

# Midleton Special Local Area Plan - 2005



*Cork County Council / Midleton Town Council*

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



# Midleton 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 Midleton Special Local Area Plan



## FOREWORD

### Note From The Mayors of Midleton and Cork County

The adoption of these Special Local Area Plans is a significant milestone in the joint efforts of the Town and County Councils 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.

This Midleton Special Local Area Plan is particularly significant in that it is the first joint plan prepared between the Town and County Councils thereby providing the basis for the seamless co-ordination of planning policies between the two Councils.

We in the Councils 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, Midleton Town Clerk, Town Architect and with the support of the County Manager and his other officials.

The end result, we 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

Cllr. Billy Buckley  
Mayor of Midleton

September 2005

### Note From The Managers of Midleton and Cork County

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 Councils.

We wish to express our appreciation to the Mayors and Members of the Councils, to the officials of the Councils 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. We are 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

John Deasy,  
Town Manager

September 2005





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## Section 1

### Introduction to the Midleton Special Local Area Plan

#### 1.1 The Need for this Special Local Area Plan

##### Introduction

1.1.1. This special local area plan sets out a unified development framework for Midleton (including Ballinacurra) that will guide new development to take advantage of proposals to establish a suburban rail network for Cork including the re-opening of the rail route to Midleton. The plan has been prepared jointly by the Midleton Town and Cork County Councils and will augment both of their development plans 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 for the Cork area for the 20-year period to 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 and 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 growth corridor in the northern and eastern part 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. It will help 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. Midleton Town Council is also implementing the general strategy of CASP through its new development plan.

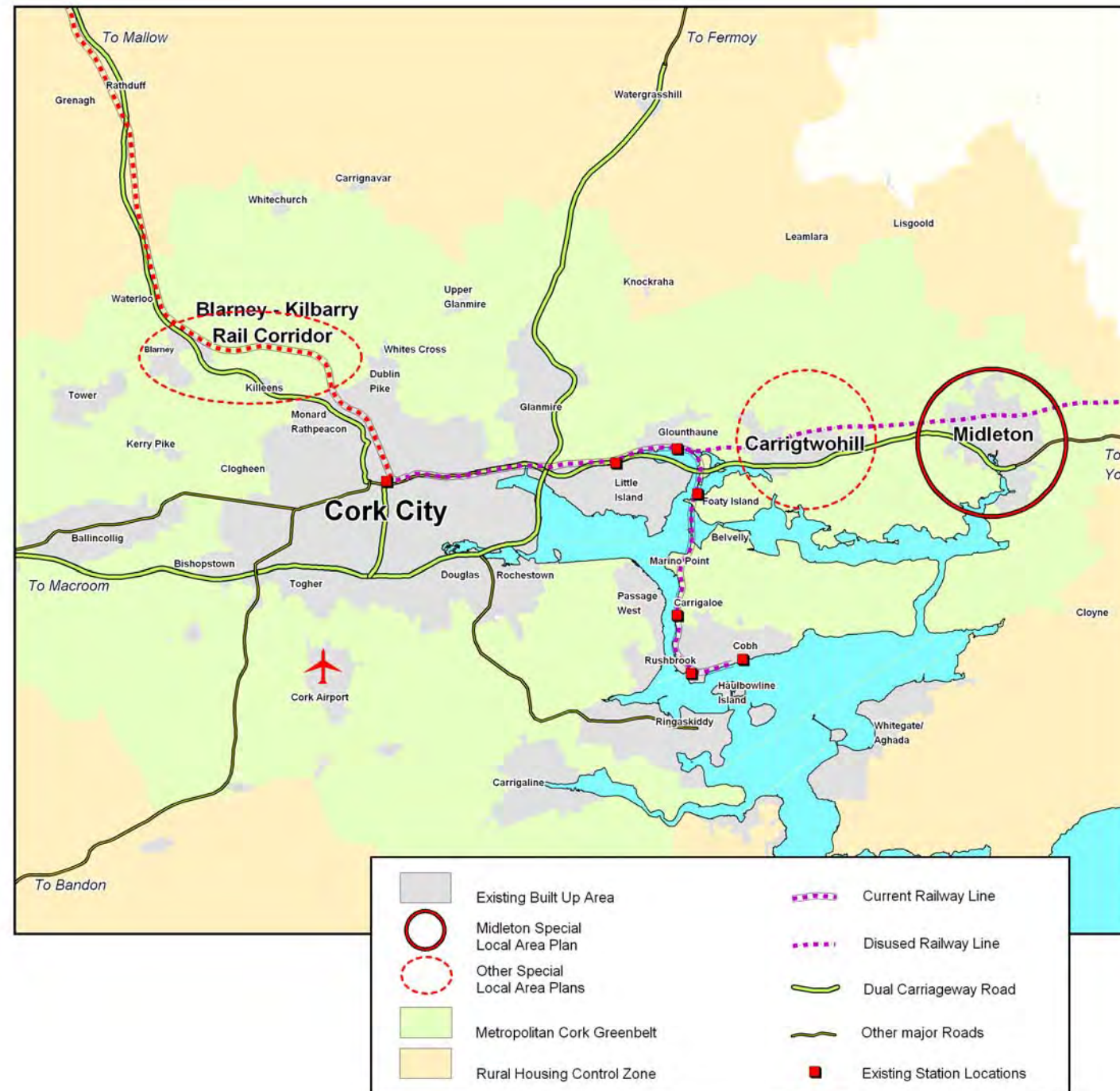


FIGURE 1.1: STRATEGIC CONTEXT



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 Midleton, 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:

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

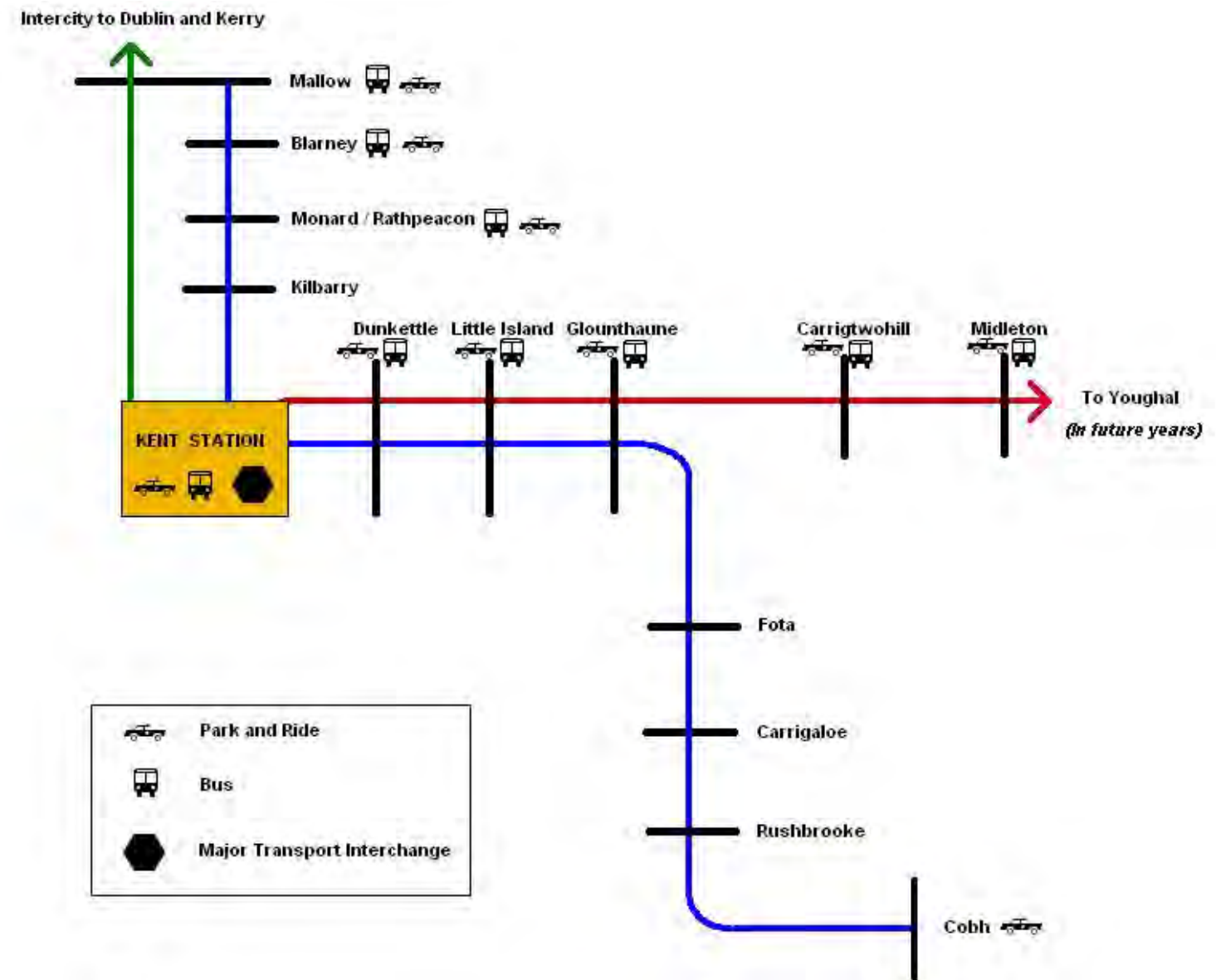


FIGURE 1.2: PROPOSED CORK SUBURBAN RAIL NETWORK

- A new concourse area at Kent station would be constructed on the west side of the station.

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 are 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. It clearly states that 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 Midleton 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 Town and County Councils' intention that these special local area plans should 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 of the plan amongst the public, community groups, developers and others.

1.3.2. In anticipation of the Government's decision to proceed with the development of the rail network, the 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.

### What the Public Said

1.3.3. The Planning & Development Acts require planning authorities to "take whatever steps" they consider 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 first draft of the 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 Thursday 20th November 2003 a public exhibition was held at The Midleton Park Hotel 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 10<sup>th</sup> 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 21<sup>st</sup> of February 2005. A total of 75 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 27 material changes to it. These were published on 6<sup>th</sup> of June 2005 and the public were again invited to make submissions and observations.

1.3.9. A total of 14 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) 26 of the 27 changes proposed.

1.3.10. Subject to this amendment the plan was made and came into effect on the 6<sup>th</sup> 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 ten 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 Midleton 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 Issues: The New Railway Station:** This section highlights the main issues or questions concerning the location of the town's new railway station;
- **Other Strategic Planning Issues:** This section highlights the main strategic issues or questions facing Midleton if it is to grow in line with the CASP strategy and make the best use of the new rail facilities planned;
- **Local Planning Issues:** This section highlights the local issues facing the town if it is to grow in line with the CASP Strategy and make best use of the new 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 Midleton broadly in line with CASP;
- **Planning Proposals – Housing & Community Facilities:** This section sets out the main proposals for new housing and community facilities in Midleton 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 CASP and from it establishes the scale and nature of growth in Midleton that the plan must provide for.

### 2.2 Population & Housing Growth in the Rail Corridor from Blarney to Midleton

#### 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 Midleton, Carrigtwohill, 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 3.10 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

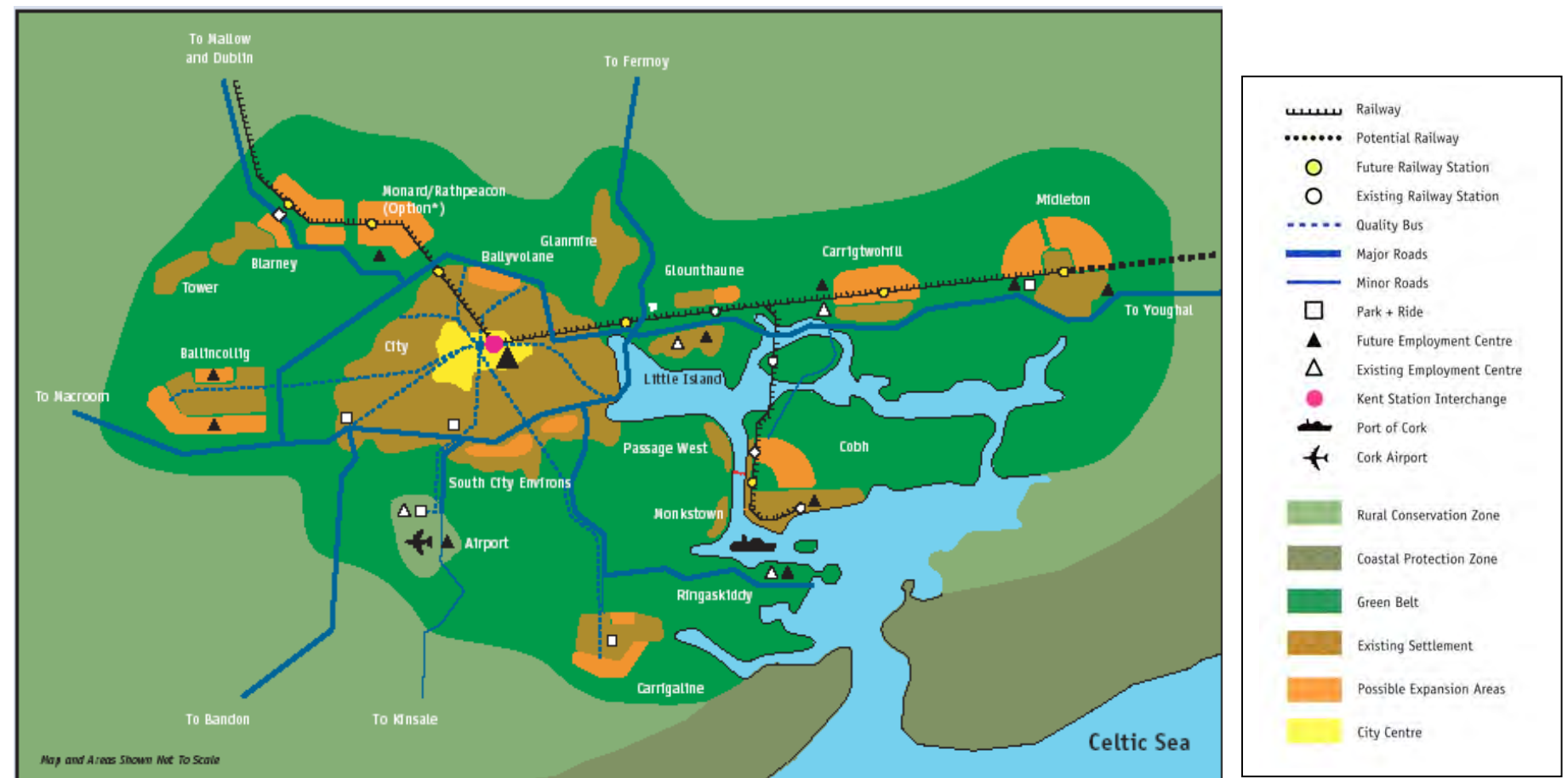


FIGURE 2.1: CASP STRATEGIC DIAGRAM  
(SOURCE: CORK AREA STRATEGIC PLAN 2001 PP. 32)

