecting Carrigtwohill to the City and Harbour Water Supply was approved to commence in 2004. However, there have been some delays to this project and it is now expected to commence in the summer of 2006 and be completed during 2007. Construction of a new reservoir and distribution network will be necessary to service future development.

Foul Drainage

3.4.2. The drainage system in Carrigtwohill is, largely, to a combined system. Foul flows are only segregated from surface water flows in the most recently constructed parts of the system. The Carrigtwohill Waste Water Treatment Plant is located on the Old Cobh Road south of the N25. The plant discharges to the tidal area of the upper harbour known as Slatty Waters, west of Slatty Bridge.

3.4.3. The plant is nearing capacity and consultants are finalising the preliminary report for the sewerage scheme. It is hoped to have

funding approval from the Department of Environment, Heritage and Local Government by the end of 2006. It is anticipated that construction in about 2008/9 may be possible. In the meantime the council will be undertaking small-scale improvements to temporarily increase the capacity.

3.4.4. As noted, the preliminary report is expected shortly and the two main possibilities under consideration are:

- *Up grade the existing treatment works either on its present site or on other land close by and retain the existing discharge to Slatty Waters; or*
- *De-commission the existing treatment plant and pump the effluent to the Cork Main Drainage Treatment Plant at Carrigrennan on Little Island.*

Surface Water Drainage

3.4.5. Surface water from the town discharges to Slatty Pond, a proposed Natural Heritage Area. This freshwater pond was once part of the tidal area of Cork Harbour but, since the construction of the causeway to Fota Island carrying the R624 Tullagreen – Cobh Road, has been separated from this by a system of privately owned sluice gates. These date back to the 1930's and are constructed from teak and cast iron. They are, apparently, worn and have distorted over time so that they do not form a perfect seal when holding back tidal waters. There are concerns that the failure of these sluice gates could result in localised tidal flooding and they need to be replaced. It is now proposed to install a pumping station at Slatty Bridge so that surface water can be discharged to the tidal zone at any state of the tide.

3.4.6. Recent development proposals have included provision for the on-site attenuation of surface water-flows to reduce flood risks.

3.5 Planning Policy Framework

The County Development Plan 2003

3.5.1. The planning policy framework for Carrigtwohill is derived from the Cork Area Strategic Plan and the County Development Plan 2003.

3.5.2. The County Development Plan 2003 aims to establish a strong network of settlements where the role to be played by the satellite towns, including Carrigtwohill, is as important residential, service and employment centres with strong distinctive individual identities.

3.5.3. It designates 67.6 ha (gross) of land for new residential development and it is anticipated that this will accommodate up to about 2000 new dwellings.

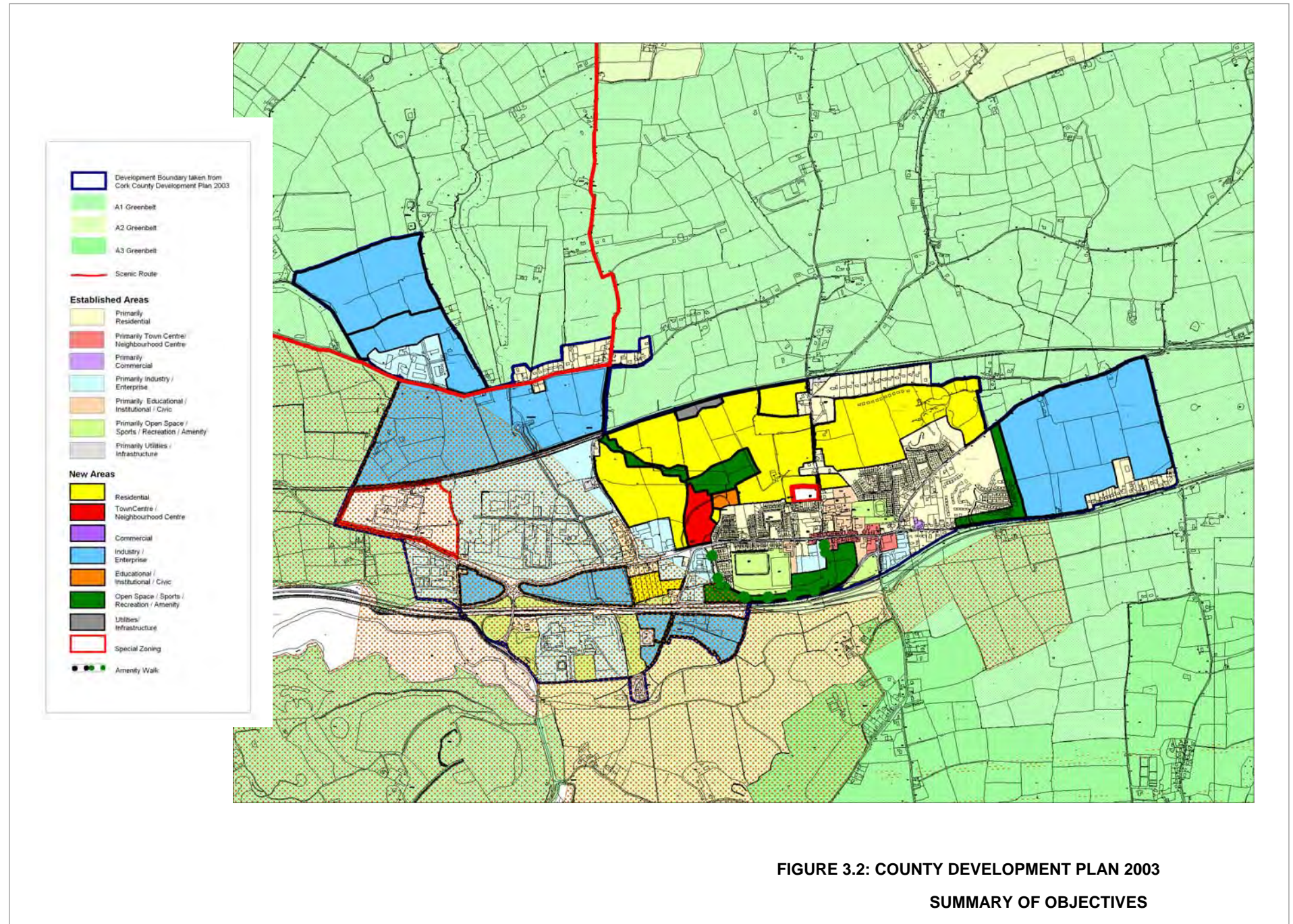


FIGURE 3.2: COUNTY DEVELOPMENT PLAN 2003
SUMMARY OF OBJECTIVES

3.5.4. The plan also makes significant provision for industry and enterprise development totalling some 133.2 ha. Although located principally to the west of the town to facilitate the expansion of the successful IDA Business Park, there is also some provision for stand-alone industry to the east of the town

3.5.5. With regard to retail development, the County Development Plan 2003 designates Carrigtwohill as a 'neighbourhood centre' which is defined as follows:

"Neighbourhood centres share many characteristics with town/district centres but generally serve smaller, more localised communities. These include various suburbs of Cork, some satellite town centres, suburbs of satellite, ring and county towns or the major rural villages. In the retail sector, there is greater emphasis on food and convenience goods and these centres are typically anchored by a convenience shop, often a supermarket, but also usually include a limited range of

comparison shops, service outlets, and possibly retail offices (e.g.: banks) to serve a local need.”

3.5.6. Outside the town, the objective is to maintain a clear character distinction between the built up area and the countryside and this is achieved by the extension of the former Cork City Green Belt to form a new Metropolitan Green Belt. Here land is reserved principally for agriculture and certain other excepted categories of development

3.6 Areas of Special Interest

Scenic Landscape & Scenic Routes

3.6.1. The County Development Plan 2003 designates the area from Killacloyne along the inner harbour area including Tullagreen and Barryscourt as far as Midleton as Scenic Landscape, where it is an objective of the County Development Plan 2003 to “preserve the visual and scenic amenities of those areas of natural beauty identified as ‘scenic landscape’.”

3.6.2. The road at Cashnagariffe, north west of Carrigtwohill is designated (A43) in the County Development Plan 2003 as a Scenic Route (A41). It is an objective of the County Development Plan 2003 (ENV 3-5) “to preserve the character of those views and prospects obtainable from scenic routes identified in this plan”.

Proposed Natural Heritage Areas

3.6.3. There is one proposed Natural Heritage Area within the Carrigtwohill area, the Great Island Channel including the area around Harpers Island, Foaty Island and also the channel south of Carrigtwohill and North of Cobh (Great Island) as far as the Ballinacurra River Estuary.

3.6.4. It is an objective of the County Development Plan 2003 (ENV 2-5) “to maintain the conservation value of all Natural Heritage Areas proposed for designation”.

Candidate Special Areas of Conservation

3.6.5. There is one candidate special area of conservation (cSAC) in the Carrigtwohill area. This cSAC is also called ‘Great Island Channel’ and covers the same area as the proposed natural heritage area outlined above.

3.6.6. It is an objective of the County Development Plan 2003 (ENV 2-6) “to maintain the conservation value of those sites identified by the Department of the Environment as candidate Special Areas of Conservation”.

Archaeological Heritage

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

Record of Protected Structures

3.6.8. There are a number of protected structures in the Carrigtwohill area including St. Mary’s Catholic Church, Medieval Church of Ireland Tower (which is in ruins), Barryscourt Castle and Rossmore House. It is an objective of the County Development Plan 2003 (ENV 5-2) “to ensure the protection of all structures (or parts of structures) contained in the Record of Protected Structures.”

3.6.9. There are unspoilt and attractive views heading east along the N25 Carrigtwohill by-pass towards the restored Barryscourt Castle.

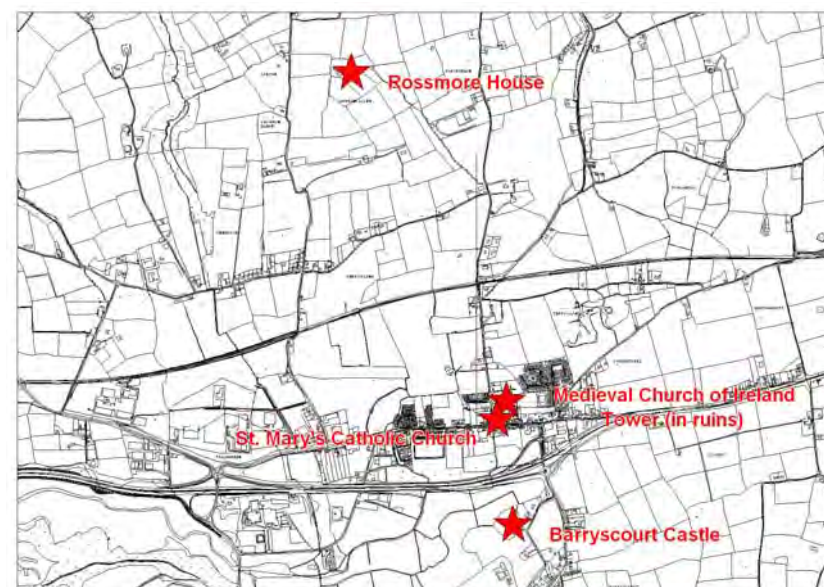


FIGURE 3.3: LOCATION OF PROTECTED STRUCTURES IN CARRIGTWOHILL

3.7 Residential Development & Community Facilities

Development at Terry’s Land (South)

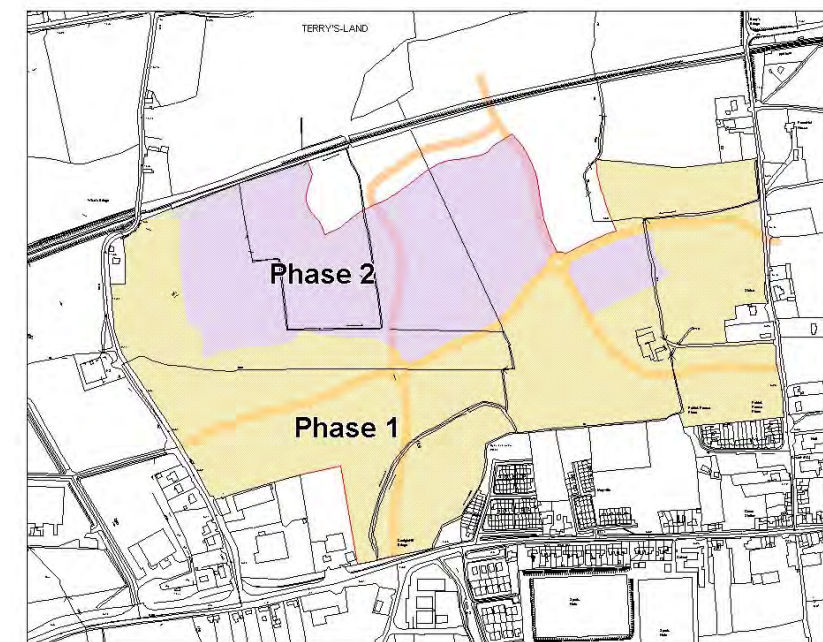


FIGURE 3.4: TERRY’S LAND SOUTH PHASE 1 & 2

3.7.1. The Terry’s Land site has an overall area of about 56 hectares and is formed from several agricultural fields located between the main street to the south and two minor county roads (Station Road and Wise’s Road) leading northwards. This area has been the subject of two separate applications for a two phase integrated mixed residential and commercial development.

Terry’s Land (South) - Phase 1

3.7.2. The land comprising phase 1 of the Terry’s Land development is formed mainly from the southern section of the overall site and extends along the east and western boundaries. The proposal for this phase of the development is for a mixed residential and commercial development.

3.7.3. The residential element of the first phase of this development consists of detached and semi-detached houses located mostly in the northern section of the site and mainly towards the east and west boundaries, with smaller clusters at the southern end. Apartment blocks and terraced houses are located towards the centre of the site

and the fourteen serviced sites are shown located along the west facing site boundary fronting Wise's Road.

3.7.4. The apartment blocks located at the southern end of the site consist of interconnecting three, four and five storey blocks, containing two, three and four bedroom apartments to the west side of the access road. A further two blocks, are located at the southern end of the site overlooking the central park area. Surface car parking is located to the rear of these blocks, also overlooked from the apartments. Apartment accommodation is proposed over the shop units adjacent to the access road at the southern end of the site.

3.7.5. The non-residential elements of the development consists of:

- 7 commercial / retail units;
- A hotel;
- A shopping centre, with supermarket;
- 4 retail units with café diner;
- A crèche;
- Recreational amenities and
- A site for a primary school.

3.7.6. The proposals include provision for a main east west vehicular route through the site connected to four access roads to the development and interconnection with the adjoining lands for which Phase 2 is proposed.

3.7.7. Provision is made for cycle and pedestrian routes and bus stops within the development. In addition An Bord Pleanála have included a condition regarding improved traffic management which includes the paving of Station Road / Main Street.

3.7.8. The proposed means of surface water drainage includes provision a landscaped lagoon at the centre of the site as an attenuation measure and discharge to the stream leading to the Slatty Pond and ultimately the Slatty Waters.

3.7.9. The proposed development includes a central area of open space, about 4 hectares in area including a surface water attenuation lagoon located centrally within the site and smaller open space areas are shown adjacent to residential clusters. The existing stream crossing the site will be diverted to the park area. Included on the site layout plan is provision for tennis and basketball facilities.