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:

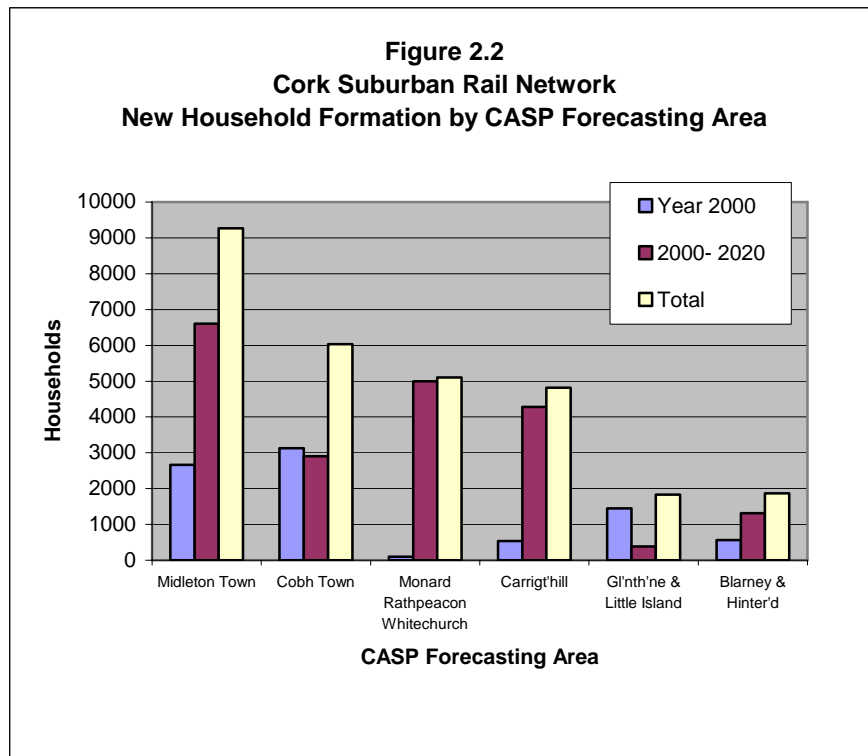
- **Tranche 1: 2001 – 2006;**
- **Tranche 2: 2007 – 2013;**
- **Tranche 3: 2014 – 2020.**

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 National Spatial Strategy. This possible extra growth is referred to as “Tranche 1 Plus” or “T1+”. Precisely when this will occur is uncertain. The strategic plan suggests that it may have occurred about the end of Tranche 1 (i.e. in the 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 suburban rail corridor. The information is expressed in terms of the statistical areas used in

CASP for forecasting purposes. Of all the rail corridor locations, Midleton Town is arguably the most important for new household growth during the CASP period.



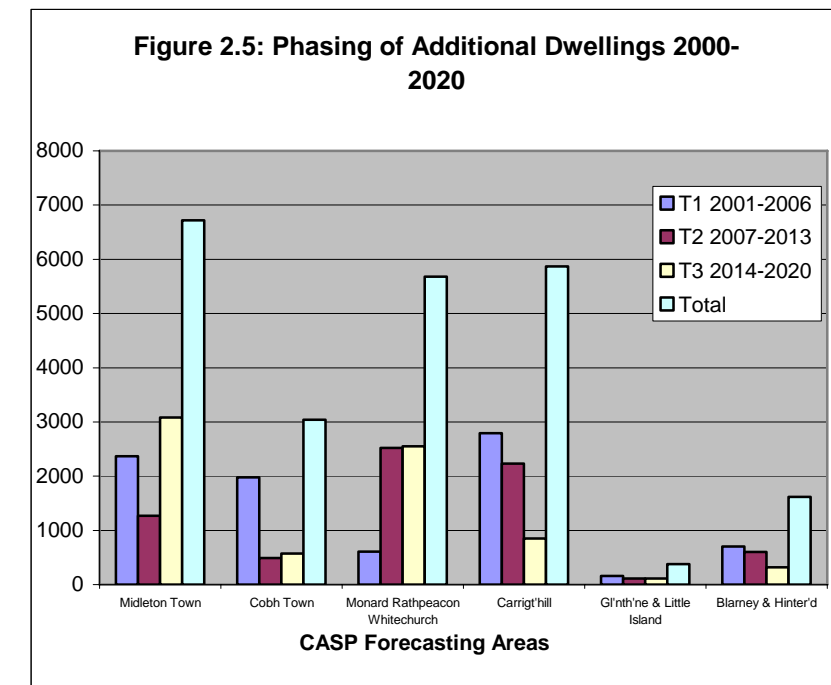
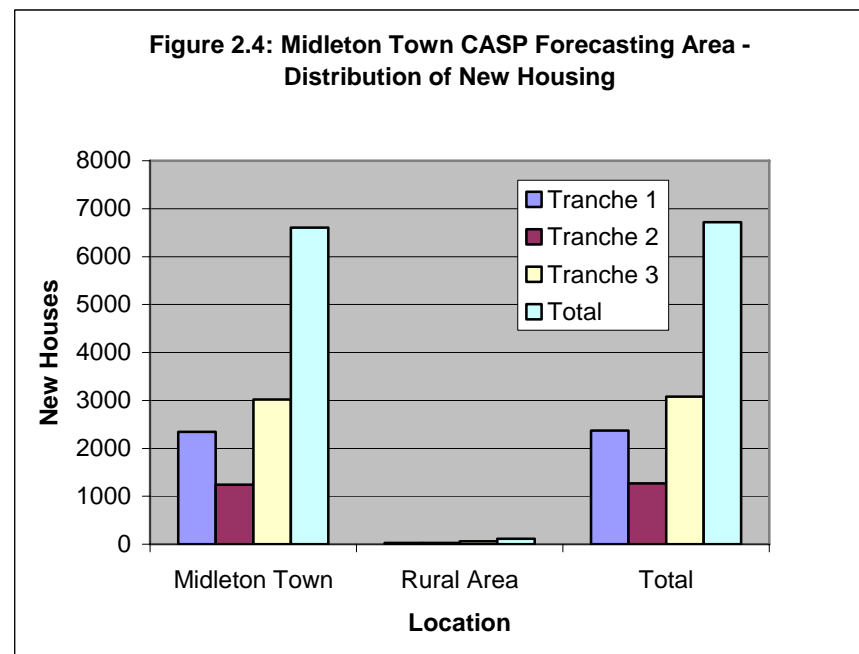
2.2.8. Figure 2.3 shows the Midleton Town forecasting area adopted by CASP. The area includes the town of Midleton, the northern part of Ballinacurra and the immediate rural hinterland.

2.2.9. In this plan, in order to forecast growth trends in the town of Midleton as a whole, assumptions have been made regarding the quantum of growth that will occur in the Midleton Town area and that likely in the rural part of the forecasting area. Figure 2.4 shows the distribution of growth between Midleton and its immediate rural 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").



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.

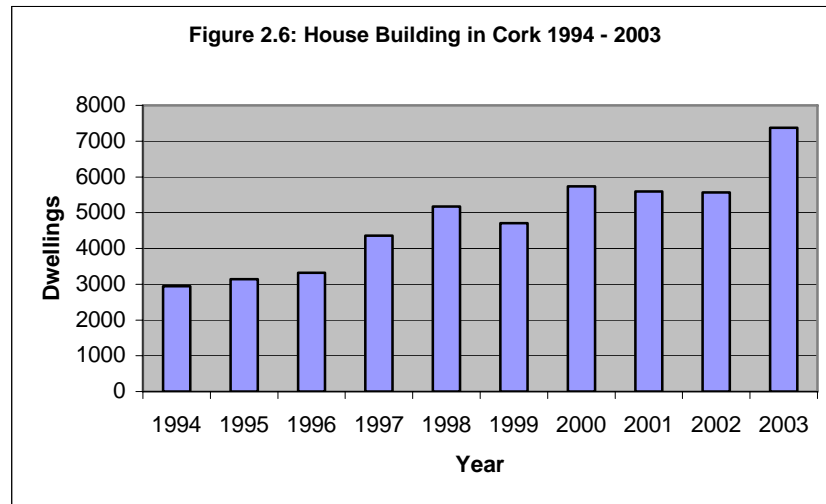
### 2.3 House Building Trends

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



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

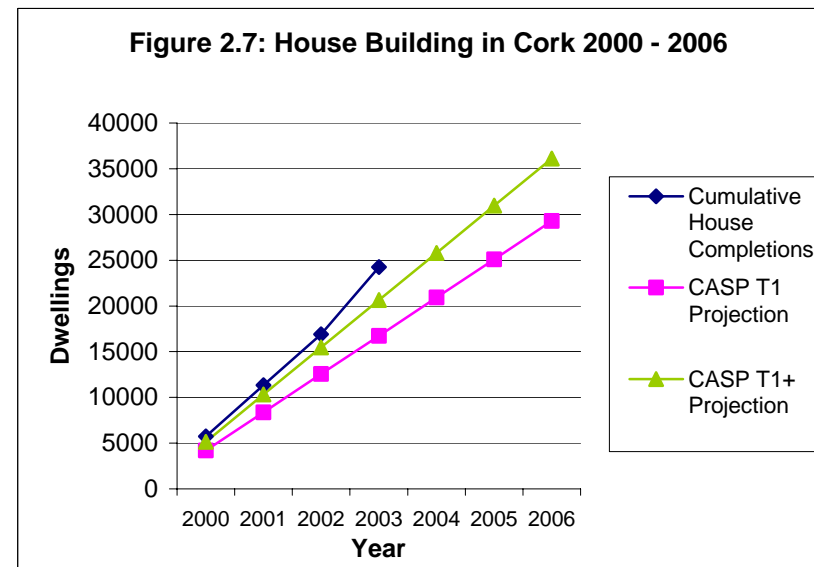


Source: Annual Housing Statistics Bulletin, Department of the Environment and Local Government. Includes Cork City and Town Council areas.

**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 characteristic 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, Midleton and Blarney 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 Midleton and sets out the relevant planning policy background.

### 3.2 Origins

3.2.1. Historically, Midleton developed as a town because of the strategic importance of its location at the first bridging point at the head of the River Owenacurra's estuary. As such it remains an important junction between roads linking East Cork from north to south and east to west.

3.2.2. For the purposes of this plan Midleton Town is defined as the built-up area of the town. This includes the area within the Town Council Boundary and the built-up areas in the environs, where the County Council are the planning authority.

3.2.3. The town has developed around the nucleus of its main street where a strong retail core has led to the development of a thriving market town. The agricultural market in the town was once one of the most important in East Cork. The port at Ballinacurra enabled the export of grain, whiskey and other produce. The arrival of the railway in the town, on the 10<sup>th</sup> of November, 1859, further strengthened the agricultural sector by opening up access to new markets.

3.2.4. In recent years, whilst retaining its self-sufficient market town character, Midleton has become a popular residential location for commuters working in or near Cork City. The completion of the N25 dual carriageway has accelerated the pace of this, largely car-based, commuter development and the town has expanded to the west, along the Cork Road, to the north, along Mill Road and to the south towards and including Ballinacurra.

#### Population

3.2.5. The estimated population of the town in the year 2000 was 6,790 persons equivalent to 2,180 households. Since then it is estimated that about 480 new dwellings have been completed within the town up to mid-2003. Based on this growth, it is estimated that the

population of the town in mid-2003 could be as high as 7,990 persons. The County Development Plan 2003 estimates that by the year 2011 this figure will have grown to about 10,150 persons accommodated in 3,690 households. The scale of development suggested in the Cork Area Strategic Plan for the year 2020 will bring the population of

the town to about 22,700 persons accommodated in about 8,150 households by that date.



FIGURE 3.1: MIDLETON: PLANNING CONTEXT



**Midleton Town Centre**

**3.2.6.** Midleton town centre is made up of a mix of land uses typical of many market towns; these include retail, office, residential, civic, educational, leisure and other uses. The main street, which is over 500 metres in length, acts as a focal point for the town.