3.7.10. The planning permission granted (by An Bord Pleanála) for this initial phase of the development is subject to a number of important

conditions including the omission of a total of 79 units pending a revised proposal. These omissions include:

- 16 detached units to the west of the hotel site;
- 42 units to the west of the shopping centre;
- 20 units south of the proposed station location off Station Road; and
- 1 further unit that is also omitted from the development.

3.7.11. These areas, with the exception of the 42 units west of the shopping centre are to be the subject of revised proposals to address design, density and other issues. Taking these omissions into account, the remainder of the development permitted for phase 1 (a) and (b) comprises 692 dwellings.

3.7.12. The conditions attached to the permission granted by An Bord Pleanála also addressed the following issues;

- The division of the development into two sub-phases;
- The reservation of land for two primary schools;
- The capacity of the flood-attenuation lagoon;
- The provision of landscaping and open space;
- The protection of archaeological material;
- The design of engineering details; and
- The payment of contributions towards the cost of off-site works.

Terry's Lands (South) – Phase 2

3.7.13. Phase 2 of the Terry 's Land proposal comprises approximately 24.5 hectares making up the northern section of the overall site abutting the southern side of the disused Cork – Midleton Railway line. The railway line is adjoined by dense hedgerow along the south side.

3.7.14. The original application for planning permission for phase 2 indicated proposals for 813 dwellings and also, the following;

- Reservation of land for a potential railway station and park and ride facility;
- Reservation of land for a post primary school campus; and
- Associated active recreational uses.

3.7.15. The application shows details of a parcel of land, circa 9 acres to the north of the rail line being lands for a "potential" secondary school campus and/or playing fields and bridge crossing the railway line providing access from the southern side.

3.7.16. The planning permission granted (by An Bord Pleanála) for this second phase of the development is subject to a number of important conditions including:

- Limiting the duration of the permission to five years;
- The exclusion from the permission of a substantial part of the northern part of the site close to the railway line so that uncertainties regarding the station could be resolved;
- The reservation of land (for 10 years) for a post primary school campus;
- The capacity of the flood-attenuation lagoon;
- The provision of landscaping and open space;
- The protection of archaeological material;
- The design of engineering details including the new bridge crossing the railway line; and
- The payment of contributions towards the cost of off-site works.

3.7.17. The condition that excluded the northern part of the site close to the railway line ultimately brings the total permitted units in phase two to 678.

Housing Completions & Land Supply

3.7.18. Figures 3.5 and 3.6 summarise the extent to which:

- Development has already taken place during the first three years of the CASP; and
- Land is already committed for future development either through the grant of planning permission or by designation in an existing development plan.

3.7.19. The preferred location for the new railway station south west of Barry's Bridge that is designated for medium density residential development (R-01) in the County Development Plan 2003 has been excluded from this table, as it is now unlikely that it will be developed for new housing. This land is currently in County Council ownership.

Figure 3.5: Housing Land Supply - Carrigtwohill				
Ref.	Description	Complete Mid '00 - Aug '03	Commitments & Estimated Potential	Total
Specific Zoning Objective				
R-02 (part) R-04 (part) R-05 (part)	Terry's Land South (part)	--	1370	1370
R-03 (part)	03/6577	--	38	38
R-03 (part)	03/6555	--	246	246
R-03 (part)	R-03 west	--	45	45
R-03 (part)	R-03 east	--	100	100
R-06	R-06		23	23
R-07	R-07		10	10
Other Designations				
Site A	Co Council Scheme – Main St.	51		51
Site B	Fota Rock	250	88	338
TOTAL		301	1920	2221

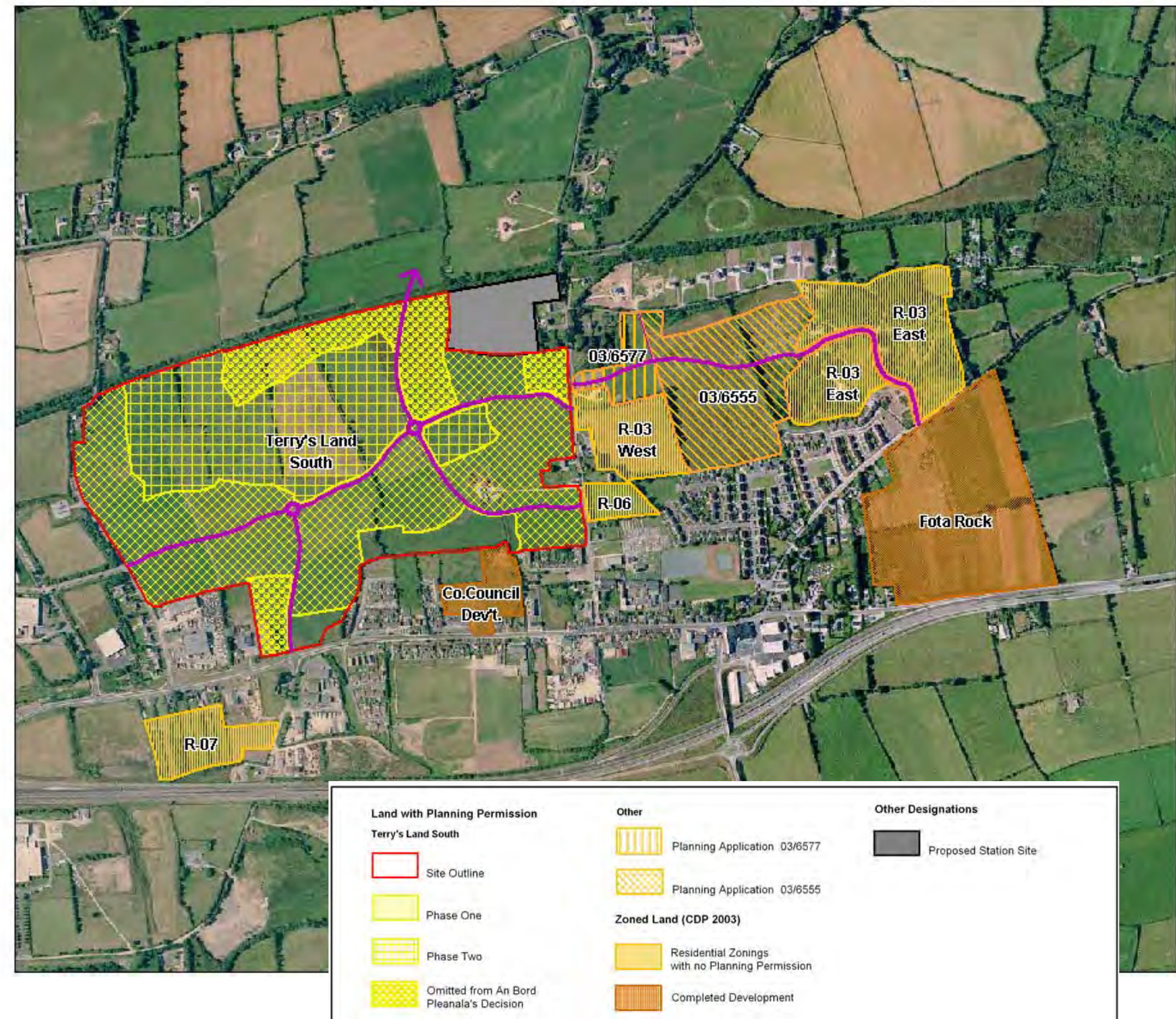


FIGURE 3.6: HOUSING LAND SUPPLY – CARRIGTWOHILL (SEE ALSO FIGURE 3.5)

3.8 Community Facilities

Primary Schools

3.8.1. There are two primary schools serving Carrigtwohill details of which are set out below:

School	Boys / Girls / Mixed	No of pupils	Class Entry
St Mary's National School	Boys	173	1
Scoil Clochair Mhuire National School	Girls	204	1 ¹

3.8.2. In addition to its decision to grant planning permission for the development of Terry's Land (south), An Bord Pleanála has reserved two areas close to the town centre for future primary school development.

Secondary Schools

3.8.3. There is one secondary school in Carrigtwohill, St. Aloysius College. This school, that serves only girls, has a thriving student population with over 500 pupils in total. Students travel to the school by public transport from locations in East Cork such as Midleton and Shanagarry and private bus services operate to the school from Cobh and Mayfield.

School	Boys / Girls / Mixed	No of pupils	Class Entry
St Aloysius' College	Girls	589	5

3.8.4. There is no boys' secondary school in Carrigtwohill. Boys of this age group travel to other locations for secondary education, principally Midleton and Glanmire.

3.8.5. The Terry's Land South planning application identified an area north of the railway line for provision of a post primary campus. An Bord Pleanála, in granting planning permission, reserved this site for a period of ten years unless the planning authority indicates that these lands are not required for such use.

¹ With the exception of 6th class which has 2 classes.

Sports Facilities

3.8.6. There are a number of sports and recreation areas in Carrigtwohill. Most of these are located within the town centre area. The GAA have a site of about 6 hectares located to the west of the boys' primary school off the main street. This facility includes 3 pitches, a clubhouse and parking – although it is recognised that the parking facilities do not meet the demand generated during some matches and this has an impact on the main street.

3.8.7. The Carrigtwohill Community Centre has a three-court hall that is used by the Carrigtwohill Badminton Club. The club has approximately 50 adult members and 20-30 juvenile members that play twice a week throughout the season, September to May.

3.8.8. Carrigtwohill soccer club has grounds within the Millipore industrial complex on the Old Cobh Road to the south of the N25. Although it is understood that Millipore have no immediate operational requirement for this land, they have indicated that they would like to retain the option of using this area for industrial development in the future. For their part, the soccer club have indicated a requirement for about 2.5 ha of land to provide improved facilities.

Health Care and other facilities

3.8.9. There are a number of health and social service facilities in Carrigtwohill mainly near the town centre. The Family Resource Centre, provided by the Southern Health Board, supplies a range of child care and family support services incorporating the following;

- Pre-school and early years programmes;
- Family support including counselling, parent training and support and direct intervention;
- Adult/family/parent learning opportunities;
- Information and advice; and
- Generic/community development services.

3.8.10. The Carrigtwohill Community Council runs the Carrigtwohill Community Centre. In recent years the Community Council has developed a secure playground area to the rear of the centre. In addition, the Community Council has developed a park area for informal recreation with a number of picnic tables, waste bins and attractive landscaping.

3.9 Employment & Industry

3.9.1. The principal industrial area in Carrigtwohill is Tullagreen at the western end of the town. This extensive area has been successfully developed to the extent that the quantum of employment available at present exceeds what would normally be required to sustain a town of this population.

3.9.2. Further areas at Anngrove and Gortagusta have been set aside for industrial development for several years.

Tullagreen

3.9.3. Tullagreen is an area consisting largely of mixed industrial and commercial development located at the western end of Carrigtwohill close to the grade-separated junction between the N25 Cork-Rosslare national Primary Route, the R624 route to Cobh and the local road network (the former N25) linking Glounthaune to Carrigtwohill.

3.9.4. North of the N25, in the western part of this area, is the Cobh Cross industrial estate. Although designated "primarily established industrial" in the County Development Plan 2003, it is estimated that at least half of the total floor-space on the site is used for retail warehousing (mainly furniture). There is also large cold store on the site.

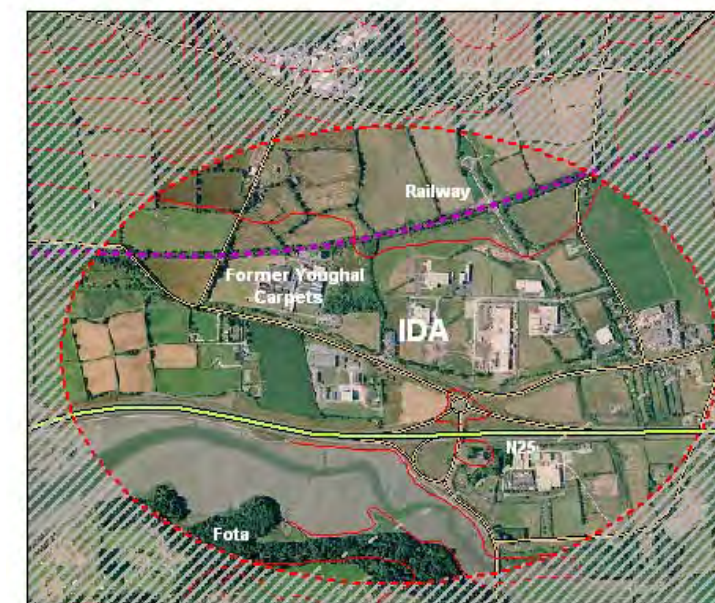


FIGURE 3.7: TULLAGREEN

3.9.5. Consideration should be given to acknowledging the commercial character of this site by an appropriate designation in this plan rather than persisting with its somewhat historic industrial designation. In this way, it may be possible, over time, to encourage an improved pattern of land uses and the provision of environmental or other improvements to the public realm.

3.9.6. Located to the northwest of the Cobh Cross Industrial Estate is a disused factory and grounds formerly occupied by Youghal Carpets. This property adjoins the disused Cork-Midleton railway line to the north and the former N25 to the south.

3.9.7. The site has recently been the subject of significant development proposals and the permission granted is currently the subject of an appeal to An Bord Pleanála. The main elements of the proposal are:

- About 10,500 sq m of retail warehousing;
- About 9,400 sq m of office based industry;
- About 16,000 sq m of warehousing and light industry; and
- A crèche.

3.9.8. Tullagreen also includes the IDA Business Park where a cluster of pharmaceutical and other technology based industry has been successfully developed and now contains T.D.I. Europe, SIFCO, Amersham Health, Fournier Laboratories IRL, Stryker Instruments and Stryker Osteonics.

3.9.9. The development includes a road network designed and constructed to a high standard that includes a modern bridge over the disused railway line providing access to an expansion area to the north. Although this development has been a significant success in attracting new investment to the area, it is poorly integrated with and generally isolated from the main residential areas of the town.

3.9.10. Two significant areas remain undeveloped on the northern side of the N25. These two irregularly shaped parcels of land are located immediately east (2.7 ha) and west (6.8 ha) of the Tullagreen roundabout and are designated in the County Development Plan 2003 for office-based industry.

3.9.11. To the south of the N25, off the R624 route to Cobh, near Slatty Bridge, a minor road, Old Cobh Road, serves a further significant area of industrial development. This includes a major pharmaceutical plant, warehousing development and the town's wastewater treatment plant. The area is poorly located relative to the town of Carrigtwohill as the only pedestrian and vehicular route to and from the town is via the Tullagreen roundabout. Right turning traffic at the junction between the

minor road and the R624 is problematic. The area is also located close to designated areas of recognised nature conservation value.

Anngrove

3.9.12. Anngrove is an elevated and largely rural area located about 2.5 km north west of Carrigtwohill town centre and over 2 km distant from the proposed railway station at Barry's Bridge. The area is steeply sloping and elevated providing extensive views south to Great Island. There is also a broad-leaf wooded river valley, which adds to the attractive character of this particular area.

3.9.13. A relatively small area of general industry (mainly road transport uses) has developed at the foot of these slopes. Access, via narrow rural roads, is poor and considerably below modern standards.