**3.2.7.** Planning permission has been granted for major new developments on the Marts and Water's Edge sites. Both of these include significant new car parking provision. It is envisaged that these would be used for trips, which combine visits to the new developments themselves, with visits to the existing town centre, which is within easy walking distance. The 'Water's Edge' development includes a major mixed-use retail-office development including a discount supermarket located on the western bank of the Owenacurra River. A new bridge over the river links this development to the town centre and opens up this area of the riverside for the first time.



**FIGURE 3.2: PEDESTRIAN LINK FROM MAIN STREET TO DISTILLERY WALK CAR PARK**

**3.2.8.** At the old mart site, or "Market Green" which straddles the Town and County Council boundary, the Town Council have granted permission for development that will include a food store, multi-screen cinema, shops, a hotel, offices and car parking. The balance of this site to the west lies within the county area and a decision is pending regarding the proposed development of business uses.



**FIGURE 3.3: MIDLETON TOWN COUNCIL AMENITY PROJECT NEAR THE ROXBORO MEWS DEVELOPMENT**

**3.2.9.** Although a number of new surface-level car parks have been developed in recent years in locations to the rear of the main shopping frontages, the town centre relies on the continuation of substantial on-street car parking, particularly along the Main Street. Although this is subject to controls, vehicles manoeuvring in and out of these on-street spaces are a significant cause of traffic congestion.

**3.2.10.** Whilst this on-street parking is perceived as one of the town's attractive features, parked vehicles occupy a substantial area of the main street.

**3.2.11.** Over the past few years, the town centre has seen some major residential developments, particularly of apartment complexes – at Mill Race, Roxboro Mews and Distillery Walk. These developments provide good examples of achieving higher densities while maintaining a high standard of design and living space.

**3.2.12.** A number of new commercial and retail developments are under construction or are in the planning stages.

**3.2.13.** Generally, there remains significant potential for new development to continue to be accommodated within the town centre area. There are a number of back-land areas to both the east and west of the Main Street that may have the potential to be sensitively redeveloped in the future. Provision may need to be made in more appropriate locations in the town for the relocation of some of the commercial and small-scale industrial uses that are presently found here. Locations away from the town centre, closer to the main road network, could be more appropriate for these.

**Broomfield East**

**3.2.14.** Broomfield East has seen major new residential development in recent years and is located in the northeast sector of the town, directly linked to the town centre by the Tallow Road. The area lies at the foot of more steeply sloping land to the north that forms an important part of the setting to the town.

**3.2.15.** This growth is set to continue with a 536 unit residential development consisting of a mix of apartments, duplexes, terraced, detached and semi-detached units, and also a smaller number of serviced sites for self-builders.

**3.2.16.** The eastern part of this area has been considered for development in the past but issues have arisen regarding the potential hazard arising from its proximity to the distillery.

**Broomfield West**

**3.2.17.** Broomfield West lies directly north of the town centre and is linked via Mill Road. Recently the area has seen several new housing developments built on land that once formed part of the flood plain of the Owenacurra River.

**Ballinacurra**

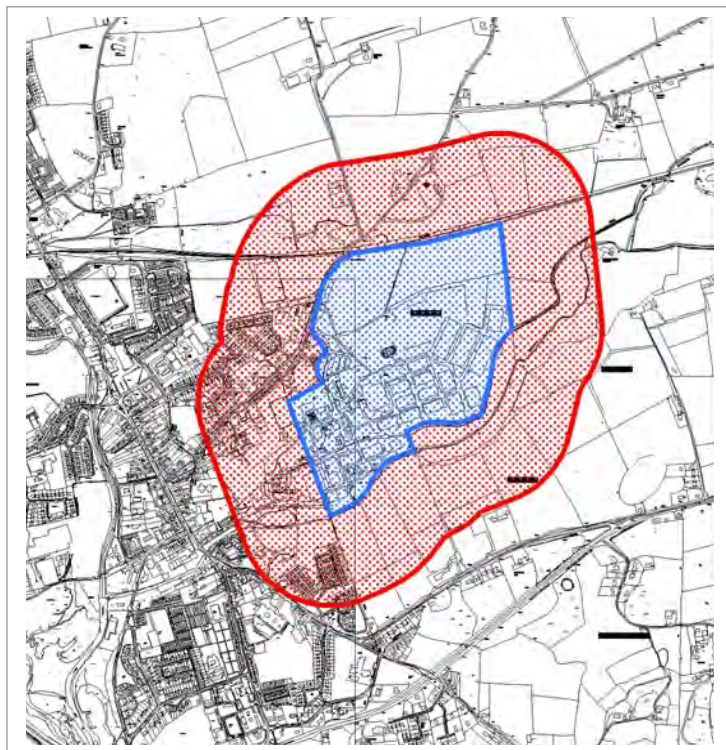
**3.2.18.** Ballinacurra was once a relatively small village that functioned as the port for Midleton. Over recent years, it has grown to become a major suburb of the town, although separated from it by the N25 National Primary Route. It is about 1.8 km south of Midleton town centre but benefits from only a limited number of services, which include two convenience shops, a post office, hairdressers and several public houses. Most significant is the lack of community facilities such as a primary school, church or community hall.



**3.2.19.** The Ballinacurra River, located to the west of the village, was traditionally used as a quay and several prominent quayside buildings have been redeveloped as apartments. Ballinacurra has also been a popular location for new residential development much of which has been developed mainly as detached and semi-detached type dwellings. There are also opportunities to further develop recreation and amenity activities, including the development of an amenity walk and foot bridge access to Ballyannan Wood.

**Midleton Distillery**

**3.2.20.** Midleton Distillery has occupied a large site to the east of the town centre for many years. The Major Accidents (Seveso) Directive applies to this site because of the risk of serious fire arising from the volume of whiskey stored within the distillery. Under this Directive, the planning authorities are required to give consideration to the risk or consequences of a major accident before granting planning permission. They are required to consult with the Health and Safety Authority regarding certain classes of development within 300m of the perimeter of the site. Whilst this requirement is not an absolute constraint on the development of the eastern side of the town, it has nevertheless tended to encourage the expansion of the built up area of the town in locations away from its immediate environs.



**FIGURE 3.4: MIDLETON DISTILLERY – APPROXIMATE SEVESO CONSULTATION AREA**

**3.2.21.** Aside from its main functions as a major industrial and employment centre, Midleton Distillery also provides an important heritage and tourism function in the town. Visitors to the Distillery are guided along the Old Distillery Trail through the various historic and architecturally unique buildings - Mills, Malting Houses, Corn Stores, Still houses, old Offices and Warehouses. Other attractions include the largest Pot Still, with a capacity of 32,000 gallons and the Old Waterwheel manufactured in 1825 to provide motive power prior to the days of electricity, which is still turning today.



**FIGURE 3.5: ENTRANCE TO MIDLETON DISTILLERY**

**3.3 The Rail Corridor in Midleton**

**The Rail Route**

**3.3.1.** Midleton is located on the disused rail route from Glounthaune to Youghal and is about 10.1km east of Glounthaune, where this route diverges from the present Cork – Cobh suburban line.

**3.3.2.** When the line was constructed the first section to be brought into use was that from Dunkettle to Midleton and services began on 10<sup>th</sup> November 1859. The line was entered eastwards to Killeagh, opening on 27<sup>th</sup> February 1860 and eventually to Youghal where services began on 23<sup>rd</sup> May in that year. Construction difficulties prevent services to Cork (Summerhill) from commencing until 30<sup>th</sup> December 1861.

**3.3.3.** Passenger services between Cobh junction and Youghal were withdrawn on 4<sup>th</sup> February 1963, goods traffic continued until 2<sup>nd</sup> June 1978 except for seasonal beet traffic which continued until 1981. A number of excursions ran to Youghal until August 1982 with the last passenger special to Youghal in 1987 and to Midleton in 1988.

**3.3.4.** 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.

**3.3.5.** The route approaches Midleton through Knockgriffin, crossing the Waterrock Road on a level crossing. The line continues at grade with the surrounding countryside to a second level crossing with Kennel Road. From this point it passes to the south of an industrial estate and crosses an area of open land before approaching the west bank of the Owenacurra River. The line is carried over the river on a single-track bridge supported on stone piers. On the eastern bank of the river it passes between a modern residential estate to the south and an industrial property to the north before crossing Mill Road on a further level crossing.

**3.3.6.** The line enters the area of the former railway station on the eastern side of Mill Road. Beyond the station area itself, it passes through a broad cutting that was once the site of a quarry from which ballast stone was extracted. Again, the area is densely overgrown but the remains of several sidings are apparent as the line heads eastwards towards the edge of the town. The line is still in cutting as it leaves the built up part of the town passing under a stone bridge carrying the Tallow Road.

**Midleton Station and its Surroundings**

**3.3.7.** The former passenger station at Midleton consists of a double track ‘passing loop’ with a platform facing each track. On the southern platform there is a substantial single storey brick and stone building dating from the 19<sup>th</sup> 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. The former station house is now occupied as a private dwelling.

**3.3.8.** The station itself is about 800m north of Midleton town centre and access to it is via Railway Street, a relatively narrow residential road leading eastwards from Mill Road. A number of attractive terraced stone houses, known as Mc Sweeney’s Terrace, also dating from the 19<sup>th</sup> Century, face onto the southern side of this road. The area is a popular location for on-street car parking.



- 3.3.9. Railway Street forms part of a loop road serving a primarily residential area to the southeast at Showfield, Tim Daly Terrace and Tom Clarke Terrace.
- 3.3.10. Outside the station building itself is a substantial paved area that, in the past, gave vehicular access to a cattle dock and goods yard area to the east.
- 3.3.11. Immediately to the south are the grounds of Midleton GAA Club. These comprise a small parking area, club building and a single sports pitch. The ground is adjoined to the north and east by a variety of two-storey buildings that are mainly in residential use but also include a number of commercial properties. To the south is a larger commercial property where buildings have recently been demolished.
- 3.3.12. To the north of the railway station is an area of informal public open space that forms the approach to a housing development known as Forrest Hill. West of Forrest Hill is a community care facility operated by the Cope Foundation. To the south of Forrest Hill, close to the operational corridor of the railway, stands a 19<sup>th</sup> Century dwelling known as the Station Masters House.

### 3.4 Transportation

#### Roads

- 3.4.1. Midleton is at the junction of a number of important routes and this is a major reason for its growth.
- 3.4.2. The N25 Cork-Rosslare National Primary Route bypasses Midleton to the south, separating the town from Ballinacurra. West of Midleton, towards Cork, it is a two-lane dual carriageway. East of the town, towards Youghal the route is only constructed to two-lane single carriageway standard.
- 3.4.3. There is only one grade separated junction at Oatencake on the western edge of Midleton. Elsewhere, right turning traffic relies on ghost islands and breaks in the central reservation. This raises important safety issues, particularly for the dual carriageway section west of the town where traffic density and vehicle speeds are high. The at-grade junctions serving Waterrock and Baneshane are particularly problematic and the slip road arrangements to the west of the town are generally below current standards and may require improvement as the town grows.
- 3.4.4. The roundabout to the south of the town is subject to significant congestion where the dual carriageway becomes a single carriageway to the west. The other important routes joining this roundabout from the north and south are also single carriageway and are subject to further congestion.

- 3.4.5. The junction between the N25 and the Youghal Road east of the town is capable of significant improvement.
- 3.4.6. Midleton is also served by a number of regional routes most notably the R626 from Rathcormack, the R627 from Tallow and the R629 from Whitegate.
- 3.4.7. Within the town centre an inner relief road (the Riverside Way) has lead to an improvement in traffic flow on Main Street. Further steps will need to be taken to ease congestion especially at Mill Road which has seen an increase in traffic volumes in recent years. A gyratory system is also planned for the roundabout at Main Street.
- 3.4.8. There are proposals for a northern relief road from the N25 west of the town to the N25 east of the town (Youghal Road). A preferred route has been announced and the first phase will be from the N25 west of the town (Cork Road) to Mill Road. The planning and design of this route is currently being undertaken.

#### Parking

- 3.4.9. New Parking Regulations are now in force within the Town Centre, restricting parking time on a number of the town's streets and car parks to 2-3 hours. The main car parking locations are outlined in the table below. A number of spaces are reserved for disabled parking. Of the total number of spaces available, 260 spaces are for on-street and 330 are for off-street car parking.
- 3.4.10. In addition, large car parks are included in the proposed plans for 'Market Green' and 'Water's Edge'.

Car Parking Spaces in Midleton				
Location	Car Spaces		Disabled Spaces	Time Limit
	On Street	Off Street		
Distillery Walk Car Park		155	3	None
Distillery Walk	39		1	None
Riverside Way Car Park		75	1	2 hours
The Green Car Park		60	2	None
Hospital Road Car Park		24		None
Lourdesville Car Park		13		None
Park Street	26			None
Cork Road Bridge Car Park		12		None
Main Street – (east side)	54			2 hours
Main Street – (west side)	64			2 hours
Connolly Street	32			2 hours
Broderick Street	35			2 hours
Church Lane	10			2 hours
	260	339		
<b>Total</b>		<b>599</b>		

#### Buses

- 3.4.11. There are up to 20 bus services in each direction linking Midleton and Cork each weekday. There is no regular interval or 'clock-face' pattern to the service. The majority of services also call at Carrigtwohill. There is also a daily through bus from Midleton to the Cork Institute of Technology.
- 3.4.12. Many of the services to and from Cork either originate from or continue to other destinations in East Cork including Whitegate, Cloyne and Youghal. There is no bus station in Midleton and presently 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 (to both the Primary and Secondary schools). At present, there are no bus priority lanes in the town or its environs.

#### Cycling

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

#### Walking

- 3.4.14. A pedestrian walk has been developed recently along the banks of the Owenacurra River. The Cork County Development Plan 2003 proposes to continue this to the north, where objective U-02 seeks to:

U-02      *Develop and maintain pedestrian walkway through open space and along riverbank.*



FIGURE 3.6: WALK ALONG RIVERSIDE WAY

**3.4.15.** There is also a footbridge over the N25 linking the town with Ballinacurra.

**3.4.16.** The footpaths in the town centre have been improved in recent years, however, in general, facilities for pedestrians crossing Main Street are poor. There is one pedestrian crossing at the northern end of the town and the Midleton Town Council Plan 2003 proposes to provide a second crossing at the southern end, north of the junction with Broderick Street.

### 3.5 Community Facilities

#### Education

##### Primary Schools

**3.5.1.** There are four primary schools serving Midleton and its environs. A local bus operator serving the immediate environs of Midleton serves all of the schools. St Bridget's and St John the Baptist schools use temporary accommodation for special needs teaching and also as additional classrooms. St. Bridget's and the Christian Brothers NS have larger numbers and consequently have two classes of 1<sup>st</sup> to 6<sup>th</sup> class (see class entry in the table below).

School	Boys/ Girls/ Mixed	No of Pupils	Class Entry
Gaelscoil	Mixed	141	1
St. Bridget's NS	Girls (1 <sup>st</sup> -6 <sup>th</sup> class)*	471	2
St. John the Baptist NS	Mixed	161	1
Christian Brothers School (NS)	Boys (1 <sup>st</sup> - 6 <sup>th</sup> class)*	272	2

\* The Junior and Senior Infant mixed classes are located in St. Bridget's NS. After Senior Infants the boys go to the Christian Brothers NS.

##### Secondary Schools

**3.5.2.** There are four secondary schools serving Midleton and its environs. All of the schools are served by a local bus operator serving the immediate environs of Midleton and some students use the Bus Eireann service from Cork City. Midleton College, the smallest of the four schools is also the only fee-paying school in Midleton and has both day pupils and boarders. The other three schools have, on average, 4 classes in each year (see class entry in the following table).

School	Boys/ Girls/Mixed	No of Pupils	Class Entry
Christian Brothers Secondary School	Boys	430	4
Midleton College	Mixed	265	3
St. Colman's Community College	Mixed	465	4
St. Mary's High School	Girls	600	4

#### Sports and Recreation

**3.5.3.** Midleton has a good range of indoor and outdoor recreational and sports facilities. The outdoor facilities include the GAA Club, Soccer Club, Rugby Club, and Hockey Club. The GAA also provide squash facilities. There are two Golf Courses on the outskirts of the town and there is a pitch and putt course in the Town Council grounds.

Club	No of Pitches
GAA	1
Soccer	2
Rugby	2
Hockey	1

**3.5.4.** Indoor facilities include 2 leisure centres (one of these is part of the Midleton Park Hotel Complex), indoor courts for volleyball and badminton, community centre, snooker hall and a cinema which is located in the town centre. There is also a playground for younger children near the town centre. The current planning permission for the 'Market Green' site includes a multi-screen cinema and leisure centre.

**3.5.5.** In recent years the town council have encouraged the implementation of an amenity walk particularly a riverside walk along the bank of the river Owenacurra. This acknowledges the river as an important amenity for the town itself. The council have developed public parks on Bailick Road (on the estuary) and in the grounds of the council offices.

**3.5.6.** There are a number of areas zoned for established open space in the environs of the town including some existing sports pitches and also an important amenity area (approximately 23 ha) to the west of Ballinacurra known as Ballyannan Wood. It is Cork County Council's intention to support the management of these woods and to improve public access through the construction of a footbridge.

#### Health Care Facilities

**3.5.7.** Our Lady of Lourdes Hospital (Midleton Community Hospital) and Home is located within the Town Council area and has a total of 100 beds. Accident and Emergency services are provided in Cork City. The Southern Health Board also have a health centre in the town centre area and the Welfare Home is situated at the Fair Green. The new Rehabilitation Centre for the Handicapped constructed by COPE at Avoncore has been expanded.



FIGURE 3.7: BALLYANNAN WOOD

### 3.6 Employment

**3.6.1.** Traditionally, Midleton has had a strong agricultural and food processing presence with the Mart site, the Dawn Meats Factory, the Distillery and grain drying facilities. While some of these facilities continue to operate, the economic base of the town has since expanded to accommodate a range of other employment types such as the development by Irish Distillers of the Old Distillery as a major industrial museum and tourist attraction.

**3.6.2.** A former textile factory on Dwyer's Road to the west of the town centre has been sub-divided as an Enterprise Centre, which



accommodates a number of small units. This private venture has acted as an incubator unit for new or small businesses and has increased the opportunity for the town to provide a location for manufacturing, wholesale businesses and administrative offices.



FIGURE 3.8: MIDLETON ENTERPRISE CENTRE

### 3.7 Infrastructure

#### Existing Services

3.7.1. In Midleton, drinking water is supplied from three water supply schemes that are interlinked. These three schemes are;

- **Midleton Town Council Scheme** which supplies both the Town Council itself and the built up area outside the Town Council area. This scheme abstracts water from the Owenacurra River and serves about 4,500 to 5,000 people;
- **Cobh Rural Water Scheme** that supplies the rural areas eastwards to the northern fringes of Midleton. This scheme abstracts water from a small stream at Tibbotstown, north of Carrigtwohill and serves about 1,500 people; and
- **Whitegate Regional Water Scheme** which supplies Whitegate, Lower Aghada, Ballinacurra and the rural areas in between. This scheme abstracts water from the shallow springs at The Dower, Ladysbridge and serves about 2,000 people.

3.7.2. A new sewage treatment plant was recently provided at Garryduff, immediately south of the N25 Dual Carriageway on the southwestern edge of the town. The design capacity of the plant is a population equivalent of 10,000. It is estimated that 8,000 persons are served and the balance is commercial and industrial load. Even though the design capacity is 10,000 the results achieved to date are excellent which indicates that the plant may have a significantly greater capacity, perhaps up to 30%.

3.7.3. To accommodate development in the future, additional investment will be necessary to expand the capacity of the infrastructure serving the town. Presently, there is drinking water capacity for an additional 1,400 residential units and there may be merit in reserving this to facilitate the development of land near the rail station in the short term. In relation to surface water - preventing surface water from infiltrating the foul sewers will create some capacity for additional flows at the sewerage treatment plant.

3.7.4. In the medium to longer term it will be necessary to provide a new large diameter trunk water main, linking to the City and Harbour Towns water supply scheme at Carrigtwohill. A major extension to the waste water treatment plant will also be required.

### 3.8 Planning Policy Framework

3.8.1. The planning policy framework for Midleton is set out in the Midleton Development Plan 2003 and the County Development Plan 2003. The overall strategy adopted in both these plans is largely determined by the recommendations of the Cork Area Strategic Plan and, this has been supported strongly by the National Spatial Strategy.

#### The Midleton Development Plan 2003

3.8.2. Midleton Town Council adopted its new development plan in December 2003. It contains the objectives, which have special significance to this Special Local Area Plan.

3.8.3. The plan indicates that it is one of the Town Council's most urgent priorities to secure the re-opening of the railway line serving the town.

3.8.4. With regard to proposals for future land-uses, the development plan designates a large part of the council's area for 'Town Centre Mixed Uses'. The area that is subject to this designation includes the former railway station, the track, operational land and approaches. The houses fronting Railway Street and all the land fronting Mill Road are also included.

3.8.5. The plan states that the council's objective for this area is:

*"To improve the existing environment and provide for the development and extension of compatible town centre uses. New uses or changes of use may be permitted where they are appropriate and compatible with the neighbourhood in terms of architecture, townscape, traffic safety, noise, smells etc."*

3.8.6. In addition the plan designates three areas as 'Town Centre Expansion Areas'. These include the 'Mart Site', an area on the west bank of the Owenacurra River and 'Cuddigan's Yard' at the southern end of Main Street. The Council's objective for these areas is:

*"These sites are reserved for developments which will provide for an appropriate expansion of the town core. Mixed developments of shops, offices, apartments, leisure facilities etc. will be preferred. Permission will be granted only where proposals fall within a coherent overall concept with high quality urban and architectural design."*

3.8.7. Master Plans for the two largest of these (Market Green and Water's Edge) have been adopted as objectives in the Town Development Plan.



FIGURE 3.9: WATER'S EDGE DEVELOPMENT UNDER CONSTRUCTION (PHASE ONE)

3.8.8. Two areas in the vicinity of the railway station are designated 'Residential' by the plan. These include the area to the north of the railway station, known as Forrest Hill and consisting of a housing development and an area of informal open space, and the area to the east, Mc Sweeney's Terrace. Here the council's objective is:

*"To provide for protection, improvement, and development of residential areas and to provide for facilities and amenities incidental to residential use."*



3.8.9. To the south of the station area the GAA grounds are designated 'Community Facilities' by the plan. Here the council's objective is:

*"To maintain and provide for community and recreational use and public utilities."*



FIGURE 3.10: NEW BRIDGE CONSTRUCTED AS PART OF WATER'S EDGE AND LIDL DEVELOPMENT

### 3.9 The Cork County Development Plan 2003

3.9.1. Cork County Council is the planning authority for what is termed the 'Environs' of Midleton. Across the county as a whole, the County Development Plan 2003 aims to establish a strong network of settlements. The role to be played by the satellite towns, including Midleton, as important residential, service and employment centres with strong distinctive individual identities is made clear.

3.9.2. The plan sets out proposals to foster the growth and development of Midleton broadly in line with the Cork Area Strategic Plan. The plan designates 125.7 ha (gross) of land for new residential development and it is anticipated that this will accommodate up to about 2,540 new dwellings.

3.9.3. The County Development Plan 2003 also makes significant provision for industry and enterprise development totalling some 131.1 ha. Although located principally to the west of the town, there is also some provision adjoining the distillery to the east and in the northern part of the town.

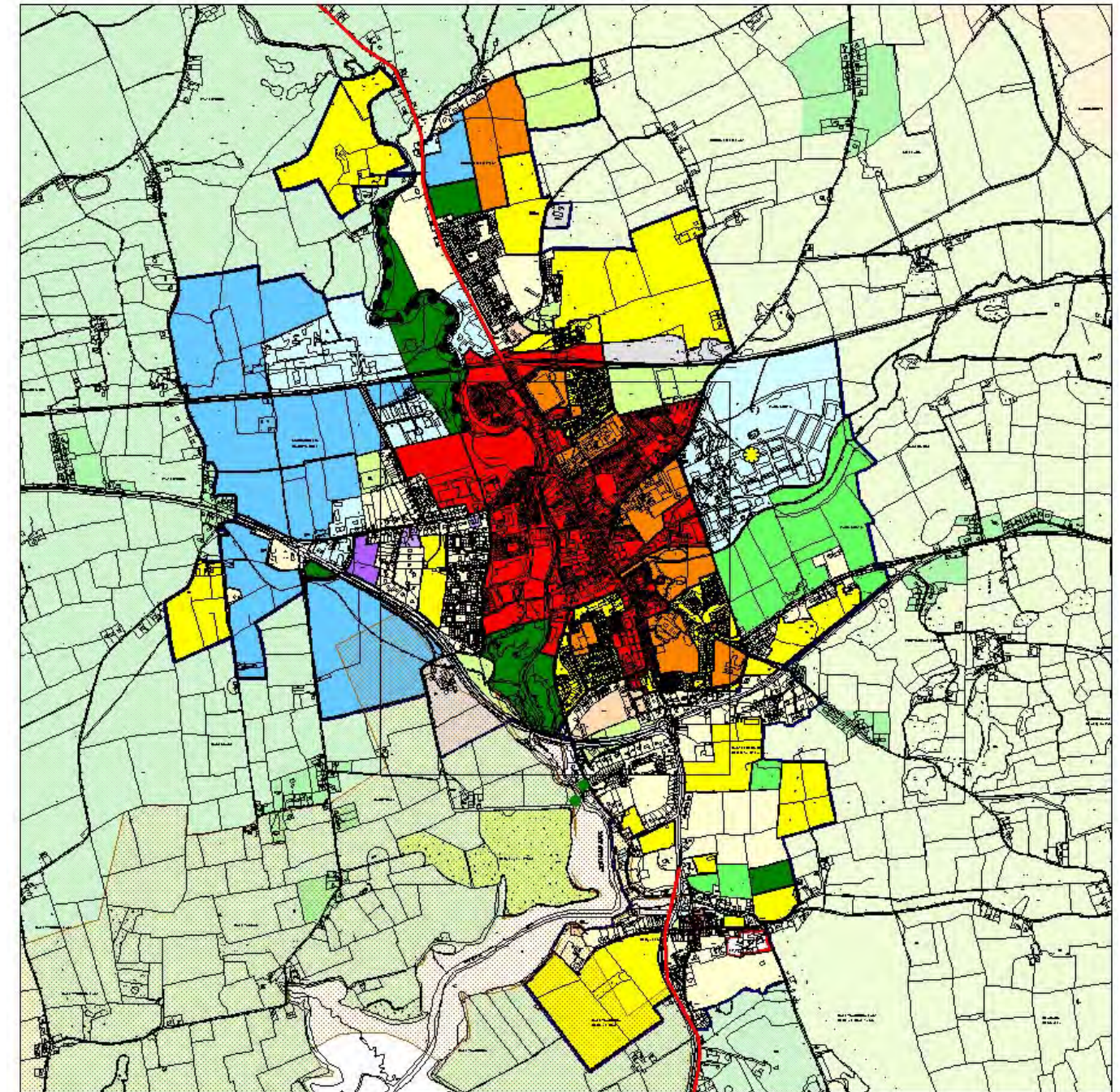
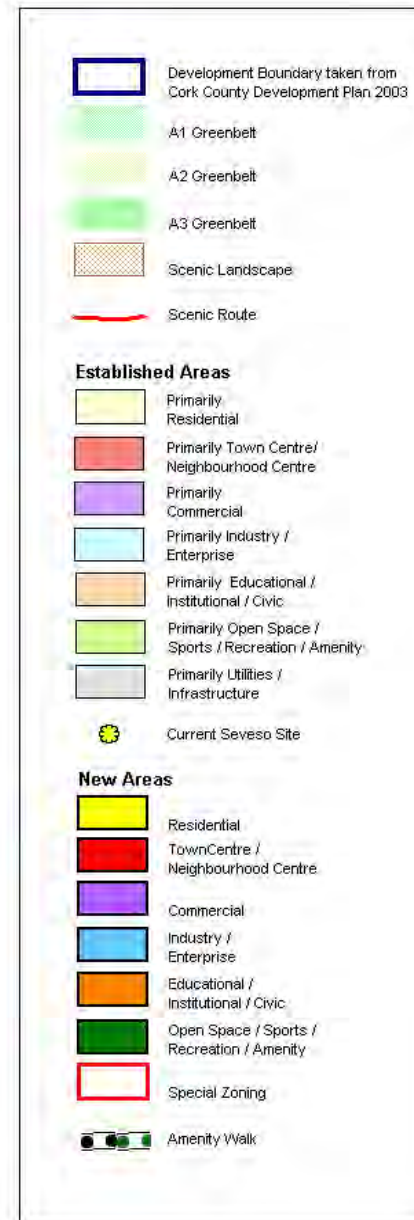