3.9.14. The County Development Plan 2003 sets aside two further areas to the west for industrial development with the following objectives:

I - 01 (19.8 ha) Industrial development. At the outset, proposals for this site will include a comprehensive layout and landscaping scheme that will ensure that any buildings or other structures erected on it will not be visible in longer distance views. Vehicular access to the site will be from the adjoining industrial areas to the south only. Proposals will also include for the provision of a satisfactory means of water supply and wastewater disposal.

I-02 (10.8 ha) Industry and/or warehousing and distribution.

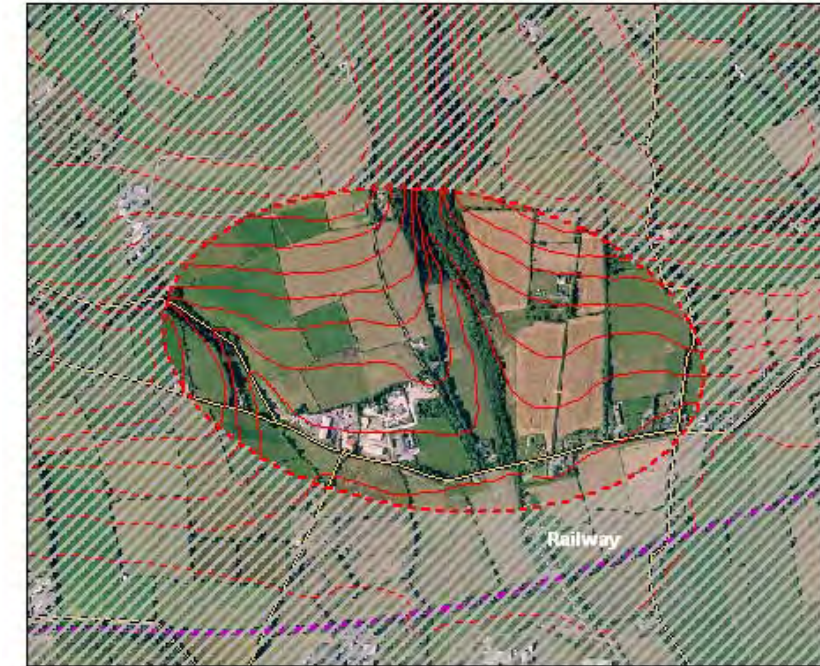


FIGURE 3.8: ANNGROVE

3.9.15. Because of the extreme sensitivity of this area, particularly in landscape terms, proposals for development will need careful assessment in the light of the County Council's stated objectives for the area.

Gortagousta

3.9.16. The area known as Gortagousta is a generally flat and low-lying area to the east of Carrigtwohill. To the south is the N25 Cork-Rosslare National Primary Route and to the north is the Ballyadam Road. To the east is a minor road linking both these roads. To the immediate west the area adjoins the Fota Rock housing development.

3.9.17. The Cork Land Use and Transportation Plan Review in 1992 identified Carrigtwohill as a location for large stand-alone industry and the County Development Plan 1996 designated this area for agriculture with a long term option for industry so that its potential for stand alone industry should not be compromised by incompatible uses.

3.9.18. Notwithstanding this designation, the variations to the 1996 County Development Plan approved in May 1999 included the re-designation the western part of this area for residential development and that area is now largely developed as the Fota Rock estate. The balance of this area remains designated for stand-alone industry (I-04, County Development Plan 2003). The specific objective that relates to the site requires significant landscaping on the western and southern site boundaries.

3.9.19. Carrigtwohill is not amongst the locations that CASP suggests are appropriate for the encouragement of large-scale foreign direct investment (FDI). To the east of Cork City, Midleton is the only such location and two sites are designated there for this economic development format.

3.9.20. Although Carrigtwohill was first referred to as a potential location for large scale stand-alone industry as long ago as 1992 (Cork Land use/Transportation Plan Review), and the Gortagousta area has been designated for this form of development since 1996, none of the land has been taken up for this form of development.



FIGURE 3.9: GORTAGOUSTA

Section 4 Strategic Planning Issues

4.1 Introduction

4.1.1. This section highlights the main strategic issues or questions facing the town if it is to grow in line with the CASP strategy and make the best use of the new rail facilities planned. Some of these issues have been raised in the submissions that have been received from the public and other interested parties.

4.2 The New Railway Station

Location

4.2.1. The Cork Suburban Rail Feasibility Study considered three options for the provision of a new railway station in Carrigtwohill:

- The reopening of the disused station;
- The opening of a new station in the industrial area to the west of the town; and
- The opening of a new station on land designated for housing west of the bridge (Barry's Bridge) near the original station.

4.2.2. With regard to the former station the study noted that the former platform was intact but in poor condition and would require reconstruction. The former station building, although intact, would need extensive refurbishment. However, the existing station site was considered generally unsuitable because the access to the south appeared to be in private ownership and no longer available for development. Alternative access from the north was constrained by land availability and the proximity of the road.

4.2.3. The option to locate the new station in the industrial area to the west of the town was rejected because of the site's remoteness from the centre of Carrigtwohill and because of construction difficulties that could arise as the railway line is located in a deep cutting. Although this location was not preferred, the construction of a station here was not ruled out in the longer term if it was appropriate to serve development in that area.

4.2.4. The most appropriate site for the town's new station is considered to be that area to the south of the railway line immediately

west of Barry's Bridge. This location was reasonably level and close to the town centre and major new development planned for that part of Carrigtwohill.

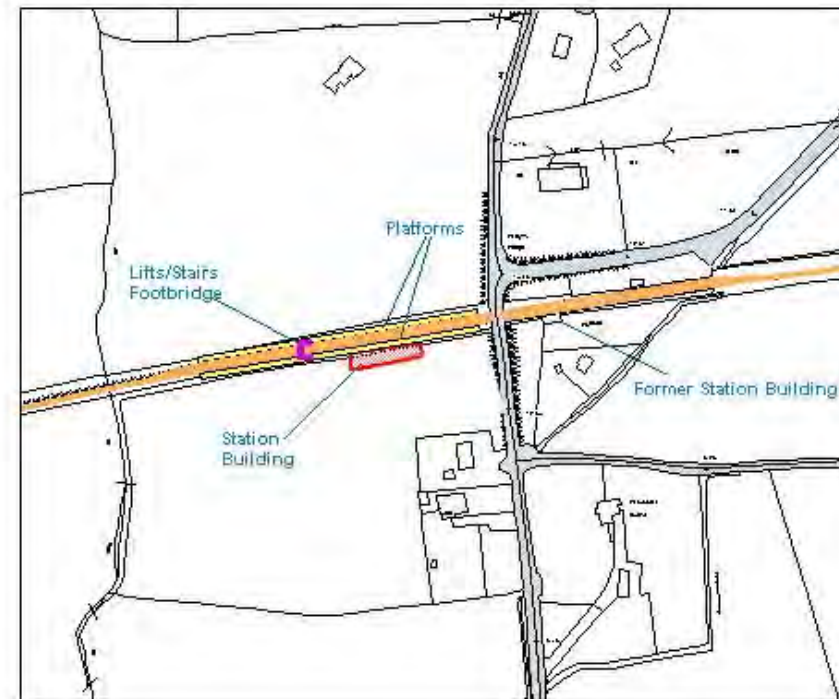


FIGURE 4.1: PROPOSED STATION LOCATION

Appropriate Land-uses for the Station Complex

4.2.5. In setting out its proposals for a "high quality, 'state of the art' public transport system", CASP gives particular emphasis to the concept of 'total journey quality'. CASP notes that this concept is quite widely applied in the development of quality bus services but makes it clear that:

"The principle of the whole door-to-door travel experience applies equally to rail, and is central to the philosophy of an integrated transport system."

4.2.6. Clearly, therefore, the most important group of land-uses to include in the proposed station complex are those that directly facilitate the efficient interchange of passengers between one mode of transport and another. This group of uses includes:

- Long - term (all day) car parks;
- Short-term car waiting spaces to facilitate setting down and picking up passengers;

- Bus facilities including space for setting down and picking up passengers, turning, manoeuvring and waiting between trips;
- Taxi facilities including space for setting down and picking up passengers, turning, manoeuvring and waiting between trips;
- Cycle facilities including safe access to the site and safe and secure cycle storage; and
- Pedestrian facilities including safe, secure, direct and well-lit pedestrian access to the site from the town centre and the main residential areas, attractive waiting and ticketing areas.



FIGURE 4.2: PROPOSED STATION SITE

Retail and Commercial Development in the Station Area

4.2.7. Railway station developments elsewhere often include other land-uses that enjoy a less direct relationship with transport interchange activities such as shops, offices or other commercial uses.

4.2.8. Generally, commercial development (including shops) at or near railway stations can bring important advantages to both the travelling public and the railway operator. For example, outside peak periods many stations are relatively quiet and, indeed, in the evening or late at night may be so quiet as to seem unsafe. Developing other land-uses as part of the station complex, such as office development or some forms of retail development, can serve to 'populate' otherwise quiet station areas during the day and in the evening. Convenience retailing is one option, particularly where a wide range of services (e.g. video hire, dry-cleaning etc.) are provided. Other options include fast food or take-away food outlets, bars and restaurants.

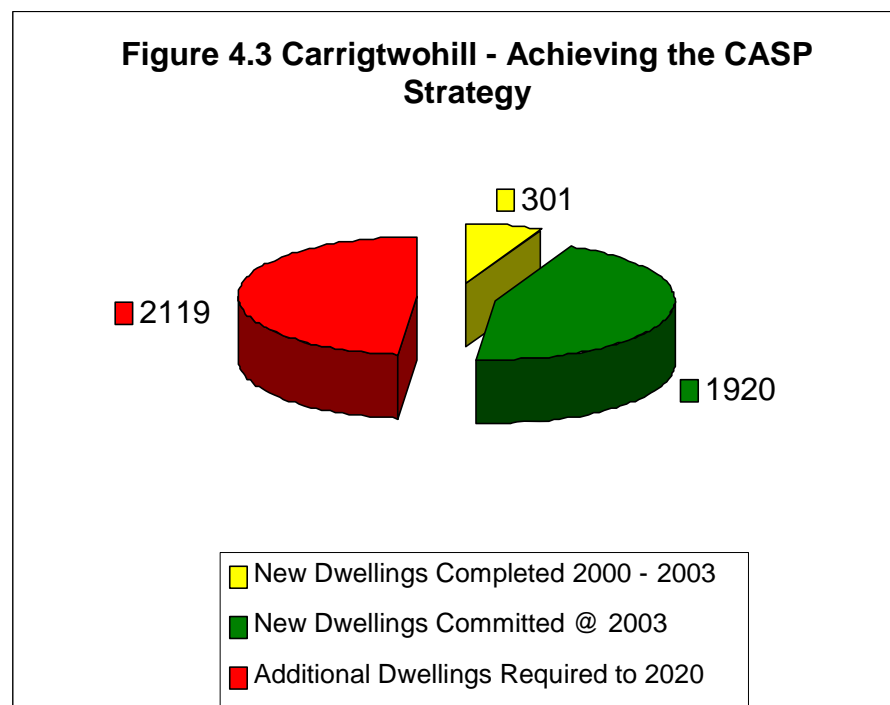
4.2.9. Development of this nature can also help maintain the viability of the rail service itself by providing valuable additional rental income for the railway operator and add to the convenience or attractiveness of the total rail journey by providing extra facilities for customers.

Offices

4.2.10. So far as other forms of commercial development are concerned, the most successful at railway station locations tend to be high-density employment uses such as offices. In order to be attractive to rail commuters, these need to be located no more than a short walk from the station itself. Forms of commercial development that are reliant on freight or road transport should not generally be located close to rail passenger stations.

4.3 Residential Development

Achieving the CASP Strategy



4.3.1. Figure 2.5 of this plan shows the scale of new housing necessary in Carrigtwohill if the growth in population and households on which the CASP strategy is based is to be achieved. About 4,340 new dwellings will be necessary during the years 2000 – 2020.

4.3.2. Section 3 of this plan (figure 3.6) assesses the extent to which provision has already been made to achieve this growth as a result of

new houses being completed, through the grant of planning permission for new development or through the designation of land for development in a development plan.

4.3.3. Using this information, it is possible to estimate the extent to which further provision needs to be made to secure the 4,343 new dwellings that are necessary if the town is to achieve its full potential for growth during the 20-year CASP period. Figure 4.3 illustrates the quantum of new housing that needs to be provided in this plan, in addition to that either already completed or already zoned in the County Development Plan 2003, to secure the scale of population growth envisaged by CASP.

4.4 Transportation

Background

4.4.1. The private car is at present the principal means of personal transportation in Carrigtwohill. The CASP strategy, through the re-opening of the railway route and its proposals to locate new development in convenient locations to encourage travel by train, seeks to promote a significant shift away from the private car as the pre-eminent means of transportation.

4.4.2. Special emphasis should be given to encouraging measures that contribute positively to the concept of 'total journey quality' for those whose journeys involve a rail element.

Walking

4.4.3. Almost all journeys begin and end with an element of walking even if it is only from the car parking space to the home or workplace. The capacity of the private car to readily make door-to-door journeys has, in recent years, reduced the walking element in many everyday journeys undertaken by all age groups. In turn, this has contributed to an increasingly unfriendly environment for pedestrians both in towns and rural areas. The planning and design of major developments in recent years has resulted in the benefits and enjoyment incurred through walking being lost to many.

4.4.4. However, it is now widely recognised that there is a need to restore walking as a primary means of transport for people of all ages. This can only be achieved if positive measures are taken to redress the balance in favour of the pedestrian. Restoring walking as an important means of moving around our towns and rural areas helps revitalise communities facilitating increased social interaction between individuals, increasing opportunities for children to play safely and contributing to the health and well being of individuals.

4.4.5. Walking should be a readily available option for most adults on journeys up to about 2km particularly for access to town centres and public transport. These journeys should be capable of being achieved without conflict with other modes of transport including cars, public transport and cyclists. Consideration should also be given to the need to provide a degree of protection from the elements on particularly busy sections of a route (e.g. from the railway station to a car park or bus stop).

Cycling

4.4.6. The causes of the decline of cycling in recent years have much in common with the causes of the decline in walking as a primary means of transportation. Taking positive steps to help restore cycling to its place in the transport hierarchy, can bring many of the benefits to communities and individuals that are advanced in the justification for the similar restoration of walking.

4.4.7. The topography in Carrigtwohill naturally lends itself to cycling but to take advantage of this will require the development of a series of routes to make cycling a safer and more attractive option. Such routes will include:

- The road network shared with other vehicles;
- The road network with specific cycle road markings or cycle lanes; and
- Segregated cycle routes, sometimes shared with pedestrians.

Busses

4.4.8. The existing bus service in Carrigtwohill fulfils only one main function, providing inter-urban transport to Cork (and to a lesser extent Middleton).

4.4.9. The re-opening of the railway service to Cork will inevitably reduce demand for these services because of the train service's superior frequency, reliability and shorter journey time (particularly in peak hours). Such busses that remain on this corridor will tend to primarily serve intermediate points not themselves served by the proposed Suburban Rail Network.

4.4.10. The re-opening of the railway service could result in a demand for intra-urban bus services within the town of Carrigtwohill as a means of travelling from the main residential areas to the town centre and station complex.

4.5 Employment

4.5.1. Although Carrigtwohill is not designated as a Strategic Industrial Area in the County Development Plan 2003, it has proved able to attract significant quantities of technology-based industry on good quality industrial estates.