FIGURE 3.11: COUNTY DEVELOPMENT PLAN 2003 SUMMARY OF OBJECTIVES

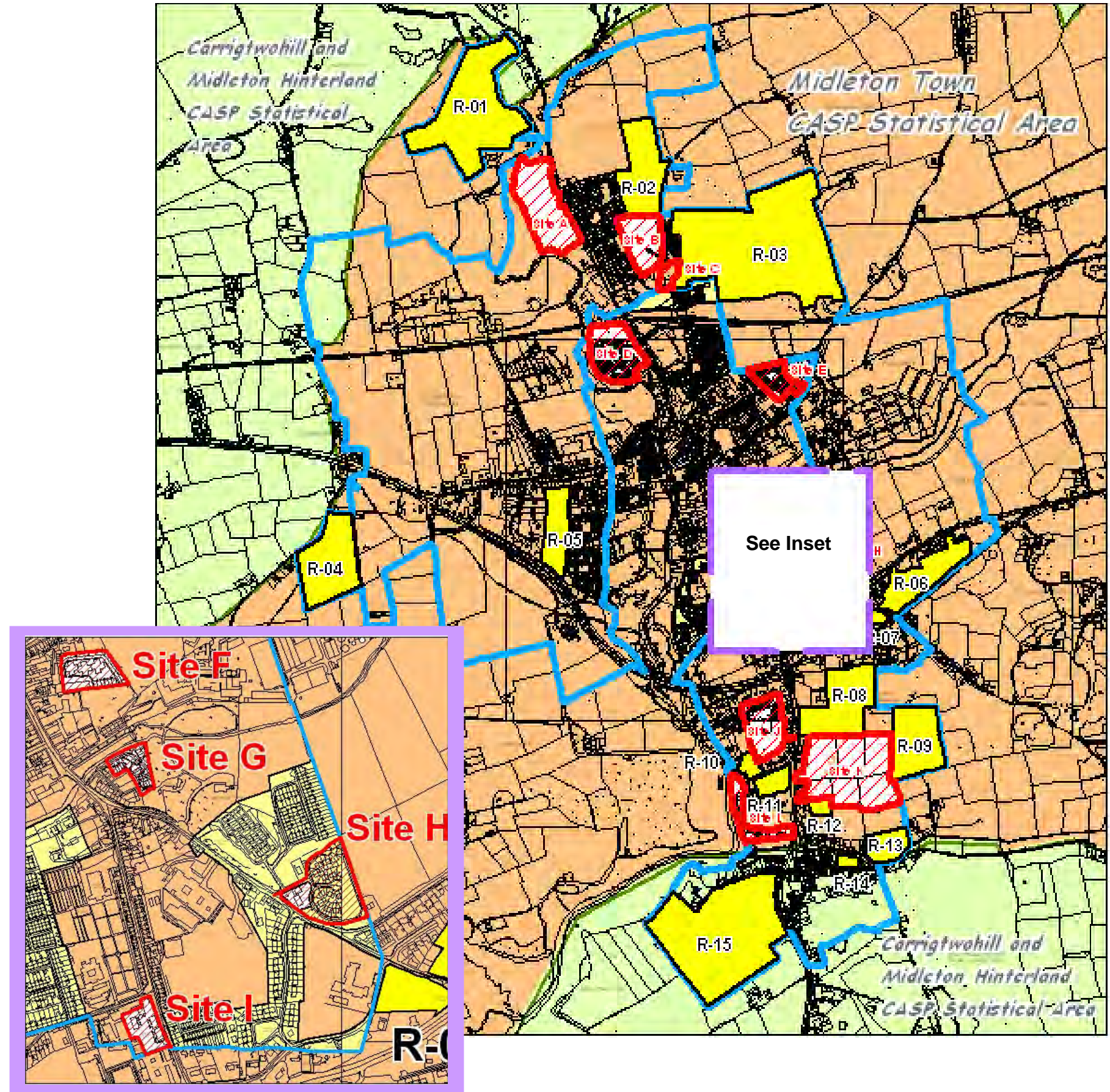


**Figure 3.12: Housing Land Supply – Midleton**

Ref.	Description	Complete Mid '00- Aug '03	Commitments	Total
<b>County Development Plan 2003</b>				
R-01	Low density		140	140
R-02	Medium density		243	243
R-03	Medium density	125	411	536
R-04	Low density		67	67
R-05	Medium density		88	88
R-06	Medium density		183	183
R-07	High density		45	45
R-08	Medium density		240	240
R-09	Medium density		216	216
R-10	High density	33	0	33
R-11	High density		85	85
R-12	High density		45	45
R-13	Low density		20	20
R-14*	Medium density	15	6	21
R-15*	Medium density		500	500
<b>Other County Area Locations</b>				
Site A	Established Residential	136		136
Site B	Established Residential	82		82
Site C	Established Open Space		45	45
Site J	Established Residential	80		80
Site K	Established Residential	189	95	284
Site L	Established Residential		93	93
<b>Midleton Town Council Area</b>				
Site D	Midleton Town Council	16	13	29
Site E	Midleton Town Council	39		39
Site F	Midleton Town Council	52		52
Site G	Midleton Town Council	28		28
Site H	Midleton Town Council	34		34
Site I	Midleton Town Council	42		42
<b>Total</b>		<b>871</b>	<b>2535</b>	<b>3406</b>

\* Note: the sites labelled R-14 and R-15 are located within the Carrigtwohill and Midleton Hinterland CASP Statistical Areas. However, they should be included as part of the overall calculations as physically, they form part of the built up area of Midleton town.

**FIGURE 3.13: HOUSING LAND SUPPLY IN MIDLETON (SEE ALSO FIGURE 3.12)**





Provision has also been made for mixed town centre development at the 'Mart Site' in conjunction with similar proposals on land within the Town Council's area.

**3.9.4.** Substantial areas have been reserved in the plan for open space adjoining the banks of the River Owenacurra as it passes through the town. In the medium to longer term it is intended to link these areas with similar land in the Town Council's area to provide the potential for a linear park linking the northern parts of the town with both its centre and Ballinacurra to the south.

### Housing Land Supply

**3.9.5.** Two key assessments are required in order to determine the extent to which it is either necessary or appropriate to designate additional land for housing development in order to secure the scale of population growth for Midleton that is suggested by CASP. These are:

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

**3.9.6.** Figures 3.12 and 3.13 summarise the housing land supply in both the County Council and Town Council areas of Midleton.

### 3.10 Retail

**3.10.1.** The overall approach to retail development is derived from the Cork Strategic Retail Study, jointly commissioned by the County and City Councils to guide retail development across the county as a whole until the year 2011. It has recently been the subject of a variation to the County Development Plan 2003. So far as the satellite towns around Cork City are concerned it makes the following recommendation:

*"Development should be focussed in the key main Metropolitan towns and not dissipated to peripheral fringes of the Metropolitan area. Ballincollig to the west and Midleton to the east of Cork are the major centres into which such provision should be allocated."*

**3.10.2.** This recognition of Midleton as a major retail centre is confirmed by its designation as a 'district' centre in the retail hierarchy proposed in the study. Together with Ballincollig, Carrigaline and, later, Monard it will account for a major share in future retail development.

**3.10.3.** Overall, the study indicates that in the period 2001 – 2011 as a whole, these Metropolitan Cork towns (including: Ballincollig,

Carrigaline, Midleton, Cobh, Blarney, Carrigtwohill, Glanmire – Riverstown, Passage West and Tower) should share new retail floor space broadly as follows:

Comparison Shopping: 10,000 sq. m.

Convenience Shopping: 21,000 sq. m.



FIGURE 3.14: MARKET GREEN DEVELOPMENT

### Employment

**3.10.4.** The Midleton Development Plan 2003 has zoned most of the town for mixed uses, which permit and encourage employment. (Mostly commercial and services – for example office, retail, education, healthcare, leisure etc). The 2003 County Development Plan (see figure 3.11) identifies the following sites for industry and enterprise development:

- I-01 is to the north of the town and is zoned for small and medium sized units. The site is poorly located in terms of its relation to the road network and the town centre. Traffic to and from this particular zoning would have to come through a largely residential area. In this regard, further consideration should be given to reviewing this zoning in conjunction with its adjoining lands.
- I-02 provides for the extension to the established industrial area, which includes the Dawn Meats Factory. The site is not served directly by either the N25 Dual carriageway or the proposed relief route.
- The group of industrial zonings I-03, I-04 and I-06 on the other hand are well served by both the N25 and the proposed relief route. This location would serve well as an area for general

industry, or commercial (non retail) type uses. The Knockgriffin Business Park is located primarily to the east of these zonings.

- I-05 (to the east) was zoned to accommodate an extension to the Distillery. The Distillery itself, both Irish Distillers and the Distillery Museum employ a large amount of people within the town centre.
- I-07 and I-08, located to the south west of the town, are zoned for large scale, stand-alone industry. These sites are suitable for such zoning owing to the fact that they are located off the N25 and are strategically important sites suitable for Foreign Direct Investment.
- The Town Centre zoning (T-01), which is located to the east of the town centre, at the 'Mart Site' is the subject of a planning application in conjunction with similar proposals on land within the Town Council's area. The application within the County Council area is for business type uses.

### 3.11 Environment

#### Scenic Landscape & Scenic Routes

**3.11.1.** Midleton is defined in the County Development Plan 2003 as part of the City, Harbour and Estuary Landscape Type Area. Here the landscape tends to be dominated by the harbour and the urban mass of the City and its' satellite towns.

**3.11.2.** The road from Leamlara to Midleton (terminating at the boundary between the County and Town Council areas on Mill Road) and the road from Ballinacurra via East Ferry to Whitegate and Roche's Point are designated in the County Development Plan 2003 as Scenic Routes (A44 and A51). 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".

**3.11.3.** Route A44 has been designated as a scenic route in successive development plans for many years and the urban expansion of Midleton has come to dominate its' southern section. Consideration should be given to withdrawing the scenic route designation from the southern or urban section of the route.

#### Built Environment

**3.11.4.** The Midleton Development Plan 2003 gives emphasis to the importance of the town's built heritage and the plan indicates that there are a total of 51 buildings or sites that are included within the Record of Protected Structures made under section 51 of the Planning and Development Act 2000.

**3.11.5.** Midleton town boasts some fine Georgian public buildings, terraces and houses, at Broderick Street, St John Baptist, Midleton College the Distillery buildings, Market House and Tracton Lodge. There are also examples of one-off Victorian buildings and detached Edwardian houses. Most notable however, is the former railway station, which includes the signal box, station building, platform facings and the remains of the canopy. These, along with a number of the buildings mentioned are listed in the Midleton Development Plan 2003.



FIGURE 3.15: ST. JOHN THE BAPTIST CHURCH

**Architectural Conservation Areas**

**3.11.6.** Also, a number of areas and street frontages within the Town Council's area are designated as Architectural Conservation Areas by the plan. In the vicinity of the railway station, the houses fronting the south side of Railway Street and the eastern side of Mill Road are included within the designation. In relation to these areas and frontages the Midleton Development Plan 2003 states that:

*“Every effort to be made to upgrade the visual environment, and recreate the character and atmosphere of these fine streets. Particular attention to shop fronts, signage, colour schemes, windows, etc. This is a conservation area and not solely a preservation area. Consideration could be given to high quality modern developments which respect and are sympathetic with the existing character.”*

**3.11.7.** With this in mind, the Main Street formation with its vibrant commercial activity is critical to the sustainable development and long-term conservation of the built heritage of the town.

**3.11.8.** Outside the Town Council boundary, there are a number of important buildings and areas which need further consideration. In relation to Ballinacurra, it is important that the village is consolidated and reinforcement works to retain some of its original core are carried out. This will include some focus on its impressive grain and mill buildings.

**Archaeological Heritage**

**3.11.9.** There are a number of known archaeological interest areas or potential areas within the Town Council's area. Some examples of these include sites on the Midleton College Complex, the hall and graveyard site to the north and south of Church Lane and also at the Industrial Estate on Dwyer's Road.

**3.11.10.** Outside of the Town Council boundary, there are a number of archaeological sites to the south of the town, at Castleredmond, Bailich and Ballinacurra, in particular around the old Malt Houses and at Rose Hill.

**Natural Environment**

**3.11.11.** The town of Midleton is situated at the meeting point of the Owenacurra River and Cork Harbour east of Cork City. It is the river itself and associated habitats including tidal mudflats and small areas of salt marsh that are the principal features of ecological importance within the plan boundary area. These form a small part of the greater complex of Cork Harbour which sustains important estuarine habitats and has been identified to be a wetland of international importance for the number and diversity of bird species it supports.

**3.11.12.** The Owenacurra estuary forms part of the Great Island Channel candidate Special Area of Conservation and the Cork Harbour Special Protection Area. The estuary hosts a good diversity and numbers of wintering birds. Most of the species that are found in the harbour are represented here, including teal, lapwing, black-tailed godwit, redshank, dunlin and golden plover.

**3.11.13.** Approximately half of the land within the plan boundary area has been developed and comprises the town of Midleton. This land is of relatively low ecological value.

**3.11.14.** Much of the remainder of the land within the plan boundary area is worked as farmland. Tillage and pasture are the dominant agricultural uses in the area and farming activity is relatively intensive. Field sizes are large and many of the old boundaries have been removed to facilitate agricultural intensification and to create entrances to new houses. Hedgerows and earthen banks are the principal field boundaries, with some old high stonewall and tree lines occurring in places. Pockets of natural vegetation still occur along the line of the

old railway and along the river to the north of the town. These habitats have ecological value in a local context.

**3.11.15.** There are no records of rare plants or animal species within the plan boundary area, however it is likely to support typical common faunal species of the Irish countryside.



FIGURE 3.16: MIDLETON ESTUARY

**3.12 Flood Protection**

**3.12.1.** As with many towns occupying low lying sites in estuarial or river valley locations, without careful management, Midleton is at risk from occasional inundation by flood-waters. The town is at the confluence of two river systems, the Owenacurra whose catchment stretches into the hilly area north of the town, and the Dungourney River whose catchment crosses relatively flat land to the east.

**3.12.2.** The confluence of these two river systems occurs at the upper reach of tidal waters and it is possible that adverse tidal conditions could act to exacerbate storm conditions in the river systems themselves.

**3.12.3.** The Town and County Council have recently commissioned studies of likely flooding patterns in both the Owenacurra and Dungourney River systems in the vicinity of the town. The studies point out that the southern part of the town centre could experience some flooding as a result of tidal conditions in the Owenacurra Estuary.



**3.12.4.** The highest recorded tidal level here occurred in 1962 at 33.56 m OD but this was an exceptionally rare event. The 100-year design water level for the estuary is 2.70 m OD but for planning purposes this should be increased by 0.4 m to 3.10 m to allow for estimates of the effects of climate change.

**3.12.5.** The studies indicate that at tide levels of 3.0 m in severe storm conditions parts of the Town Centre could be subject to flooding and it may be appropriate for the town council to consider requiring new buildings to be finished with a minimum floor level that would protect the occupants from a 1 in 100 year flood event.

**3.12.6.** With regard to new development elsewhere in the town, because of the sensitivity of the town centre to flooding at times of unusually high tides, the primary aim must be to control the extent to which storm water in either of the river systems can exacerbate these conditions.





## Section 4 Strategic Issues: The New Railway Station

### 4.1 Introduction

4.1.1. This section highlights the main issues or questions concerning the location of the town's new railway station and the determination of the best mix of land uses for the station complex itself. Some of these issues have been raised in the submissions that have been received from the public and other interested parties.

### 4.2 Location

#### Background

4.2.1. According to the CASP proposals, by the year 2020, Midleton will be the largest town (other than Cork City) served by the Cork Suburban Rail Network. The selection of the best site for the station that will serve the town is, clearly, a most important issue not only for the success of the rail project but also for the future planning of the town as a whole.

4.2.2. The Cork Suburban Rail Feasibility Study considered two options for the provision of stations in Midleton:

- The reopening of the disused station; and
- The opening of a new station on land designated for industry near Waterrock level crossing.

4.2.3. The suggested new station near Waterrock level crossing, whilst not ruled out in the longer term, was not considered a strong candidate for immediate opening because of access and highway difficulties, limited car parking space and the relatively small scale of current industrial development.

#### The Existing Station Site

4.2.4. The Cork Suburban Rail Feasibility Study concluded that the existing station site had the greatest potential as the town's new station for the following reasons:

- The whole of the built up area of the town is within 1000 metres of the site;

- Recent residential development has taken place off Mill Road to the north of the site; and
- Major planned developments are to the north of the railway and pedestrian access could be provided.

4.2.5. The study also noted that:

*"The station infrastructure is still in place with both up and down platforms still intact. From an initial external inspection, the former station building appears to be in reasonable condition, albeit there is evidence of recent vandalism to the roof/canopy structure. Extensive refurbishment will be required. The level crossing to the immediate west of the station would need to be reinstated with suitable protection measures. The station is reasonably well located in relation to the town centre. Car parking is available adjacent to the station, albeit limited in number."*

4.2.6. The existing railway station is located about 920m from the town centre (the junction of Main Street and Connolly Street). From survey data collected in July 2003, it is estimated that the number of existing dwellings close to this station location is as follows:

- 712 dwellings within 500m; and
- 1723 dwellings within 1000m.



FIGURE 4.1: EXISTING STATION LOCATION

4.2.7. The existing station site is already in the ownership of Iarnród Éireann and those parts of the site formally used for goods traffic etc. would appear suitable for surface car parking, at least initially, without the need to acquire additional land. There is no residential property directly adjoining the site and the GAA grounds to the south could offer the opportunity for larger scale mixed-use redevelopment in the longer term.

4.2.8. In response to the draft plan Iarnród Éireann have expressed a strong preference that the existing railway station should be retained as the location for the town's new station. They have stated that the existing site allows sufficient space for their immediate and longer term requirements and they would be concerned that any alternative site would be more restrictive in this respect.

4.2.9. Perhaps the principal issue regarding the existing station site concerns the congestion that could arise if the level crossing over Mill Road is reopened.

4.2.10. During the preparation of this plan consideration has been given to several alternatives to the level crossing including:

- Under/Over pass on Mill Road; and
- Diverting Mill Road to a new alignment.

4.2.11. Both of the main alternatives to the level crossing have their own disadvantages and the complexity of their construction would seriously delay the opening of the new railway service and it seems likely that the level crossing options will be the least disadvantageous choice providing certain mitigating measures can be deployed namely:

- The completion of phase 1 of the northern relief route from Cork Road to Mill Road to co-exist with the opening of the new railway service;
- The completion of the northern relief road to Youghal Road at an early date following the opening of the railway;
- The provision of independently accessed car parks on both the northern and southern sides of the railway;
- A scheme of improvements and traffic management measures to Railway Street / Park Street.





FIGURE 4.2: EXISTING STATION LOCATION

### 4.3 Appropriate Land-uses for the Station Complex

#### Background

4.3.1. 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.”*

4.3.2. 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 (or even a bus station) 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.

#### Retail and Commercial development

4.3.3. However, 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. In Midleton, the submissions received suggested that there was a strong market demand for such land-uses in the area around the proposed railway station.

4.3.4. 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.

4.3.5. 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.

4.3.6. Major shopping centres tend to be found at principal stations in the centre of major cities and there are few, if any, examples of this form of development in Ireland, most being located in the large cities of mainland Europe. In Midleton, the development of a major shopping centre at or near the railway station, with its close proximity to the proposed northern relief route, would be likely to attract a large volume of car-borne shoppers in its own right and it is likely that this would result in congestion and a shortage of parking spaces that would discourage some travellers from using the train, particularly at peak hours.

#### Offices

4.3.7. 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.

4.3.8. In Midleton, whilst some people may commute into the town by rail, particularly from Carrigtwohill, most people working in an office development are likely to travel to work from addresses within the town and, therefore, be unlikely to travel by train. The number of ‘reverse commuters’ using the train will probably be relatively low. As a consequence, many office workers, in a development close to the railway station, could be competing with rail travellers for access to a finite number of parking spaces and adding to road congestion at peak times.

## Section 5 Other Strategic Planning Issues

### 5.1 Introduction

5.1.1. 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. Many of these issues have been raised in the submissions that have been received from the public and other interested parties.

### 5.2 Residential Development

#### Background

5.2.1. In order to achieve a critical mass of population in locations where the new railway service is likely to be the preferred mode of transport, particularly for journeys to work, it is necessary to consider whether or not:

- It is appropriate to designate land for new residential development in addition to the provision already made in the County and Town Council Development Plans; and
- There are suitable locations for any additional development required in Midleton.

#### Achieving the CASP Strategy

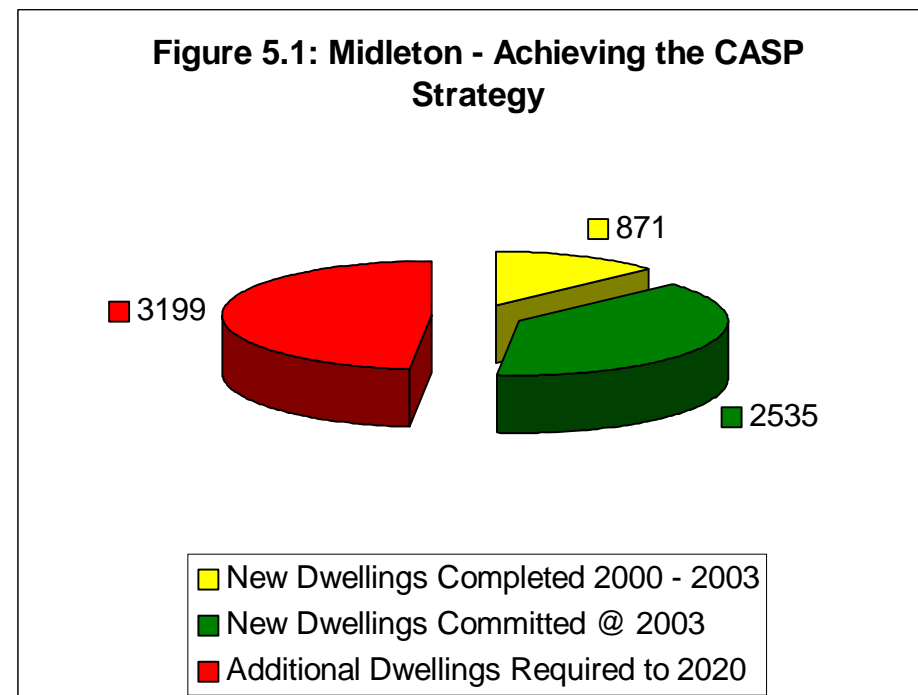
5.2.2. Section 2 of this plan establishes the scale of new housing necessary in Midleton if the growth in population and households on which the CASP strategy is based is to be achieved. This indicates (see Figure 2.4) that about 6,605 new dwellings will be necessary during the years 2000 – 2020.

5.2.3. Section 3 of this plan (Figure 3.12) assesses the extent to which progress has already been made towards the achievement 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.

5.2.4. Using that information, it is possible to estimate the extent to which further provision needs to be made to secure the 6,605 new

dwellings that are necessary if the town is to achieve its full potential for growth during the 20-year CASP period:

<i>New Dwellings Target 2000-2020</i>			6,605
<i>New Dwellings Completed 2000-2003</i>			
<i>Midleton Town Council</i>	211		
<i>Cork County Council</i>	660		
<b>TOTAL</b>	<b>871</b>	<b>871</b>	
<i>New Dwellings Committed @ Mid-2003</i>			
<i>Midleton Town Council</i>	13		
<i>Cork County Council</i>	2,522		
<b>TOTAL</b>	<b>2,535</b>	<b>2,535</b>	
<i>Total Completions and Commitments</i>		<b>3,406</b>	<b>(3,406)</b>
<b>ADDITIONAL DWELLINGS REQUIRED TO 2020</b>			<b>3,199</b>



5.2.5. The County Development Plan 2003 designates sufficient land for new residential development in the 14 main Metropolitan Cork

towns (including Midleton) to maintain the most optimistic building rate for seven years beyond the period of the plan and taken together with the summary of housing land supply for Midleton set out in Figure 3.12, it would be easy to conclude that there is no immediate need to designate further land for residential development during the lifetime of the current county development plan.

5.2.6. However, the strong recommendation from the Cork Suburban Rail Feasibility Study in favour of the re-opening the railway serving the town and the inclusion of the project in the company's medium term investment programme, have prompted the Town and County Councils to review their strategies for new development in the town so that:

- Greater priority can be given to the development of those locations that can best take advantage of the new railway services; and
- The Councils' land use proposals for the **full implementation** of the CASP strategy can be set out.