4.5.2. Whilst CASP provides general guidance on the level of new employment development likely in the Little Island/Carrigtwohill/Midleton corridor, it does not provide specific guidance on the scale of new employment that is likely to be attracted to the town. However, it is clearly appropriate that provision should be made for new employment development that is broadly in line with the population projections for the town.

4.5.3. On this basis it is suggested that the aim should be for about 3,750 new jobs to be created during the period from the year 2000 to the year 2020.

4.5.4. It is, however, more difficult to forecast the economic sectors that will develop to supply that growth in employment in Carrigtwohill. It is notoriously difficult to forecast the timing of expansion in a particular economic sector in any given location. National trends are a key factor and the central employment projections adopted by CASP suggest that many traditional employment sectors, agriculture, forestry and wood products, quarrying, food processing and manufacturing in general will show an overall decline in numbers employed up to the year 2020. The principal areas where employment is expected to grow are in the professional and service sectors including retail, wholesale and distribution, education, health and recreation.

4.5.5. Clearly, it is not appropriate to make provision for the expansion of every economic sector in every town in County Cork. The main elements of CASP's recommendations for Carrigtwohill are to encourage industrial and commercial development along the N25.

4.5.6. The main issue for this special local area plan is to ensure that sufficient land, with the right attributes, is set aside so that it can be made available quickly and effectively when required by particular economic sectors and to this end the County Development Plan 2003 sets aside eight sites for industry and enterprise development.

4.5.7. In assessing the suitability of particular sites for particular categories of employment related development, the aim should be to encourage the best use of transport resources and a sustainable pattern of development by matching the accessibility characteristics of a particular location or site with the mobility characteristics required by particular types of business. Therefore, in setting land aside for future employment related development, consideration should be given to:

- Each location's level of accessibility either by road or by public transport;
- The mobility characteristics of particular forms of employment development taking into account:
 - Work intensity;
 - Visitor Intensity;
 - Car Dependency for Business Trips; and
 - Dependency on Freight Transport.

4.5.8. Figure 4.4 gives guidance on the general accessibility requirements commonly associated with the major forms of employment development.

Figure 4.4: Employment Development and Accessibility Requirements			
	General Industry & Commercial	Major Manufacturing	Offices
Work Intensity	Medium/Low	Low	High
Visitor Intensity	Medium/Low	Low	High
Car Dependency	Medium/High	High	Medium/Low
Freight Dependency	High	High	Low
Preferred Location Characteristics	Good road access away from residential areas & town centres	High quality road access with proximity to National Routes	Town centres & public transport interchanges

Industrial & Commercial Development

4.5.9. A significant trend in recent years has been the tendency for the distinction between manufacturing and some service sector uses (or the distinction between industry and commercial uses) to become blurred. In Carrigtwohill, there could be advantages developing clusters of related industrial and commercial activities by allowing small or

medium sized manufacturing uses to develop alongside commercial uses without the imposition of the somewhat artificial distinction between them. The identification of well-located sites could help release poorly used land close to the town centre for high density, mixed-use development in the future. Purely retail uses, that are heavily reliant on visiting members of the public should be excluded from such areas and encouraged to locate in or near the town centre.

Major or Large-Scale Manufacturing

4.5.10. CASP suggests that Midleton may be a preferable location for this business sector rather than Carrigtwohill. Typically development takes the form of a large-scale capital-intensive production facility arising from what is termed FDI.

4.5.11. This sector is generally less dependent on public transport access for either employees or visitors but is highly dependent on good road access for business trips and freight. Large-scale manufacturing plant is, often, unsuitable for locations close to housing areas and green field sites are often the preferred choice of developers.

4.5.12. The County Development Plans of 1996 and 2003 have both designated land to the east of the town (I-04, 41.7 ha) for the future requirement of this industrial sector. In the light of the need to secure significant employment growth in Carrigtwohill, in line with the planned population growth, and because CASP suggests that Midleton may be a more preferable location for future large scale industry consideration should be given to whether or not it is appropriate to continue to reserve this land for this particular form of industrial development.

Offices

4.5.13. Carrigtwohill's development from a relatively small rural village has not yet resulted in significant employment in this sector. However, the planned growth in population will result in the development of service sector offices in the coming years.

4.5.14. These office uses attract significant numbers of visiting members of the public (banks, building societies, auctioneers, solicitors etc.) and the town centre will always be the most appropriate location for them. Peripheral locations should generally be avoided.

4.6 The Town Centre

4.6.1. The Retail Strategy adopted by variation to the County Development Plan 2003 designates Carrigtwohill as a 'Neighbourhood Centre' where retail development is intended to be on a scale suitable for the needs of the local community. The principle emphasis will be

food and other convenience goods but comparison-shopping, at an appropriate scale, will also be provided.

4.6.2. In Carrigtwohill, the development of the former village centre into a town centre, containing attractive and convenient shopping facilities, is an essential part of the overall development strategy for the town. The requirement will be to ensure that an adequate quantum of new convenience floor-space is provided so that the growing population can manage its week-to-week convenience shopping needs without unnecessary journeys to other centres.

4.6.3. With regard to the comparison sector the aim will be to manage floor-space growth so that Carrigtwohill can provide a good range of comparison-shopping for its population without undermining or threatening the role of higher level comparison shopping centres (such as District Centres including Midleton or Cork City centre).

4.6.4. So far as the location for future retail development is concerned, it will be for this plan to indicate the preferred location for new retail development in the town. Although the area near the proposed railway station will become an important nodal point within the town, its development for shopping on a large scale, would undermine the importance and attractiveness of the town centre itself.

4.6.5. The town is at an important juncture in terms of its development, and is about to undergo its most significant changes in many years. Development will need to be carefully planned and assessed, in particular from the point of view of scale, materials & finishes, and landscaping. These developments should not detract from the character and setting of the town and should aim to make some positive contribution to it.

4.6.6. The following Buildings are particularly noteworthy and consideration should be given to including them on the Record of Protected Structures:

- *St Mary's Catholic Church, Church Lane.*
- *Barry Bros. Shop, Main St.*
- *Thomas O' Brien Shop, Main St.*
- *Three storey building on Main St.*
- *Former Carrigtwohill station, Station Rd.*
- *Former Dispensary (now Dr. Hugh Doran's), Station Rd.*
- *Parochial House, Station Rd.*
- *Rockville House, Station Rd*

4.6.7. Many other buildings, which make such an important contribution to the character and identity of the Carrigtwohill, do not individually merit inclusion on the Record of Protected Structures. However, their demolition or inappropriate alteration would represent an irreversible loss. Consideration should be given to the declaration of an Architectural Conservation Area around Main St.



FIGURE 4.5: FORMER CARRIGTWOHILL STATION

4.7 Community Facilities

Sports and Recreation

4.7.1. The provision of facilities for sports and recreation has become an increasingly important planning issue in recent years. Increasing prosperity together with lifestyle and health considerations contributed significantly to increases in demand for all kinds of formal and informal recreation facilities.

4.7.2. Chapter 6, Section 6.4 of Volume 1 to the County Development Plan 2003 sets out the policy framework for the provision of leisure facilities in the county and is applicable to the policies and objectives of this plan.

4.7.3. If the scale of population growth suggested by CASP for Carrigtwohill is achieved, this will have a direct effect on the amount of sports and leisure facilities needed for the area. It is anticipated that in addition to the open space, sports and recreation amenity to be provided in accordance with the residential proposals, it will also be

necessary to accommodate a large site, within close proximity to the town centre for a range of facilities.

4.7.4. In Carrigtwohill, the GAA have three large pitches located off the main street in the town centre. It may be necessary to consider providing an extension or alternative to this facility. The Carrigtwohill Football Club currently use land adjacent to the Millipore plant, south of the N25 near Tullagreen but have expressed an aspiration to relocate to permanent facilities, of an improved standard. It may also be important to consider the possibility of providing for other sports – recreation uses including a swimming pool and tennis courts during the life of the plan.

Section 5 Planning Proposals: Transportation

5.1 Introduction

5.1.1. This section outlines the main proposals to integrate the new railway service into Carrigtwohill's transportation system. The proposals for the development of the new railway station are described so that, at the outset there can be certainty for both developers and the public regarding its location and format.

5.2 The New Railway Station

Location & Surroundings

5.2.1. The Cork Suburban Rail Feasibility Study identifies land adjoining Barry's Bridge for the development of the new railway station in Carrigtwohill. The site comprises about 3.1 ha and was designated for new residential development in the County Development Plan 2003. The site is in the ownership of Cork County Council.

5.2.2. In order that the station itself should be developed as an integral part of the town of Carrigtwohill, the basic station site referred to in the preceding paragraph has been extended in this plan to include adjoining land. This will facilitate the comprehensive development of a new "Station Quarter" facilitating a mix of land-uses including the railway station, parking and bus facilities, housing, and appropriate shopping. Some existing buildings and land uses within the "Station Quarter" may be retained as part of the overall proposals.

5.2.3. The "Station Quarter" proposed in this plan comprises about 8.5 ha and is expected to accommodate about 250 dwellings in addition to the operational requirements of the railway station itself.

5.2.4. Iarnród Éireann have indicated that they intend to apply to the Minister for Transport for a 'Railway Order' under Section 37 of the Transport (Railway Infrastructure) Act, 2001. It is a requirement of the Act that an Environmental Impact Statement accompany the application. The public are allowed to inspect the application and make submissions to the Minister in regard to it. Before approving the application the Minister is required to arrange for a public inquiry into the proposed order.



FIGURE 5.1: INDICATIVE STATION LAYOUT

5.2.5. When the Minister has granted the Railway Order then the railway works that it referred to are 'exempted development' for the purposes of the Planning and Development Acts. The order may specify any land or other property rights the acquisition of which is considered necessary for the implementation of the order.

The New Station

5.2.6. Iarnród Éireann have already carried out preliminary design work for the new railway station which will be constructed on land to the west of Barry's Bridge. The Environmental Impact Statement that will accompany their application for a Railway Order will include a detailed traffic impact assessment in relation to the proposal and, in discussion with the County Council; this will identify the scale and nature of any localised improvements or new road construction necessary to the station approaches. Provision will be made at the new station to provide access for busses at the outset and up to 450 car parking spaces are required to assist in the management of traffic in the area.

5.2.7. Safe footpath and cycle links to the town centre will need to be provided as part of the initial phase of station development works.

5.2.8. Also, it is proposed to take advantage of the exclusion of land from the planning permission granted by An Bord Pleanála to the west of the proposed station site to realign the proposed new distributor road linking Terry's Land (south) with the area to the north of the railway line. The rail crossing on this route will be either by under-bridge, as originally proposed, or by a new over-bridge.

5.2.9. At this later stage, when the development of land to the north of the railway line has begun, Barry's Bridge, because of its narrow width and lack of footways, will become inadequate for mixed vehicular, cycle and pedestrian traffic. Consideration could be given to restricting traffic to cycle and pedestrian traffic only. This would enable the Barry's Bridge structure to be retained without the major rebuilding that would otherwise be required. Provision should be made on the northern side of the railway for a set-down/pick-up (or "kiss-and-ride") facility so that intending railway passengers can enter the station across the pedestrian/cycleway only at Barry's Bridge. The new bridge proposed to the west of the station site will cater adequately for vehicular traffic.

Long Term Improvements to the Railway Route

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

Objective No.	<u>New Railway Station</u>
TRA 5-1	<p>General Approach</p> <p>It is an objective of this plan to develop a new railway station for Carrigtwohill on land to the west of Barry's Bridge broadly in accordance with paragraphs 5.2.1 to 5.2.9 and Figure 5.1 of this plan.</p>
TRA 5-2	<p>Design Principles</p> <p>The new railway station will be designed according to the following principles:</p> <ul style="list-style-type: none"> Track layout designed to require the minimum of signalling consistent with the highest standards of passenger safety and efficient train operation; Safe & convenient access to stations for pedestrians, cyclists, busses and private cars Reduce/eliminate requirements for permanent staff at stations; Good quality/low maintenance buildings for passenger comfort; Automated facilities to allow easy access to platforms and trains; Dedicated car parking spaces (up to 450 in Carrigtwohill), on a phased basis, with good access to platforms; and Dedicated set-down/pick-up ("kiss-and-ride") area in all station forecourts.

Objective No.	New Railway Station
TRA 5-3	<p>Additional Running Lines</p> <p>It is an objective of this plan, where necessary, to reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard. This objective applies to all land within 5m of the perimeter fence on either side of the railway. Within this area the following categories of development will be resisted:</p> <ul style="list-style-type: none"> • <i>New buildings not required for the operation of the railway; and</i> • <i>New vehicular and pedestrian accesses where these accesses are the sole or primary access to development.</i> <p>New bridge crossings constructed will be required to provide sufficient clearance to permit double track operation.</p> <p>Open land uses, such as open space, surface car parking and agriculture will normally be permitted subject to the proper planning and sustainable development of the area</p>

Other Land Uses in the Station Quarter

- 5.2.11.** Carrigtwohill's new railway station will be an important new focus for pedestrian and vehicular activity within the town and is likely to become an attractive location for other forms of non-transport related development involving housing, retail, office or commercial uses.
- 5.2.12.** Land near the railway station can make an important contribution to the critical mass of population necessary to support the rail service itself if sensitively developed for higher density forms of housing development and this plan proposes that up to 250 dwellings will be constructed as part of this mixed-use station quarter. The indicative layout for this area shown on Figure 5.1 includes land for the provision of at least 450 surface car parking spaces for the use of railway users. As development near the station intensifies it may be appropriate to give consideration to housing development on some of these areas providing that the overall quantity of car parking for the station is maintained by the development of decked car parking elsewhere in the station quarter.
- 5.2.13.** Retail or service sector development can be encouraged provided it is intended to primarily meet the needs of the travelling public. Suitable forms of development would include small scale convenience retailing, restaurants & bars, tourist information centres,

ATM machines, dry cleaners, video rental outlets and small scale comparison shops (e.g. CD store, book shop, clothing store).

5.2.14. Encouraging non-transport uses of this nature will bring a sense of life and vitality to the station area and enhance the experience of overall journey quality enjoyed by travellers.

Objective No.	The New Railway Station – Other Land Uses near the Station Quarter
TRA 5-4	<p>It is an objective of this plan to encourage the mixed-use development of the Station Quarter, broadly in line with paragraphs 5.2.11 to 5.2.14 of this plan comprising:</p> <ul style="list-style-type: none"> • <i>The new railway station;</i> • <i>About 250 new dwellings;</i> • <i>Convenience retailing (max. 500 sq. m.); and</i> • <i>Small-scale comparison shops (max. 200 sq. m.).</i>

5.3 Proposals for Walkers & Cyclists

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

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

Objective No.	The New Railway Station - Access for Walkers & Cyclists
TRA 5-5	<p>Establishing a Network of Designated Routes</p> <p>It is, therefore, an objective of this plan that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools, the town centre and the railway station complex.</p>

Objective No.	The New Railway Station - Access for Walkers & Cyclists
TRA 5-6	<p>Main Residential Areas to be Served</p> <p>The network of designated walking and cycling routes proposed in TRA 5-5 will include the following residential areas within the town:</p> <ul style="list-style-type: none"> • <i>Bog Road;</i> • <i>Fota Rock;</i> • <i>Gortnamucky;</i> • <i>Rocklands;</i> • <i>Terry's Land (North & South); and</i> • <i>Tullagreen.</i>
TRA 5-7	<p>Walkers and Cyclists' Routes within New Development</p> <p>It is an objective to ensure that provision is made in proposals for new development, particularly for housing, office, retail, industrial and educational uses to provide safe, convenient and pleasant routes linking the development to the railway station and the other principal areas of the town for walkers and cyclists, based on the priority measures identified in TRA 5-6.</p> <p>In achieving this objective, special attention will be paid to the layout of the development to ensure that appropriate measures are taken to establish a walking and cycling friendly environment.</p>

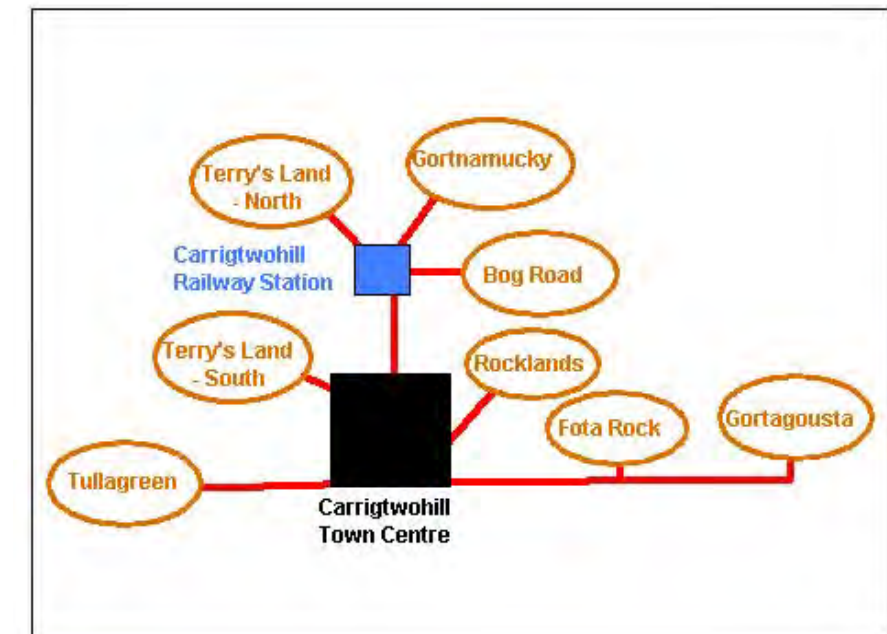


FIGURE 5.2: PROPOSED PEDESTRIAN – CYCLE ROUTES

5.3.3. The cul-de-sac approach to many recent residential developments has significantly reduced the opportunities for walking and cycling by creating barriers between adjacent streets, resulting in long and tortuous routes between locations that are separated by only a few metres. The development of a walking and cycle friendly environment relies on the creation of routes that are direct and to a high standard both within developments and when linking new development to the town as a whole.

5.3.4. This can be achieved in part, by designing residential areas so that the walking/cycling routes are visible and can be 'overlooked' by the local residential population. If such areas are designed with pedestrian needs and a sufficient land take from the outset this can help to achieve safe, attractive areas for people to enjoy rather than become areas prone to anti-social behaviour.

5.4 Proposals for Busses & Taxis/Hackneys

5.4.1. The bus network serving Carrigwohill at present functions primarily as a stopping off point on longer distance routes between Cork City and other towns and villages in East Cork. The frequency and demand for this service is likely to decline significantly once the new rail service comes into operation. Because of the proximity of Carrigwohill to other locations that will also be served by the rail network, there is unlikely to be a significant demand for a direct interchange between these bus services and the new rail services.

5.4.2. Of greater significance is the possibility that, as Carrigwohill grows, there may be demand for a town bus service connecting with rail services and provision to accommodate this should be made within the station complex.

Objective No.	<u>New Railway Station – Bus & Taxi Interchange Facilities</u>
TRA 5-8	<p>It is an objective of this plan, to secure the provision of safe, convenient and comfortable facilities for interchange between bus and rail travel. These facilities are to be provided as an integral part of any proposals to develop a new railway station in Carrigwohill and will include:</p> <ul style="list-style-type: none"> • <i>Pick-up / set-down facilities for a town bus service;</i> • <i>The provision of taxi pick-up / set-down and waiting facilities; and</i> • <i>Covered waiting facilities within the pick-up / set-down area.</i>

5.5 Road Proposals

General Considerations

5.5.1. The road network in Carrigwohill has developed incrementally over many years and reflects its historic function as a village supporting a modest rural hinterland. However, the scale of new growth proposed by CASP requires a more co-ordinated approach to the planning of future changes to the network.

5.5.2. In order to make the best use of the available resources and achieve the highest standards of road safety for all road users, it is important that new roads are designed and constructed in accordance with the approved road hierarchy.

5.5.3. This road hierarchy is currently under review as part of the County Council's proposals to introduce design guidance for new residential estates.

National Routes

5.5.4. The N25 Cork-Rosslare National Primary Route serves the town of Carrigwohill, by passing to the south. The western section of this route, to Cork, is the most important of the town's road links and is constructed to a fully grade separated standard. It may be necessary to undertake capacity improvements to the existing intersection at Tullagreen during the lifetime of this plan.

5.5.5. To the east of Carrigwohill, although this route is constructed to two-lane dual carriageway standard it is not fully grade separated. Consideration should also be given to appropriate safety improvements when opportunities arise.

5.5.6. A new intersection with the N25 is proposed to the east of the town in relation to development proposed in this plan.

Objective No.	<u>Road Proposals – National Routes</u>
TRA 5-9	<p>It is an objective of this plan, to secure important safety improvements to the N25 Cork-Rosslare National Primary Route in the vicinity of the town. In particular the County Council will encourage the National Roads Authority to give consideration to the following:</p> <ul style="list-style-type: none"> • <i>The grade separation of existing junctions on the two-lane dual carriageway section to the east of the town; and</i> • <i>The construction of a new grade separated interchange to the east of the town in order to facilitate development proposals of this plan.</i>

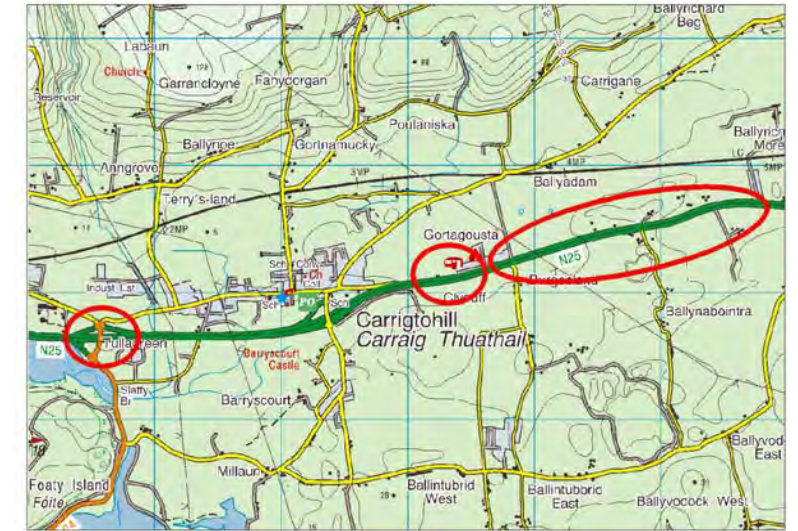


FIGURE 5.3: NATIONAL ROAD IMPROVEMENTS

The Northern Distributor Road

5.5.7. Provision is made in this plan for the construction of a new northern distributor route to facilitate the development of land located on the northern side of the railway line. The western section will link Tullagreen to the west of the town with the junction at Wise's Bridge. The route will include the improvement of Wise's Road to distributor road standards and the construction of a new bridge over the railway line replacing the existing Wise's Bridge. If possible improved links will be constructed from this section of the route to the IDA Carrigwohill Business Park.

5.5.8. The central route will link Wise's bridge with the Ballyadam bridge serving the new neighbourhood development and will include a junction at Gortnamucky north of the new station site. Finally the eastern section of the Northern Distributor Road will be constructed from the junction at Ballyadam to a with the N25 at Gortagousta. This section of the route will utilise on-line improvements to existing roads (including the Hedgy Boreen) for part of its route.

Objective No.	Road Proposals – Northern Distributor Route
TRA 5-10	<p>It is an objective of this plan, to give a high order of priority to the design and construction of the Northern Relief Route. The detail design of the road will:</p> <ul style="list-style-type: none"> • Be to district distributor standards; • Take account of the proposed location of the new railway station; and • Provide for traffic movements likely to arise from new development proposed in this plan.

Other Road Proposals

5.5.9. The development of the new railway station near Barry’s Bridge will require the implementation of significant traffic management measures. The bridge itself is narrow and without pedestrian footways. Both the vertical and horizontal alignment of the existing approach road is poor and as a result visibility for vehicle drivers is seriously below modern standards.

5.5.10. A new bridge across the railway has already been approved as part of the proposals for the development of Terry’s Land (South) and, in future, this will become the main railway crossing point for vehicles in the central area of the town. This new route will be the preferred route for vehicles from the northern side of the railway that are seeking access to the new railway station complex. Barry’s Bridge, where visibility constrains prevent a direct vehicular access to the station complex, can be reserved for vehicles and pedestrians. A small short-term waiting area or “Kiss & Ride” dropping off/collection facility could be provided on the northern side of the bridge.

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

Objective No.	Road Proposals – Other Routes
TRA 5-11	<p>It is an objective of this plan, to secure a new road bridge crossing of the railway west of the proposed station as part of the development of the of the land adjoining the railway to the north and south. The construction of this route will facilitate the implementation of traffic management measures at Barry’s Bridge restricting its use to pedestrian and cycle traffic in the longer term.</p>
TRA 5-12	<p>It is an objective of this plan to secure significant road safety and traffic management improvements to Station Road so that it can provide a safe, pleasant and effective route between the station and the town centre.</p>



FIGURE 5.4: INDICATIVE ROADS IMPROVEMENTS

Section 6 Planning Proposals: Housing and Community Facilities

6.1 Introduction

6.1.1. This section addresses the requirement for the provision of new housing and community facilities for Carrigtwohill up to the year 2020 and sets out site-specific proposals for development. Details of the County Council's implementation priorities are also included.

6.2 Meeting the Requirement for New Housing

6.2.1. By the year 2020, CASP forecasts that the town of Carrigtwohill will have grown from a population of about 2,343 persons in about 802 households (mid-2003 estimate) to about 11,700 persons in 4,320 households.

6.2.2. In Section 4 of this plan, figure 4.3 shows that in addition to development already either complete or planned, about 2,119 additional dwellings will be required in Carrigtwohill to achieve the population growth proposed in CASP.

6.2.3. Figure 6.1 summarises the overall provision of land for new residential development in this plan. It also includes undeveloped land designated for new residential development in the County Development Plan 2003 and land designated for the first time in this plan.

Objective No.	Housing & Community Facilities - The Requirement for New Housing
HOU 6-1	It is an objective of this plan to secure the development of about 4,340 new dwellings in Carrigtwohill town from the year 2000 up to the year 2020 in order to facilitate the growth of the town's population from about 1,680 to about 11,700 over the same period.

Objective No.	Housing & Community Facilities - The Requirement for New Housing
HOU 6-1 Contd.	<p>Taking account of development already completed, about 3,700 additional dwellings will be required.</p> <p>These will be provided through the development of land for which planning permission has already been granted and by the development of land designated for development either in the County Development Plan 2003 or designated for development for the first time in this plan.</p>

Figure 6.1 Residential Land Supply	
Label	Proposed Units
R-01/ R-02	38
R-03	1370
R-04	(part R-03)
R-05	38
R-06	100
R-07	45
R-08	23
R-09	250
R-10	84
R-11	(part R-03)
R-12	10
T-02 / T-03	100
X-01	2000
X-02	250
	4,308

6.3 Site-Specific Proposals: Terry's Land (South)

6.3.1. The development strategy for much of this area has already been determined through the grant of planning permission either by the County Council or by An Bord Pleanála and details of this are summarised in Section 3 of this plan. This plan sets out a framework of objectives for the area that, if opportunities arise, some revisions can be made to the existing proposals to better take account of the confirmed location of the new railway station for the town.

6.3.2. In Section 5, this plan makes proposals for the comprehensive development of a new "Station Quarter" on part of this area. This proposal includes some land that benefits from an existing planning permission, but it is anticipated that landowners and developers will respond positively to the opportunity to revise their development proposals so that they can take full advantage of this opportunity to participate in the development of this important area.

6.3.3. Because the location of the proposed railway station has now been resolved, this plan designates the site originally reserved for this purpose in the County Development Plan 2003 for additional new housing.

6.3.4. Now that the location of the proposed station is confirmed, this plan proposes that land in its vicinity could beneficially be developed for higher density forms of housing than were considered appropriate when the proposals for the site were first put forward. Care must be taken to ensure a good mix of house types, to provide generous areas of open space, and to adopt the urban design principles that follow the guidance for residential estates that the County Council is currently preparing.

6.3.5. Also, the road network shown on the layout approved for this site does not provide for vehicular, pedestrian or cycle access to the railway station. Minor modifications to this layout have been included in this plan's proposals to help resolve these issues and to provide for better connectivity with new development currently under construction to the east.

6.3.6. The proposals for this site that have been approved provide for the construction of a new bridge over or under the railway linking to land on its northern side. That land is now the subject of development proposals set out later in this section and the provision of this bridge is an important element of those proposals. Minor revisions to the alignment of the bridge and its approaches have been included in the plan to facilitate the proper planning of the area.

6.3.7. Substantial areas of land in the southernmost part of Terry's Land have, in the past, been set aside by both intending developers and by An Bord Pleanála for educational purposes. This plan confirms

the previous decisions for that reservation while also allowing for residential units permitted under the same application to be built. The enlarged area available here for educational purposes is sufficient to accommodate a 16-class primary school.

6.3.8. Adjoining the south-western part of Terry's Land is a commercial vehicle sales and repair facility that occupies a prominent location on the main approach to Carrigtwohill. This plan proposes the redevelopment of this site for new residential development, if a suitable opportunity arises. In section 7 of this plan provision has been made for new industrial and non-retail commercial development that could accommodate the existing use on this site, together with other similar uses.