5.2.7. This Special Local Area Plan has been prepared to ensure that a significant proportion of new residential development is, in the immediate future, directed to locations that will facilitate the use of the train, particularly for journeys to work, rather than road based alternatives. The aim is to ensure that there is a critical mass of population in place near the new railway stations in tandem with the provision of the new train services.

5.2.8. To achieve this it is necessary to identify additional land for new residential development to permit the full implementation of CASP and to bring forward new development in those areas that are suitable and are well located with regard to the railway station whether or not they were identified for development in either of the two existing development plans.

### 5.3 Transportation

#### Background

5.3.1. The private car is presently the principal means of personal transportation in Midleton. 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.

5.3.2. So far as public transport is concerned, Midleton enjoys a frequent bus service to Cork and a good service to Youghal and some of the smaller more rural settlements in East Cork. The generally flat topography that characterises much of the built up area of the town creates good general conditions for walking and cycling.



**5.3.3.** If the benefits of re-opening the railway service to Midleton are to be maximised, then it is important that the town's transportation be better integrated, particularly with the new railway service. The development of an effective transportation system within the town that will enable convenient door-to-door travel to and from Cork without making use of a private car. This will help reduce:

- *Traffic congestion in both Midleton and Cork;*
- *The need for car parking near the station complex; and*
- *The need for many households to operate a second car.*

**5.3.4.** 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.

**5.3.5.** Issues relating to the planning of the station complex itself have already been addressed in Section 4 of this plan. Therefore, the following paragraphs address those transportation issues that affect the town as a whole rather than only the station complex.

#### **Walking**

**5.3.6.** 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.

**5.3.7.** However, it is now widely recognised that there is a need to restore walking to the top of a sustainable transport hierarchy and that 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.

**5.3.8.** 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.

#### **Cycling**

**5.3.9.** 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 a sustainable transport hierarchy, can bring many of the benefits to communities and individuals that are advanced in the justification for the similar restoration of walking.

**5.3.10.** The topography in Midleton 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.*

#### **Buses**

**5.3.11.** The existing bus service in Midleton fulfils three main functions:

- *Inter – Urban (linking Midleton to Cork City);*
- *Rural Feeder: (linking the Midleton to other towns and villages in East Cork); and*
- *Intra – Urban: (linking outlying parts of Midleton (e.g. Ballinacurra) to its centre).*

**5.3.12.** The re-opening of the railway service to Cork will inevitably reduce demand for inter-urban bus services to Cork because of the train service's superior frequency, reliability and shorter journey time (particularly at peak hours). Such buses that remain on this corridor will tend to primarily serve intermediate points not themselves served by the proposed Suburban Rail Network and so, in effect, function increasingly as rural feeders to both Cork and Midleton.

**5.3.13.** The existing rural feeder services from the towns and villages of East Cork to Midleton are likely to continue to function much in the same way as they do at present. However, many of the services at present continue to Cork after collecting passengers in Midleton. Once the new railway service is in place, the demand for many of these services to operate to Cork is likely to be less because many passengers originating in East Cork and passengers originating in Midleton will prefer to use the train for that element of the journey.

**5.3.14.** The re-opening of the railway service is likely to result in an increase in demand for intra-urban bus services within the town of Midleton particularly as an attractive means of travelling from the main residential areas to the town centre and station complex. These services will require development in a way that promotes the concept of 'total journey quality' and consideration will need to be given to making better provision for bus services when new residential areas are designed.

**5.3.15.** It is important to ensure a high degree of co-operation between bus and train operators at the outset so that an efficient and logical pattern of connection between bus and train can be established. Appropriate facilities for this need to be included in the station complex.

## **5.4 Employment**

**5.4.1.** CASP suggests that, in line with its population projections for the town, there will be large-scale growth in employment at Midleton. It is suggested that about 5,410 new jobs will be created during the period from the year 2000 to the year 2020. This will almost triple the employment in the town, increasing the number of jobs 2,960 (year 2000) to 8,370 (year 2020).

**5.4.2.** It is, however, more difficult to forecast the economic sectors that will develop to supply that growth in employment in Midleton. Also, 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 centre in the professional and service sectors including retail, wholesale and distribution, education, health and recreation.

**5.4.3.** Clearly, it is not appropriate to make provision for the expansion of every economic sector in every town in County Cork. CASP gives some indications as to the pattern of economic development that Midleton is likely to need to accommodate up to the year 2020. The main elements of CASP's recommendations for Midleton are as follows:

- *To encourage industrial and commercial development along the N25 corridor to Carrigtwohill and Midleton;*
- *To encourage the location of major foreign direct investment (FDI) manufacturing plants at large single user sites at key strategic locations including Midleton; and*

- To provide for local office centres at the larger Ring Towns and Satellite Towns.

**5.4.4.** 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. The County Development Plan 2003 sets aside eight sites for industry and enterprise development and one site for commercial development. In addition, part of what is known as the 'Mart Site' is designated for mixed-use town centre development in conjunction with a master plan. The Midleton Development Plan 2003 operates a flexible system. Most of its area is zoned for mixed uses. This allows for employment uses wherever appropriate, and compatible with the neighbouring land uses. The adopted master plan for 'Water's Edge' has provision for considerable office use.

**5.4.5.** 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.

**5.4.6.** Figure 5.2 gives guidance on the general accessibility requirements commonly associated with the major forms of employment development.

<b>Figure 5.2: Employment Development and Accessibility Requirements</b>			
	<b>General Industry &amp; Commercial</b>	<b>Major Manufacturing</b>	<b>Offices</b>
<b>Work Intensity</b>	Medium/Low	Low	High
<b>Visitor Intensity</b>	Medium/Low	Low	High

<b>Car Dependency</b>	Medium/High	High	Medium/Low
<b>Freight Dependency</b>	High	High	Low
<b>Preferred Location Characteristics</b>	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**

**5.4.7.** 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 Midleton, there could be advantages to 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 Manufacturing**

**5.4.8.** CASP suggests that Midleton may be an attractive location for this business sector. Typically, development takes the form of a large-scale capital-intensive production facility arising from what is termed FDI.

**5.4.9.** 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. A large-scale manufacturing plant is, often, unsuitable for locations close to housing areas and green field sites are often the preferred choice of developers.

**5.4.10.** In order to successfully attract this type of development, in a world market, it is often necessary for a region to be able to offer a range of sites in terms of both location and quality. Sites set aside for this form of development are an important part of the industrial development strategy of any region and it may be necessary for them to remain undeveloped for several years before world market conditions generate a development proposal.

**Offices**

**5.4.11.** Midleton's history as a market town serving much of East Cork has resulted in the development of significant office employment, particularly in the town centre and the professional and financial service sectors. The population growth that CASP forecasts for the town creates significant potential for these sectors to grow but there is also some potential to attract regional HQ offices for organisations whose customer base is at least partly located in East Cork.

**5.4.12.** For those office uses that attract significant numbers of visiting members of the public (banks, building societies, auctioneers etc.), the town centre will always be the most appropriate location. Although other types of office may be less dependent on visits by members of the public, the work intensity (i.e. the density of employees) and the general lack of a requirement for regular freight transport, there is significant potential to encourage this form of development in other locations well served by public transport such as on good quality bus routes or near railway stations. Peripheral locations should generally be avoided.

**5.5 Retail Development**

**5.5.1.** In the Metropolitan Cork towns, including Midleton, significant retail development has taken place since the year 2001 and the planning authorities have committed themselves to further development through planning permissions that have been granted or designations made in development plans. Proposals for further retail development will need to be assessed against the total floor-space recommended in the Cork Strategic Retail Study for these towns and, whilst Midleton is an important location for future retail development, it is also important to achieve an appropriate balance between the extent of future retail development in Midleton and that proposed in Cork City and the other Metropolitan Cork towns.

**5.5.2.** So far as the location for future retail development is concerned, both the town and county council development plans give a clear indication that the existing town centre and the designated areas for its expansion are 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, beyond that which reasonably relates to the needs of rail travellers would contravene national Retail Planning Guidelines and the Cork Strategic Retail Study. It would also seriously undermine the importance and attractiveness of the town centre itself.



## 5.6 Community Facilities

### Education

**5.6.1.** The provision of educational facilities is an essential part of the development and growth of any community. Not only is there a statutory requirement to educate children, the timely provision of schools is an essential building block in the development of a sense of community or social cohesiveness in new or expanding communities. Well-planned and organised schools and tertiary colleges are an important factor in the attraction of new businesses to a location.

**5.6.2.** The future demand for educational facilities arises directly from changes in population. In the town of Midleton, during the 20-year CASP period, it is anticipated that an additional 6,600 households will be formed. This growth means that the current number of households in the town will, broadly, triple by the year 2020. However, in that same period, average household size is likely to fall significantly from its current level of about 3.1 persons to the much lower level of 2.65. The implication of this is that the number of school age children in the town will be unlikely to grow at the same rate as the number of households.

**5.6.3.** To cope with the changes in population, provision should be made for one 16-class primary school built in 2 phases, associated with the new development in this plan. In order to recognise the role played by Ballinacurra as a suburb of Midleton and the need to redress the shortfall in its social infrastructure, provision should be made for a primary school within the existing village centre.

**5.6.4.** In order to meet the increased demand generated by the new development it will also be necessary to expand the secondary school capacity in the town. In addition, there are two existing secondary schools located alongside each other within the town. These schools do not have space for expansion due to their confined sites – and one option could involve providing an alternative location for a new secondary school leaving the other school to take over the adjoining facilities of the school that moves.

**5.6.5.** New primary schools should be located close to, or within the main residential areas of the town so that as many children as possible can walk or cycle to school. The opportunity should be taken to locate the schools so that they naturally contribute to the development of a sense of community in new neighbourhoods. Where possible, these schools should be served by a dedicated and safe footpath and cycle-way network.

**5.6.6.** So far as the new secondary school is concerned, consideration should be given to providing this on a single site, close to public transport routes. As with the proposed new primary schools, the opportunity should be taken to locate this important new facility so that

it can naturally contribute to the development of a sense of community in new neighbourhoods.

### Sports and Recreation

**5.6.7.** 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.

**5.6.8.** 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.

**5.6.9.** If the scale of population growth suggested by CASP for Midleton 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.

## Section 6 Local Planning Issues

### 6.1 Introduction

6.1.1. This section highlights the local issues 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. Many of these issues have been raised in the submissions that have been received from the public and other interested parties.

### 6.2 Retail Development & Midleton Town Centre

6.2.1. The generally improved economic circumstance of recent years and the relatively rapid population growth planned for the town will bring significant pressure for new retail development to the town in the coming years. Historically, the town centre area of Midleton has absorbed similar pressures in a manner that has helped maintain the essential characteristics of the town.

6.2.2. However, the scale of future growth, the difficulties of site assembly in the town centre and the demand for new development formats (such as retail warehouses) may bring pressures to release land in other locations for retailing and other forms of development traditionally associated with the town centre.

6.2.3. If Midleton's attractive characteristics are to be retained during this period of rapid growth, it will be important to prevent the dilution of the importance and vitality of its town centre through the release of land for competing forms of development in inappropriate locations. Midleton Development Plan 2003 makes provision for the necessary expansion by zoning 'Town Centre Expansion Areas' and the adoption of master plans.

6.2.4. The difficulties of site assembly in and around the town centre can be eased by identifying, in advance, suitable locations with appropriate access criteria for industrial and commercial uses that are no longer best suited to the town centre.

6.2.5. The vitality of the town centre will also be maintained if a clear commitment can be given to the scale of population growth that can reasonably be achieved in coming years through a variety of mixed use development formats.

### 6.3 Land West of Mill Road

6.3.1. In the draft plan, this area west of Mill Road was given consideration as a possible alternative location for the new railway station but is no longer considered suitable for that use.

6.3.2. The eastern bank of the Owenacurra River is occupied by a timber building products manufacturing company and a former treatment plant and open meadows occupy the western bank. The area will be bisected from west to east by the first phase of the proposed Northern Relief Road.

6.3.3. The area is at a sensitive location in the Owenacurra River. The area upstream of the Avoncore bridge functions as a floodplain protecting the town centre area downstream from inundation by floodwaters in storm conditions. The bridges in this vicinity serve to regulate the flow of floodwater and they themselves contribute to the protection of the town centre.

6.3.4. It is therefore important that any development of this area should not reduce the capacity or effectiveness of the floodplain. The recent study undertaken by the Town and County Councils suggest that river levels upstream of the Avoncore Bridge could rise to over 9.5 m OD in future storm conditions.

6.3.5. Providing these considerations are taken into account, the proximity of the area to both the new railway station and the town centre, create the potential for high density development predominantly residential but perhaps with a mix of other suitable uses (e.g. offices or small scale retail on the Mill Road frontage.) These areas that form part of the river floodplain must remain free of built development.



FIGURE 6.1: WEST OF MILL ROAD

### 6.4 Knockgriffin/Waterrock

6.4.1. This extensive area of largely undeveloped land is to the west of the River Owenacurra and the north of the Cork – Midleton railway line as it enters the town. Its southern part is generally flat and low-lying. Development here consists of a large-scale food processing plant operated by Dawn Meats. To the west of this plant is an area designated in the County Development Plan 2003 for industrial development (I-02).

6.4.2. To the north, this land rises gently towards the golf club at Waterrock. To the west of this more elevated area is an area designated for new residential development (R-01) in the County Development Plan 2003. Notwithstanding its designation in the County Development Plan 2003, public roads do not serve this area, with access being gained only by a private track crossing the river on a private bridge.



FIGURE 6.2: KNOCKGRIFFIN / WATEROCK

6.4.3. The County Development Plan also designated part of this area as A1 Metropolitan Cork Green Belt, which is the most protected part of the Green Belt particularly because of its location on a prominent ridge overlooking the town.