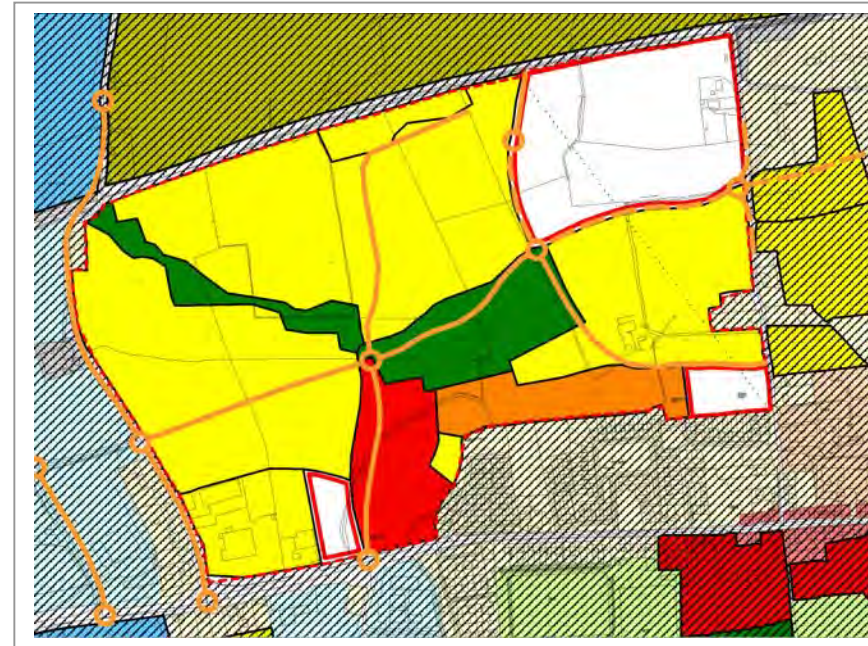


FIGURE 6.2: TERRY'S LAND SOUTH

Objective No.	Housing and Community Facilities - Proposed Development at Terry's Land (South)
HOU 6-2	<p>The area to which this objective relates at Terry's Land (South) is an appropriate location for a major expansion of the town that is required in order to achieve the scale of growth suggested in the Cork Area Strategic Plan.</p> <p>It is the Council's objective to secure the development of this site largely in accordance with planning permissions that have already been granted.</p> <p>In addition, the County Council will seek the co-operation of landowners and developers to achieve the following:</p> <ul style="list-style-type: none"> • <i>The comprehensive development of a new "Station Quarter" broadly in line with proposals set out in Section 5 of this plan;</i> • <i>The construction of pedestrian, cycle and vehicular routes from the site to the railway station;</i> • <i>Additional new residential development and increased densities near the railway station;</i> • <i>The modification of the road network broadly in accordance with figure 6.2 of this plan and the construction of a new road bridge linking the site with the land to the north of the railway; and</i> • <i>The reservation of land for education purposes.</i>

6.4 A Master Plan for New Residential Areas in Carrigtwohill

6.4.1. As a whole the area comprises 128 ha, is generally flat and at a level only a little below the railway line to the south. To the north, outside the site, the land rises much more steeply and is an attractive and prominent landscape feature. The site itself, and the adjoining land to the north is designated part of the Metropolitan Green Belt (A1).

6.4.2. Designating this area as a whole for new residential neighbourhood including an education campus (of about 7 ha) to accommodate a primary and secondary school and sports campus (of about 20 ha) creates the opportunity to comprehensively plan for a new neighbourhood for Carrigtwohill that could accommodate up to 2000 new dwellings.

The Master Plan

6.4.3. One of the key principles for the development of this area is to secure comprehensive proposals at the outset so that the development as a whole can be planned as a single entity together with its' physical and social infrastructure. Therefore, the plan's objectives for the site seek the provision of a master plan before individual proposals can commence. It is envisaged that developers and landowners will play a key role in the preparation of the master

plan and they will be expected to consult with the public before it is submitted to the Council for approval.

6.4.4. The objective for the site provides for a master plan for the development to be prepared at the outset and must also include clear unambiguous proposals for the phasing of the development and the timing of provision for all its supporting physical and social infrastructure.

6.4.5. Provision is made in this plan for the construction of about 2000 new dwellings and a variety of other elements that make up this mixed-use proposal including schools, a new distributor road network, footpaths and cycle ways, shops, a church and community buildings, employment, open space and leisure and recreation facilities.

6.4.6. The master plan will provide for the construction of the proposed new housing at a wide range of densities with higher densities and education campus located close to the proposed new railway station and the lower density development in the north and west where the northern and western boundaries of the site adjoin the Metropolitan Cork Green Belt (A1). The master plan will need to ensure that a wide variety of house types and sizes are provided in a way that would be attractive to people from all walks of life.

6.4.7. Whilst the responsibility of preparing the Master Plan ultimately rests with developers and landowners, in order to assist the process of consultation in preparing the Master Plan it is the County Council's intention to establish a partnership committee the membership of which will include representatives from the community groups, developers, landowners, elected members and officials from the Planning Authority.

Neighbourhood Centre & Community Facilities

6.4.8. The proposed community facilities for this new neighbourhood will consist of a cemetery, a community hall and a major sports, leisure and recreation facility and the proposed master plan will make clear and unambiguous proposals to secure the timely provision of each of its elements.

Schools

6.4.9. The timely provision of primary schools is considered to be one of the most important building blocks of a new community. The development should be phased so that the primary schools are provided progressively, in parallel with the development of new housing. Developers will be required to construct the school buildings as part of the development of adjoining or nearby land (as indicated in the master plan) and to make these buildings available to the appropriate education provider on terms that mirror the approach taken with regard to social and affordable housing.

Transportation

6.4.10. The proposed master plan will include provision for the construction of a new distributor road network from the southern side of Wisers Bridge to the Ballyadam Bridge east of the site. The new distributor road will in its totality link the west of the town from the IDA Business Park through the proposed new neighbourhoods east to the Ballyadam bridge to a new grade separated interchange with the N25 east of the town. These roads will be capable of accommodating public transport.

6.4.11. In addition, a separate network of walkways and cycleways will be provided to link the residential areas with the education campus, the railway station and the town centre. The layout and design of these routes will give priority to public safety and amenity considerations.

Open Space, Recreation and Landscape and Conservation

6.4.12. The Master Plan will contain details of the Sports Campus which will be approximately 20 ha of the total area of the proposed new neighbourhood. This Sports Campus will be provided in addition to the requirements of the Council's recreation policies.

6.4.13. It is hoped that this area will provide playing pitch facilities for those sporting organisations requiring relocation or improved facilities as well as providing opportunities for the development of new sports and recreation facilities in the future. The location of this site should be as close to the railway station as possible in order to allow for easy access to facilities located here from all parts of the town.

6.4.14. The master plan will also include proposals for structural landscaping to the site boundaries to protect the setting of the town itself, that of existing rural properties along the road to the north of the development and to provide a long-term edge to the built up area of the town.

6.4.15. A Habitat Management Plan to include a detailed assessment of both heritage and landscape Issues will need to be carried out for the entire site and included in the master plan.

Phasing & Co-ordination

6.4.16. It is considered that one of the key principles for the development of this area is to secure comprehensive proposals at the outset so that the development as a whole can be planned as a single entity together with its' physical and social infrastructure. At the same time, there is recognition of the need to allow the development industry sufficient flexibility within the planning framework for the

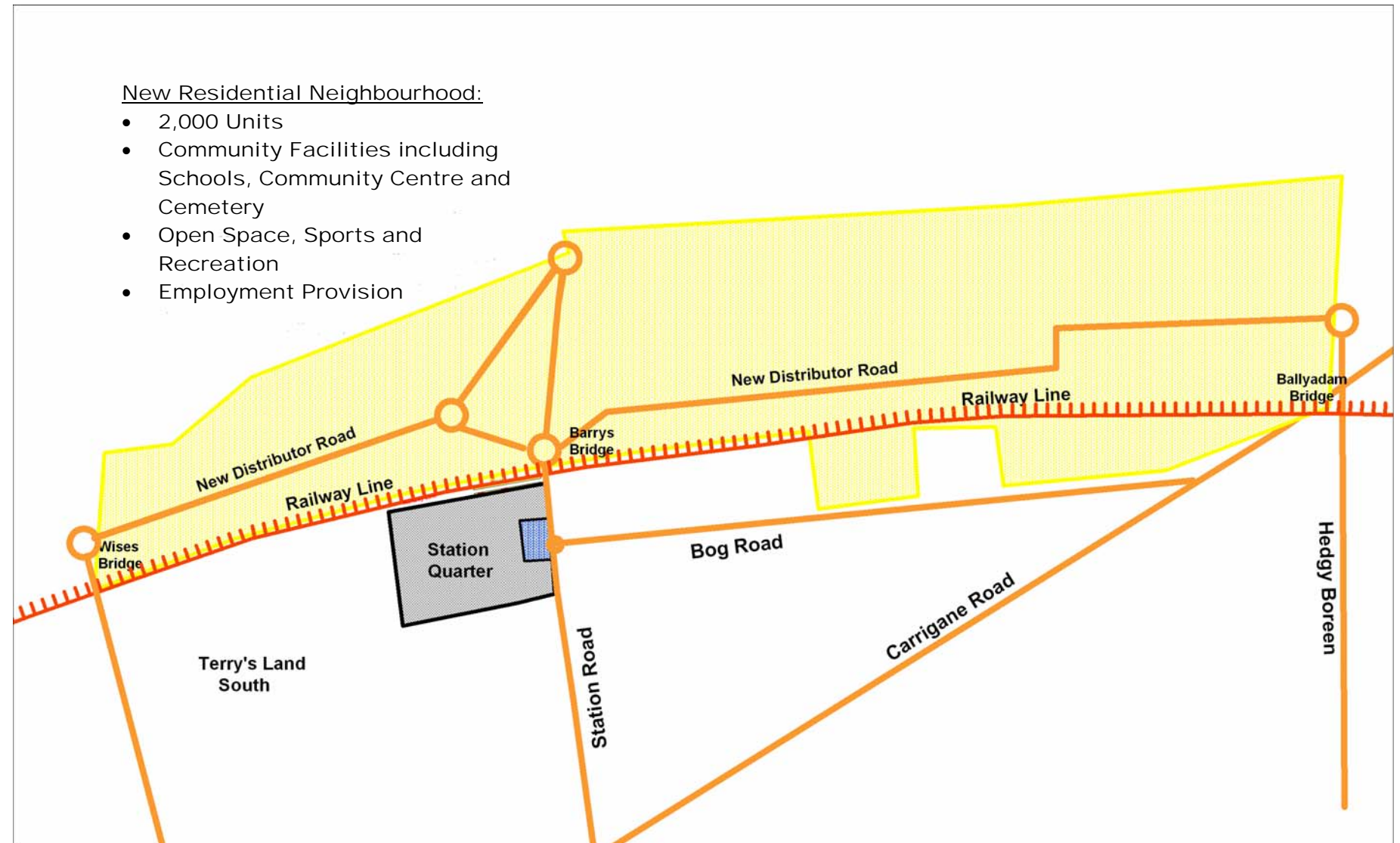


FIGURE 6.3 INDICATIVE LAYOUT FOR MASTERPLAN AREA

development to meet changes in market and other conditions that may arise during the lifetime of the development.

6.4.17. Therefore this plans' proposals are based on the preparation of a comprehensive master plan for the site as a whole to be prepared by landowners or developers acting individually or jointly who will be expected to consult with the public before submitting their proposals to the council for approval either in the form of an application for

outline planning permission or by other formal means. Once the master plan has been approved by the council it will be used as the basis to regulate the granting of planning permission for the constituent elements of the development.

6.4.18. The master plan for the development must also include clear and unambiguous proposals for the phasing of the development and the timing of provision for all its' supporting physical and social infrastructure.

Objective No.	Housing and Community Facilities – Proposed Master Plan for new Residential Neighbourhood
HOU 6-3	<p>The area to which this objective relates to the new residential neighbourhood both north and south of the railway line is an appropriate location for a major expansion of the town that is required in order to achieve the scale of growth suggested in the Cork Area Strategic Plan.</p> <p>It is the Council's objective to secure the development of up to 2,000 new dwellings and appropriate employment development on this site through a phased programme of development that will secure the timely provision of the necessary physical, social and economic infrastructure. So that the development of this land can be properly co-ordinated, it will only be in accordance with a master plan for the area to which this objective relates that has been approved by the County Council. The master plan may be prepared by a single developer or landowner or by a group of developers or landowners acting jointly.</p> <p>The master plan will pay particular attention to:</p> <ul style="list-style-type: none"> The steps taken by the developers and landowners preparing the masterplan to consult with other landowners and residents in the area generally; The provision of clear and unambiguous proposals for the timing and construction of all the elements of the development in a number of sequential phases; Provision of new housing within a clearly defined network of 'character areas' so that each area can develop its own identity and sense of community; 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; Proposals for the construction of a new distributor road network from the southern side of Wises Bridge to the southern side of the rail line at Ballyadam Bridge. This road will be capable of accommodating public transport; Proposals for the provision and construction of national or primary schools to meet the educational requirements of those likely to live

Objective No.	Housing and Community Facilities – Proposed Master Plan for new Residential Neighbourhood
HOU 6-3 Continued	<p>in the development including the timing of their construction;</p> <ul style="list-style-type: none"> The setting aside of land for the construction of a new secondary school forming an education campus; The setting aside of land for the construction of a community hall and cemetery; Wherever possible, the proposals for the area should include measures that will serve to increase the flood storage capacity of the area as a whole; In addition to the open space normally required within new housing developments, the provision of a minimum of 20ha to provide for recreation, sports and leisure facilities, necessary to provide for the relocation and improved facilities for sporting organisations in Carrigtwohill; Structural landscaping within the site itself and to the site boundaries to protect its' setting and to provide a long-term edge to the built up area of the town; Proposals for the future management and maintenance (including funding or sub-contracting arrangements) of the open-space areas included within the development; A Habitat Management Plan to include a detailed assessment of both heritage and landscape issues will need to be carried out for the entire site and included in the master plan; and The implementation of the phasing proposals embodied in this plan to secure the overall co-ordination of the development.

6.5 New housing at Gortagousta

6.5.1. This new parcel of land zoned for medium density residential development in this plan provides for an extension to the Fota Rock estate, which is now completed. This extension of about 9.6 ha to the east of the estate will need to include a high quality landscaped buffer along its' eastern and southern boundaries.

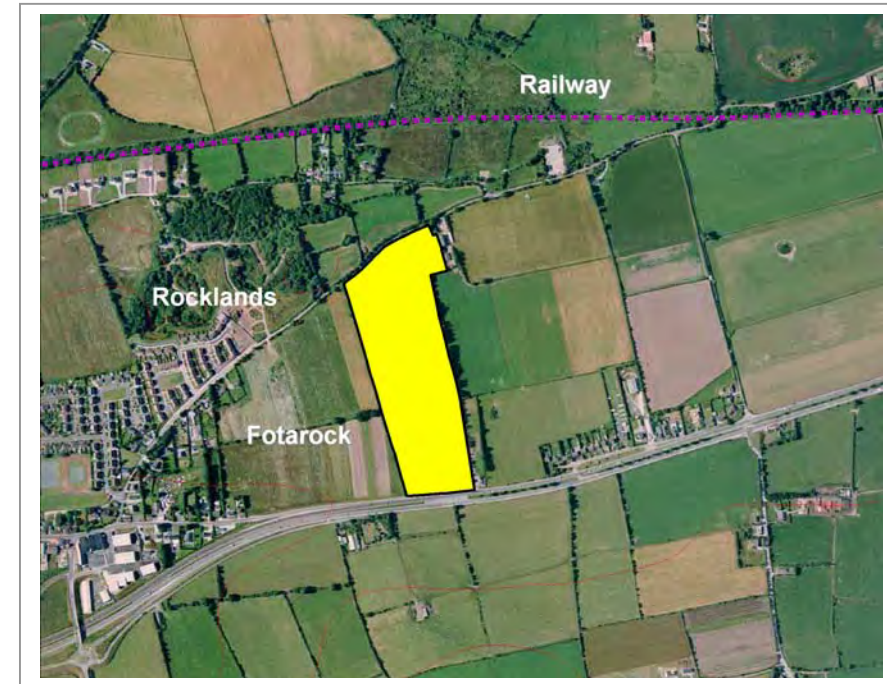


FIGURE 6.4 NEW HOUSING AT GORTAGOUSTA

Section 7 Planning Proposals: Employment and Economic Development

7.1 Introduction

7.1.1. This section sets out the main proposals for employment and economic development, including retail and town centre development, in Carrigtwohill up to the year 2020. Generally these are based on proposals originally set out in the County Development Plan 2003 but in some instances it has been considered appropriate to revise these proposals in order to better facilitate the implementation of this plan.

7.2 General Strategy

7.2.1. The most significant source of employment currently in Carrigtwohill is the IDA Business Park at Tullagreen. Despite the relative absence of new housing in Carrigtwohill, this development has successfully expanded over recent years to become one of the most important employment locations in Metropolitan Cork. The quantum of new housing planned for the town, and the potential labour force that it will accommodate, will serve to enhance the attractiveness of this development to those businesses seeking a high quality production environment and it is essential that this plan should set aside appropriate land for its continued expansion.

7.2.2. However, an employment sector that may be less well served is that concerned with general manufacturing and non-retail commercial activities and it is this sector that CASP suggests will naturally be attracted to Carrigtwohill in the future. In addition, there are a number of industrial or commercial uses such as road transport operators, timber products workshops/sales-outlets and car repair premises that may find their continued operation in the town centre increasingly problematic as retail, residential and office uses expand in line with planned population growth. It is therefore appropriate to ensure that sufficient land of the right quality is set aside to facilitate the relocation of these uses and the development of new small or medium sized industrial and commercial uses that will form an important element of the town's employment growth over the lifetime of this plan.

7.2.3. So far as the town centre is concerned, as the population of the town grows over the life of this plan, the town centre will become increasingly important as the principal location for new retail

development. Significant housing development will also be accommodated there mainly as part of mixed-use redevelopment proposals. This is consistent with the designation of Carrigtwohill as a 'Neighbourhood Centre' in the retail hierarchy contained in the County Development Plan 2003 (as varied).

Objective No.	Employment and Economic Development – General Strategy
EMP 7-1	<p>It is an objective of this plan to set aside sufficient land of appropriate qualities to meet the likely employment and economic development needs of the town up to the year 2020. In selecting suitable sites for this category of development consideration will be given to the following:</p> <ul style="list-style-type: none"> The need to identify sufficient land to facilitate the future expansion and development of the IDA Business Park; The need to set aside additional land for new industrial and commercial development and to accommodate existing businesses seeking to relocate particularly from within the town centre; and The established role of the town centre as the principal area for new retail development and housing development particularly as part of mixed-use redevelopment proposals.



FIGURE 7.1: IDA BUSINESS PARK

7.3 Tullagreen

7.3.1. In Tullagreen, the County Development Plan 2003 designated, as I-03, a large, generally level area for industry beyond the railway line to the north of the IDA Business Park. This area comprised about 43.6 ha, is in the ownership of IDA Ireland and is now linked to the existing business park on the southern side of the railway line by a modern road bridge. The central part of the area is currently in the course of development whilst the eastern and western parts remain in the IDA reserve.

7.3.2. The specific zoning objective in the County Development Plan 2003 for this area stated that the site was intended for "industry and/or warehousing and distribution". Given the intention of the IDA to develop this area as an extension to their existing business park it is considered appropriate to revise the specific objective for that site to better reflect the IDA's intention (see EMP 7-2).

Objective No.	Employment and Economic Development – Development at Tullagreen	Approx Area (Ha)
EMP 7-2	<p>General Principles</p> <p>It is an objective to develop this site for industrial development giving priority to high quality manufacturing</p>	43.6

7.4 Other Industrial – Enterprise Areas

7.4.1. In the course of preparing this plan, a submission was received from an established industrial undertaking (Millipore) located on the Old Cobh Road, south of the N25 seeking the re-designation of an area identified in the County Development Plan 2003 as established open space to primarily established industrial. The submission makes the point that although the land is presently used as a sports-ground by Carrigtwohill Football Club, it is owned by and within the operational area of Millipore who may at some future time, require it for their industrial processing or a related purpose.

7.4.2. In these circumstances, this small area of land within the overall complex of Millipore has been designated as primarily established industry.

7.4.3. The existing industrial/warehousing at Cobh Cross has also been extended to the west in this plan. This provision goes some way towards providing for additional industrial/enterprise uses at this part of the settlement and also provides an alternative site to the one at Gortagousta on the east where the overall size of the site was reduced in size in this plan. This extension to the Cobh Cross

industrial park notably excludes all forms of retail development including retail warehousing and requires a tree planted buffer and screening to protect views from the N25.

7.5 Gortagousta

7.5.1. The County Development Plan 2003 designated a 41.7 ha site at Gortagousta for “large stand alone industry” and the site has been designated in this way for some years without proposals for development coming forward. The general strategy for employment and economic development in Carrigtwohill put forward in this plan is based on the expansion of the IDA Business Park for employment uses requiring a high quality environment and the need to identify additional land for more general industrial and commercial development.

7.5.2. The overall size of this site has been reduced to an area of 32.2 ha and is now considered below the optimum size for major new stand alone industrial development. However this area, located close to the N25 and bisected by the northern distributor road proposed in this plan, remains well located for industrial or commercial uses that are reliant on good access for freight transport and this land is to be reserved for this development format. Special provision would need to be made for landscaping to protect both the amenity enjoyed by adjoining and proposed residential properties and the visual setting of the town from vantage points along the N25.

Objective No.	Employment and Economic Development – Development at Gortagousta	Approx Area (Ha)
EMP 7-3	General Principles	32.2
	It is an objective to develop this site for industry and non-retail commercial development broadly in line with the development framework plan for the site and in accordance with the following principles:	
	<i>Primary Land Use</i>	<i>Enterprise/ Industry/ Commercial</i>
	<i>Preferred Plot Ratio</i>	<i>0.25:1</i>
	<i>Other uses floor space</i>	<i>5%</i>
	<i>Provision of High Quality Strategic Landscaping around the boundary of the site.</i>	

7.6 Carrigtwohill Town Centre

7.6.1. The current planning policies and objectives that relate to the town centre of Carrigtwohill are set out in the County Development Plan 2003. These define a relatively confined area as “established town centre” towards the eastern end of Main Street and an area of proposed town centre development, reflecting the development proposals for Terry’s Land (South). The area of established development is separated from the area of proposed development by further areas designated as established residential and other uses. The plan also includes provision for a small supermarket on the western side of Station Road that reflects the proposals for Terry’s Land (South).

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

7.6.3. The Cork Strategic Retail Study (December 2002), records that Carrigtwohill has about 1,060 sq m of retail floor space and, at present, this is all located within the established town centre area identified in the County Development Plan 2003. Although planning permission has recently been granted for the development of about 10,500 sq m of retail warehousing at the former Youghal Carpets premises in Tullagreen, this is unlikely to detract from the pressure to develop a reasonably compact retail core within the town centre area to meet the needs of the towns resident population. In order to achieve this, by the year 2020, it is envisaged that retail floor space in the town centre will have expanded to about 5,000 sq m.

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

7.6.5. This approach to land use planning in the town centre inherently offers a flexibility that will serve the area well in the coming years because not only will it encourage significant new retail and office development but also there will be capacity for a substantial number of new dwellings and new community facilities. It is important that this trend towards new residential development in the town centre should establish itself in the future because of the contribution that

new population will make to the vitality of the town centre and because much of the town centre is relatively close to either the new railway station or the town’s existing community facilities.

7.6.6. In this plan the area for town centre development has been significantly expanded to provide opportunities for mixed-use developments of this type. The areas now included within that for town centre development includes land currently in use for industrial and commercial purposes and it is envisaged that some of these uses may relocate from within the town to more suitable locations in the years to come.

Objective No.	Employment and Economic Development – The Role & Scale of the Town Centre
EMP 7-4	<p>Broadly in accordance with Carrigtwohill’s designation as a neighbourhood centre, the town centre area will be the primary location for new retail and office development where services are provided to visiting members of the public. During the lifetime of this plan it is anticipated that about 4,000 sq m of new retail floor space will be developed.</p> <p>The importance of Carrigtwohill town centre as a location for new housing is recognised. New residential development here will enhance the vitality, attractiveness and safety of the town centre as well as contributing to the establishment of a critical mass of population close to the proposed railway station.</p> <p>Therefore, it is an objective of this plan to secure the provision of at least 100 new dwellings within the area identified in this plan as suitable for town centre development from mid-2003 up to the year 2020.</p>



FIGURE 7.2: CARRIGTWOHILL TOWN CENTRE

7.7 Ballyadam

7.7.1. In the 1996 County Development Plan most of this land although not included in the zoning map for Carrigtwohill, was nevertheless identified as part of a free standing site for 'agriculture with an option for single major industry'.

7.7.2. It is one of very few sites in Metropolitan Cork where a large area suitable for standalone, larger scale industry exists close to a supply of good quality housing, and where major roads and railway infrastructure are present or are in the process of being developed. The mix of these elements creates the opportunity for employment in a highly sustainable location.

7.7.3. This large industrial site is located to the east of the Hedgy Boreen and it is bounded by the railway line to the north and the main N25 dual carriageway to the south. The site is generally level rising to a more elevated area to the south of the railway line to the eastern end of the site. It is considered to be a strategic industrial site within Metropolitan Cork reserved for large scale stand alone industry of regional or national economic importance and it is the Council's objective to reserve it in the longer term until such an opportunity arises.

opportunity to bring forward the construction of a new grade separated junction with the N25 National Primary Route and also local road connections with the main street and the station site in Carrigtwohill.

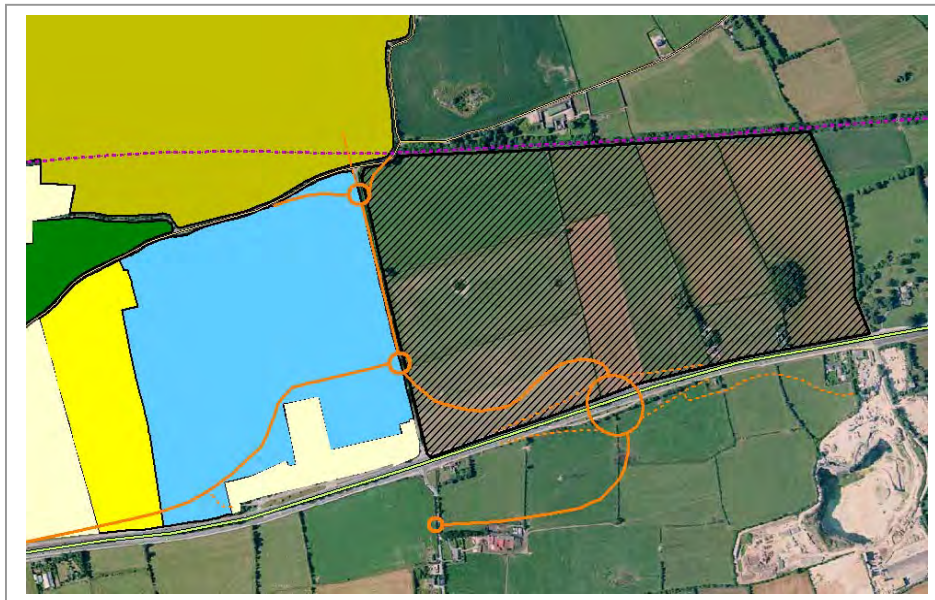


FIGURE 7.3: OUTLINE OF THE SITE SHOWING ROADS INFRASTRUCTURE (INDICATIVE)

7.7.4. Much of the roads infrastructure required to develop this site would be required in any event, however this development creates an

Section 8 Infrastructure

8.1 Funding and Implementation

Background

8.1.1. The Planning and Development Act 2000 provides for the payment of contributions by developers towards the cost of public infrastructure and facilities benefiting development in the area of the planning authority that either is provided or will be provided by or on behalf of a local authority. The infrastructure and facilities to which these payments contribute are water, sewerage (including storm water drainage), roads and facilities for recreation and amenity.

8.1.2. Three types of contribution are provided for under the Act:

- **A General Contribution:** Calculated in accordance with an approved scheme, non refundable and not subject to a general right of appeal;
- **A Supplementary Contribution:** Calculated in accordance with an approved scheme, refundable, not subject to a general right of appeal; and
- **A Special Contribution:** Payable in respect of particular development where specific exceptional costs exist, refundable, can be appealed to An Bord Pleanála.

8.1.3. On 23rd February 2004 Cork County Council adopted schemes for the calculation of both general contributions and a scheme for the calculation of supplementary contributions towards the cost of developing the Cork Suburban Rail Network payable in respect of development taking place within 1 km of the Blarney – Cobh/Midleton rail route.

Funding Infrastructure in this Plan

8.1.4. The fund resulting from the payment of contributions under the general scheme is intended to fund infrastructure and facilities benefiting development generally in the area of the planning authority. The works and facilities funded in this way should be of broad benefit to an area as a whole, including both new and existing development.

8.1.5. In this plan the large scale development proposed will, in many instances, require large scale infrastructure projects to be completed either before or at a given point in the development programme for a

particular site or area. It is not the purpose of either the general or supplementary contribution fund to finance these largely site specific infrastructure projects.

8.1.6. These costs should be met, following the “polluter pays” principle, by the developer either through direct works or the payment of a special contribution. Other infrastructure is required to facilitate the operation of the new railway and it is envisaged that this will be provided in the first instance as part of the railway development programme. As supplementary contributions are collected they may be used to offset these initial costs.

8.1.7. For the avoidance of doubt, the following table lists the major infrastructure projects referred to in this plan and indicates the likely contribution source for the major element of their funding:

CARRIGTWOHILL SPECIAL LOCAL AREA PLAN: KEY INFRASTRUCTURE WORKS			
Project	Comment	Contribution Fund	Zoning Ref.
Construction of the Northern Distributor Route (west)	One-line improvements to Wise’s Road, provide new bridge over railway & construct distributor road to Barry’s Bridge	Developer / Special Contribution	X-01
Construction of the Northern Distributor Route (centre)	One-line improvements to distributor standard to existing road network, construct distributor road from Barry’s Bridge to Ballyadam Bridge & provide new bridge railway crossing.	Developer / Special Contribution	X-01
Construction of the Northern Distributor Route (east)	One-line improvements to distributor standard to existing road network.	Developer / Special Contribution	I-04
Grade-separated Junction with N25 (east of Carrigtwohill)	Construct new grade-separated junction with N25	Developer / Special Contribution	X-01
Upgrading of the Waste Water Treatment Plant		General Fund	-
Upgrading of the Drinking Water Supply		General Fund	-

CARRIGTWOHILL SPECIAL LOCAL AREA PLAN: KEY INFRASTRUCTURE WORKS			
Project	Comment	Contribution Fund	Zoning Ref.
Replacement/ Upgrading of surface water outfall at Slatty Bridge		General Fund	-

Schools

8.1.8. In the past, although it has been common practice to reserve land for new or extended schools through the planning process, school buildings themselves have generally been provided by the Department of Education and Science or by another education provider. Often, despite the best of intentions, this has resulted sometimes in long delays in the provision of schools in new residential areas with existing schools in adjoining built up areas accommodating the excess demand.

8.1.9. The scale of new development proposed in this plan requires a different approach. The new neighbourhoods of 2,000 or more dwellings that are proposed in this plan will place an impossible burden on existing nearby schools if new schools within the new neighbourhoods cannot be provided in a timely and effective manner. The timely provision of schools is also an essential building block in establishing a sense of identity and community in these new neighbourhoods.

8.1.10. In this plan land for new schools has been reserved in the normal way. However, where a development is likely to give rise to a school age population that will require its own new school (usually a primary school) the objectives of this plan require that the school should be constructed and made available to the appropriate education provider on terms that mirror the approach taken with regard to social and affordable housing by the developer as an integral part of the development so that appropriate education facilities are provided for the new population of the area when they are needed.

8.1.11. Close co-operation will be required between the County Council, the Department of Education and Science and developers.

Section 9 Landuse Proposals: Summary

9.1 Introduction

9.1.1. The purpose of this section is to summarise the overall landuse objectives for Carrigtwohill, and these should be read in conjunction with the zoning map. Each landuse is outlined with specific reference to the objectives included in this plan where relevant.

9.2 Special Zoning Objectives (Major New Residential Neighbourhood)

9.2.1. The specific special zoning objectives (major new residential neighbourhood) for Carrigtwohill are set out in the following table.

CARRIGTWOHILL: SPECIAL ZONING (MAJOR NEW RESIDENTIAL NEIGHBOURHOOD)		
Objective No.	Specific Objective	Approx Area (Ha)
X-01	To be developed in accordance with objective HOU 6-3	128

9.3 Special Zoning Objectives

9.3.1. The specific special zoning objectives for Carrigtwohill are set out in the following table.

CARRIGTWOHILL: SPECIAL ZONING OBJECTIVES		
Objective No.	Specific Objective	Approx Area (Ha)
X-02	To be developed in accordance with objective TRA 5-1, 5-2, 5-3 and 5-4 in this plan.	8.6
X-03	Industry, enterprise or commercial (non town centre) uses.	12.6

CARRIGTWOHILL: SPECIAL ZONING OBJECTIVES		
Objective No.	Specific Objective	Approx Area (Ha)
X-04	Development to include higher density or mixed use development.	0.7
X-05	Retail Supermarket selling convenience-goods (primarily food), associated car parking and delivery vehicle facilities.	0.9

9.4 Residential Development

9.4.1. The specific residential zoning objectives for Carrigtwohill are set out in the following table.

CARRIGTWOHILL: RESIDENTIAL		
Objective No.	Specific Objective	Approx Area (Ha)
R-01	To be developed in accordance with objective HOU 6-2 in this plan.	1.1
R-02	It is an objective of this plan, if suitable opportunities arise to develop this infill site for residential uses in accordance with the proper planning and sustainable development of the area.	0.3
R-03	To be developed in accordance with objective HOU 6-2 in this plan.	11.0
R-04	To be developed in accordance with objective HOU 6-2 in this plan.	22.0
R-05	Medium density residential development.	2.1
R-06	Medium density residential development. Development proposals will need to take account of uncertain geological conditions that may affect parts of the site. Planning applications will need to be supported by appropriate survey material.	9.5
R-07	Medium density residential development.	3.0

CARRIGTWOHILL: RESIDENTIAL		
Objective No.	Specific Objective	Approx Area (Ha)
R-08	Medium density residential development.	0.9
R-09	Medium density residential development. Proposals should include a 20 metre tree planted buffer to the eastern and southern boundary of the site and screening to protect views from the N25.	9.6
R-10	To be developed in accordance with objective HOU 6-2 in this plan.	2.8
R-11	To be developed in accordance with objective HOU 6-2 in this plan.	0.3
R-12	High density residential development (apartments / duplexes) to include buffer planting minimum 10 metres wide on southern boundary with East Cork Parkway.	2.6

9.5 Industry and Enterprise

9.5.1. The specific industry and enterprise zoning objectives for Carrigtwohill are set out in the following table.

CARRIGTWOHILL: INDUSTRY AND ENTERPRISE		
Objective No.	Specific Objective	Approx Area (Ha)
I-01	Industrial development. At the outset, proposals for this site will include a comprehensive layout and landscaping scheme that will ensure that any buildings or other structures erected on it will not be visible in longer distance views. Vehicular access to the site will be from the adjoining industrial areas to the south only. Proposals will also include for the provision of a satisfactory means of water supply and waste water disposal.	19.8
I-02	Industry and/or warehousing and distribution.	10.8

CARRIGTWOHILL: INDUSTRY AND ENTERPRISE		
Objective No.	Specific Objective	Approx Area (Ha)
I-03	To be developed in accordance with objective EMP 7-2 in this plan.	43.6
I-04	To be developed in accordance with objective EMP 7-3 in this plan.	32.2
I-05	Industrial uses to exclude all forms of retail development including retail warehousing. Proposals should include a 20 metre tree planted buffer and screening to protect views from the N25.	5.8
I-06	Office based industry.	2.7
I-07	Office based industry.	6.6
I-08	Industrial estate development of small or medium industrial units.	2.2
I-09	<p>It is an objective of this plan to reserve this strategic site for large stand-alone high quality industrial development.</p> <p>This site will be reserved and protected in the longer term for an industrial development of regional or national economic importance.</p> <p>The following criteria will need to be addressed in the development of the site:</p> <ul style="list-style-type: none"> • Road improvements required to the National Primary network including the new grade separated interchange with the N25; • Road improvements to the local road network. These routes should be capable of providing public transport to connect the site with the town centre and railway station and adequate land should be reserved to facilitate likely future traffic growth; • The need to set aside land for a passenger station to serve the proposed development in the medium or longer term subject to consultation and agreed location with Iarnród Éireann; and 	56.2

CARRIGTWOHILL: INDUSTRY AND ENTERPRISE		
Objective No.	Specific Objective	Approx Area (Ha)
	<ul style="list-style-type: none"> • A landscaping and tree-planting scheme will be carried out to enhance the setting of the development; and • A detailed Traffic Impact Assessment (TIA) will also be required. 	

9.6 Educational, Institutional and Civic

9.6.1. The specific educational, institutional and civic zoning objectives for Carrigtwohill are set out in the following table.

CARRIGTWOHILL: EDUCATIONAL INSTITUTIONAL AND CIVIC		
Objective No.	Specific Objective	Approx Area (Ha)
E-01	Education uses except insofar as permission has already been granted for residential development.	2.9

9.7 Town Centre / Neighbourhood Centre

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

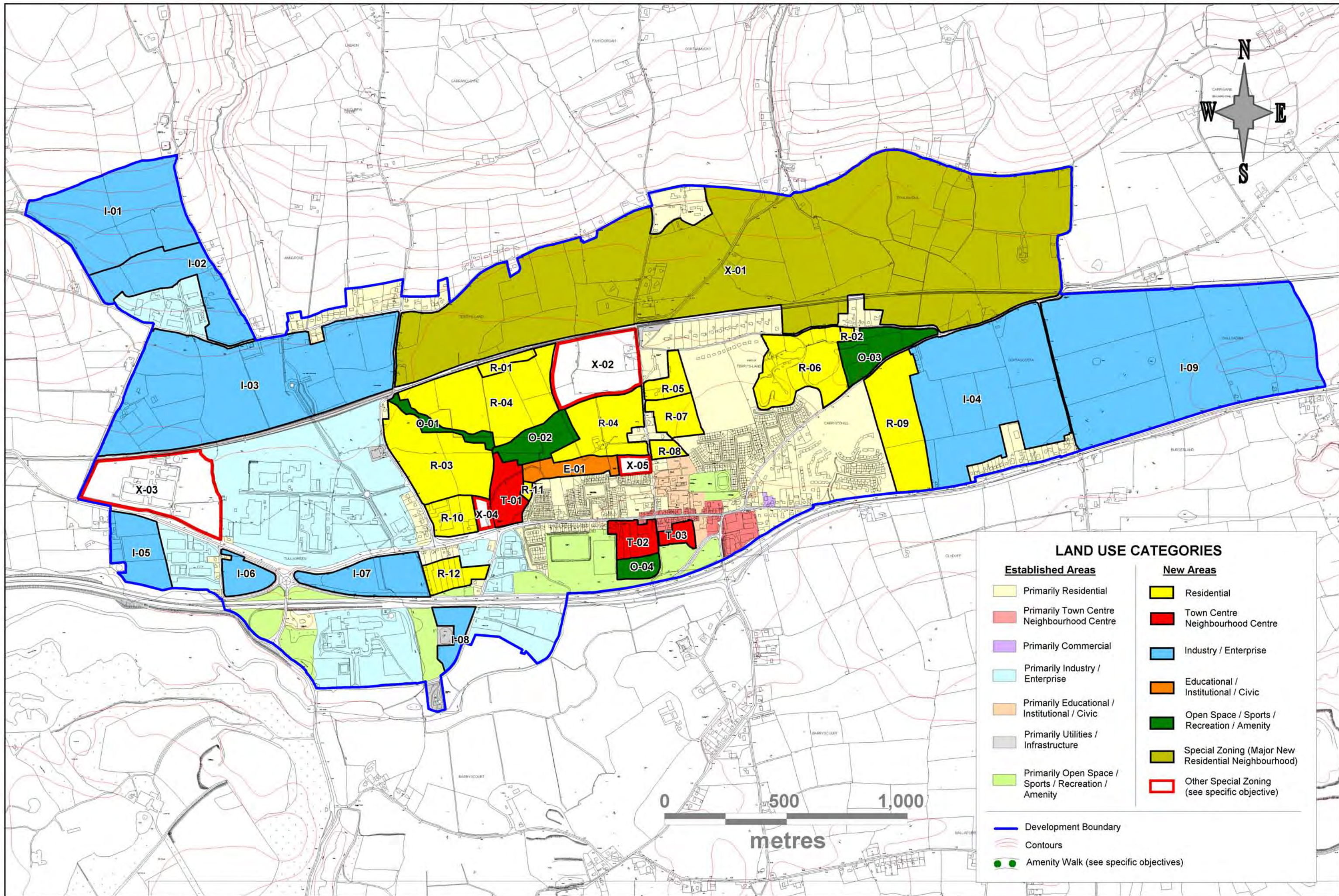
CARRIGTWOHILL: TOWN / NEIGHBOURHOOD CENTRE		
Objective No.	Specific Objective	Approx Area (Ha)
T-01	Neighbourhood Centre including convenience and comparison-shopping, a hotel and restaurants.	3.5
T-02	To be developed in accordance with objective EMP 7-4 in this plan.	2.7

CARRIGTWOHILL: TOWN / NEIGHBOURHOOD CENTRE		
Objective No.	Specific Objective	Approx Area (Ha)
T-03	To be developed in accordance with objective EMP 7-4 in this plan.	1.2

9.8 Open Space, Sports, Recreation and Amenity

9.8.1. The specific open space, sports, recreation and amenity zoning objectives for Carrigtwohill are set out in the following table.

CARRIGTWOHILL: OPEN SPACE, SPORTS, RECREATION AND AMENITY		
Objective No.	Specific Objective	Approx Area (Ha)
O-01	Linear park including provision for a playing area to be provided as part of the development of R-03 and R-04.	1.5
O-02	Open space, including a lagoon, primarily for informal recreation but also including sports and children's play facilities. To be provided as part of the development of R-03 and R-04.	3.9
O-03	Active Open Space: this facility could include new and improved facilities for the GAA and/or Carrigtwohill United AFC. Car Parking should also be provided.	4.6
O-04	Active Open Space to allow for the expansion of the GAA facilities including the provision of a full sized playing pitch.	1.5



Appendix A – Nature Conservation Sites

Site Synopsis : Great Island Channel

Site Code: 001058

The Great Island Channel stretches from Little Island to Midleton, with its southern boundary being formed by Great Island. It is an integral part of Cork Harbour, which contains several other sites of conservation interest. Geologically, Cork Harbour consists of two large areas of open water in a limestone basin, separated from each other and the open sea by ridges of Old Red Sandstone. Within this system, Great Island Channel forms the eastern stretch of the river basin and, compared to the rest of Cork Harbour, is relatively undisturbed. Within the site is the estuary of the Owennacurra and Dungourney Rivers. These rivers, which flow through Midleton, provide the main source of freshwater to the North Channel.

The main habitats of conservation interest are the sheltered tidal sand and mudflats and Atlantic salt meadows, both habitats listed on Annex 1 of the EU Habitats Directive. Owing to the sheltered conditions, the intertidal flats are composed mainly of soft muds. These muds support a range of macro-invertebrates, notably *Macoma balthica*, *Scrobicularia plana*, *Hydrobia ulvae*, *Nephtys hombergi*, *Nereis diversicolor* and *Corophium volutator*. Green algal species occur on the flats, especially *Ulva lactuca* and *Enteromorpha* spp. Cordgrass (*Spartina* spp.) has colonised the intertidal flats in places, especially at Rossleague and Belvelly. The salt marshes are scattered through the site and are all of the estuarine type on mud substrate. Species present include Sea Purslane (*Halimione portulacoides*), Sea Aster (Aster tripolium), Thrift (*Armeria maritima*), Common Salt marsh-grass (*Puccinellia maritima*) Sea Plantain (*Plantago maritima*), Greater Sea-spurry (*Spergularia media*), Sea Lavender (*Limonium humile*), Sea Arrowgrass (*Triglochin maritimum*), Mayweed (*Matricaria maritima*) and Red Fescue (*Festuca rubra*).

The site is extremely important for wintering waterfowl and is considered to contain three of the top five areas within Cork Harbour, namely North Channel, Harper's Island and Belvelly-Marino Point. Shelduck are the most frequent duck species with 800-1000 birds centred on the Fota/Marino Point area. There are also large flocks of Teal and Wigeon, especially at the eastern end. A population of about 80 Grey Plover is a notable feature of the area. All the mudflats support feeding birds; the main roost sites are at Weir Island and Brown Island and to the north at Fota (Killacloyne) and Harper's Island. Ahanesk

supports a roost also but is subject to disturbance. The numbers of Grey Plover and Shelduck, as given above, are of national importance.

The site is an integral part of Cork Harbour, which is a wetland of international importance for the birds it supports. Overall, Cork Harbour regularly holds over 20,000 waterfowl and contains internationally important numbers of Black-tailed God (1,181) and Redshank (91,896) along with nationally important numbers of nineteen other species. Further, it contains the large Dunlin (12,019) and Lapwing (12,528) flocks. All counts are average peaks, 1994/95 and 1996/7. Much of the site forms part of Cork Harbour Special Protection Area, an important bird area designated under the EU Birds Directive.

While the main land use within the site is aquaculture (Oyster farming), the greatest threats to its conservation significance come from road works, infilling, sewage outflows and possible marina developments.

The site is of major importance for the two habitats listed on the EU Habitats Directive that it contains, as well as for its important numbers of wintering waders and wildfowl. It also supports a good invertebrate fauna.

E.U. Habitats

Atlantic Salt Meadows (15.13)

Tidal Mudflats 14

Carrigtwohill Caves

There are a number of cave systems in Carrigtwohill. The most notable of these is the limestone cave system at Terry's Land, which was explored by Coleman (1934). It proved to contain some of the finest stalactites and stalagmites in any Irish cave but they have been destroyed since then. Animal remains were few but included a wolf / dog skull found in an inner section of the cave. Other small caves are found near the graveyard and in the bed of a stream near the quarry.