6.4.4. To the east, part of the area lies within the river Owenacurra's floodplain.



**6.4.5.** Much of the Knockgriffin/Waterrock area is close to the River Owenacurra and is generally level and low lying. Substantial undeveloped areas on the western side of the river are within 1 km of the proposed locations for the new railway station and are capable of being served by access roads off the proposed Northern Relief Road and are therefore open to consideration as possible locations for new residential development within a convenient distance of the new rail facilities.

**6.4.6.** However, before any final decision is taken on whether or not these areas can sustain development in the future, it is important to establish a clear understanding of the role played by those parts nearest the river in the town's natural system of flood defence.

### 6.5 Baneshane

**6.5.1.** Baneshane is a largely rural area located about 1.6 km south west of Midleton town centre and over 2 km distant from the town's existing (disused) railway station. The area is separated from the main built up area of Midleton by the N25 Cork – Rosslare dual-carriageway road.

**6.5.2.** The County Development Plan 2003 sets aside three areas in Baneshane for development assigning the following objective to each:

- I - 07 (13.5 ha) Industry, large single user industrial enterprise including the construction of a new road and junction with the N25 subject to the approval of the County Engineer's Department and the National Roads Authority.*
- I - 08 (26.8 ha) Large-scale stand-alone industry. A 20-metre tree planted buffer shall be provided along the northern site boundary.*
- R - 04 (8.9 ha) Low-density residential development, including the provision of a nursing home subject to a detailed landscape scheme that will include a minimum 20-metre tree planted strategic buffer along the southern boundary of the site which will act as a definite barrier to further development in the area. Any development proposals will be subject to agreed road works and entrance details.*



FIGURE 6.3: BANESHANE

### 6.6 Ballinacurra

**6.6.1.** Ballinacurra is a small village located at the head of the Owenacurra Estuary about 1.8 km south of the town centre of Midleton. The centre of the village is about 2.7 km distant from the town's existing (disused) railway station. The area is separated from the main built up area of Midleton by the N25 Cork – Rosslare dual-carriageway road. The R629 Midleton – Whitegate road, serves Ballinacurra.



FIGURE 6.4: BALLINACURRA

**6.6.2.** Ballinacurra's good road links to both Midleton and Cork have made it an attractive location for new housing development in recent years. Indeed the County Development Plan 2003 includes objectives for a number of sites to be developed for new residential development in the future. Many of these originate from the County Development Plan 1996, its variations, or are a logical 'rounding off' of development that has already taken place.

**6.6.3.** The emergence of the strategy to plan for the future growth of Midleton based on maximising the potential of the railway line and the significant distance from either of the proposed railway station sites to Ballinacurra, suggests that it may no longer be the preferred location for new housing, at least while better located sites exist.

### 6.7 Broomfield East

**6.7.1.** The area known as Broomfield East is located to the north of the Midleton – Youghal disused railway line on the eastern fringe of the town. The area is in part low-lying and in part steeply sloping. The low-lying area is beside the R 627 Tallow Road as it leaves the town.

**6.7.2.** South of Broomfield East, beyond the disused railway line, is the Midleton Distillery, an area designated by the County Development Plan 2003 for its future expansion and a large low lying area of open space to the south of the distillery and north of the Old Youghal road.



This important industrial site is affected by the Seveso II Directive (96/082/EEC) seeking to prevent and limit the consequences of major industrial accidents and this limits the potential of the area for future housing development.



FIGURE 6.5: BROOMFIELD EAST

## 6.8 Land North of Broomfield

**6.8.1.** Broomfield, or Broomfield West as it is also known, is the area north of Midleton, to the east of Mill Road. The area closest to Mill Road is relatively low lying and level but further east, the area rises steeply to a prominent ridge that overlooks the town. Much of the area is within 1 km of both proposed locations for the new railway station.

**6.8.2.** The County Development Plan 2003 includes a number of objectives for this area:

*R-02 (8.1 ha) Medium density residential development.*

*I-01 (5.0 ha) Industrial estate development of small and medium sized units.*

*E-01 (11.5 ha) Church, schools, community centre, playing pitches and cemetery.*

*O-01 (9.2 ha) Passive open space that will remain predominantly open and rural in its character. There is some capacity to accommodate individual dwellings in an appropriate form and setting in order to add to the range of housing choice in the town and provide an alternative to one-off housing in the countryside.*

*O-02 (3.3 ha) Open space and recreation, including the provision of 2 no. all weather multi-purpose playing pitches.*

to be used for housing, consideration will need to be given to the practicality of providing these facilities elsewhere.



FIGURE 6.6: LAND NORTH OF BROOMFIELD

**6.8.3.** The emergence of the strategy to plan for the future growth of Midleton based on maximising the potential of the railway line suggests that consideration could be given to revising the pattern of proposed land uses for this area to maximise the number of dwellings in close proximity to the proposed railway stations. With this in mind, sites I-01, part of E-01 and O-02 are generally flat and could be developed for housing to make best use of the areas closest to the station.

**6.8.4.** However, the community facilities and open space facilities originally identified for this area are urgently required and if this land is





## Section 7 Planning Proposals: Transportation

### 7.1 Introduction

7.1.1. This section outlines the main proposals to integrate the new railway service into Midleton's transportation system. The main options for the development of the new railway station are described so that the most advantageous proposal can be selected before the plan is finalised.

### 7.2 The New Rail Route

#### Procedural Issues

7.2.1. 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 Railway Order.

7.2.2. 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

7.2.3. Iarnród Éireann have already carried out preliminary design work for the new railway and envisage that the existing station buildings which are included in the record of protected structures will be retained and refurbished. The Environmental Impact Statement that will accompany their application for a Railway Order will include a detailed traffic assessment in relation to the proposal and, in discussion with the Town and County Councils this will identify the scale and nature of any localised improvements necessary to the station approaches. Provision will be made at the new station to provide access for busses at the outset although Bus Éireann have indicated that they do not need conventional requirements for bus services at the station until the Northern Relief Road is completed.

7.2.4. Up to 550 car parking spaces are required and to assist in the management of traffic in the area these should be provided in two areas, one to the north and one to the south of the station.

Objective No.	<u>New Railway Station</u>
TRA 7-1	<p><b>Location</b></p> <p>It is an objective of this plan to secure the timely provision of a new railway station to serve the town at the existing station site off Railway Street.</p>
TRA 7-2	<p><b>Design Principles</b></p> <p>The new railway station will be designed according to the following principles:</p> <ul style="list-style-type: none"> <li>• Track layout designed to require the minimum of signalling consistent with the highest standards of passenger safety and efficient train operation;</li> <li>• Where possible, reduce/eliminate level crossings;</li> <li>• Facilitate the future extension of train services to Youghal;</li> <li>• Safe &amp; convenient access to stations for pedestrians, cyclists, busses and private cars</li> <li>• Reduce/eliminate requirements for permanent staff at stations;</li> <li>• Good quality/low maintenance buildings for passenger comfort;</li> <li>• Automated facilities to allow easy access to platforms and trains;</li> <li>• Dedicated car parking spaces (up to 550 in Midleton), on a phased basis, and provided to both the north and south of the station site with good access to platforms;</li> <li>• Dedicated set-down/pick-up ("kiss-and-ride") area in station forecourts.</li> </ul>

#### Level Crossings

7.2.5. There are a total of five level crossings either within the town of Midleton or on the western approach to it;

Ballyrichard;

Waterrock;

Knockgriffin (private);

Kennel Road (private);

Mill Road.



FIGURE 7.1: LEVEL CROSSINGS

7.2.6. Iarnród Éireann are concerned to eliminate as many of these crossings as possible particularly on grounds of the safety threat that they pose to both railway users and to the public.

7.2.7. At Ballyrichard a narrow rural road links a small group of houses north of the railway with the N25 south of the railway. It is proposed to eliminate this level crossing entirely and construct a new road linking the small group of houses north of the railway directly to the Waterrock Road.

7.2.8. At Waterrock the County Road is narrow and links the N25 to the south of the railway with a number of individual dwellings and a commercial property that front the Waterrock Road north of the crossing. The road also serves a golf club and provides a secondary route from the N25 to the Ballyedmond area north of Midleton.

7.2.9. It is proposed to replace this crossing with an over-bridge and connecting roads to be constructed to the east of the level crossing broadly in line with proposed arrangement shown in Figure 8.3 of this plan.

7.2.10. At Knockgriffin there is a private level crossing providing access from the meat products factory to an effluent treatment factory south of the railway. The proposed over bridge at Waterrock will eliminate the need for this crossing.

7.2.11. At Kennel Road, the county road stops on the southern side of the railway line and a private level crossing provides access to the industrial area to the north. The construction of the proposed northern relief road prior to the opening of the new railway service will facilitate the closure of this crossing.



7.2.12. At Mill Road, it has proved impossible to develop a practical alternative to the level crossing and therefore it is proposed to implement a series of mitigating measures to assist in the management of traffic nearby.

Objective No.	Level Crossing Replacement
TRA 7-3	It is an objective of this plan to secure the elimination of the following level crossings on safety grounds; <b>Ballyrichard</b> – New Road link to Waterrock Road. <b>Waterrock</b> – New Road links and over bridge to east <b>Knockgriffin</b> – Access road to Waterrock Road Bridge <b>Kenel Road</b> – Construction of Phase 1 of the Northern Relief Road

**Other Land Uses near the Station Complex**

7.2.13. Midleton’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 retail, office or commercial uses. Whilst development involving these uses may benefit from the pedestrian and vehicular flows associated with the station itself, it is also likely to attract significant pedestrian and vehicular traffic in its own right that could cause unnecessary congestion or competition for parking spaces for railway travellers.

7.2.14. If the reopening of the railway service to Midleton is to be a success, land near the railway station can make an important contribution to the critical mass of population necessary to support the rail service itself. It needs to be sensitively developed for higher density forms of housing development. In locations close to the station the proportion of the population making regular use of the rail service is likely to be higher than in more peripheral locations and, therefore, there is a strong argument for reserving much of the land in these locations close to the station for this form of development. Up to 300 units could be provided in this way provided that adequate provision is made within the station area as a whole for essential car parking. There may be opportunities to develop some attractive (active) open space in this area.

7.2.15. Suitable forms of retail 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).

Any development in proximity to Mac Sweeney’s Terrace should not take from the architectural character of these buildings.

7.2.16. 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.

7.2.17. In the longer term, the GAA grounds opposite the existing station provide the opportunity for larger scale redevelopment around the railway station. As the town grows, the restricted nature of this site may become an impediment to the growth of the sport in Midleton and it would appear likely that the GAA authorities may choose to seek alternative facilities on a larger scale. Subject to the satisfactory relocation of the GAA facilities that presently occupy part of this site, it is an objective of this plan to give consideration to mixed use redevelopment proposals including housing and some retail uses. The opportunity could be taken to locate a new square or other urban space with the railway station as its focus.

Objective No.	Station Quarter Proposals
TRA 7-4	It is an objective of this plan to give consideration to mixed use redevelopment proposals including housing and some retail uses. The opportunity could be taken to locate a new square or other urban space with the railway station as its focus.

**7.3 Proposals for Walkers & Cyclists**

7.3.1. Much of the existing built up area of Midleton is within a convenient walking or cycling distance from the locations suggested for the provision of 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.

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

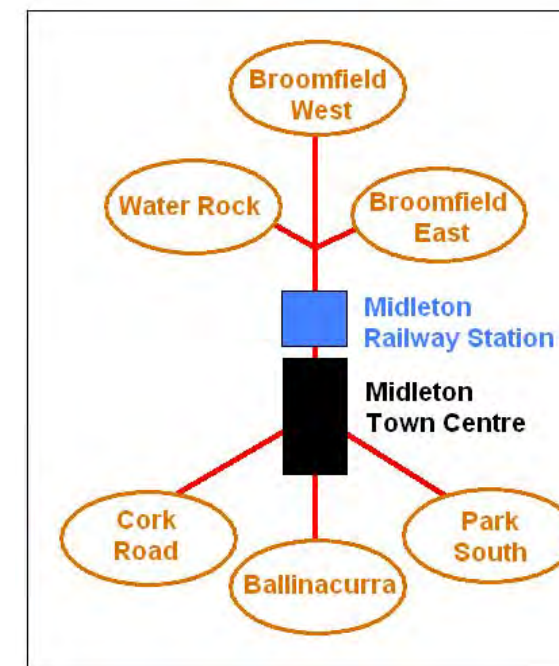


FIGURE 7.2: KEY PEDESTRIAN/CYCLE LINKAGES

7.3.3. Designated routes would be well designed and constructed to the following principles:

- **Safety** – minimising perceived and actual danger (e.g. from motor traffic by avoiding congested roads, using segregated paths and giving a feeling of safety);
- **Coherence** – Routes should be continuous and provide cycle and pedestrian friendly links to popular destinations. Paths that suddenly stop leaving the user at a busy junction discourage many users;
- **Direct** – Cyclists and walkers want to get to their destination as quickly as possible. The aim should be to provide a shorter and quicker route than the equivalent for motorists;
- **Attractive** – Cyclists and walkers are much closer to their surroundings than motorists and will enjoy attractively landscaped and well-lit routes. Seats, sculpture and drinking fountains can be practical and add a sense of fun;
- **Comfortable** – Paths should be well maintained with gentle gradients appropriate kerbs and, where possible, well away from the noise and fumes of busy roads.

7.3.4. 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.

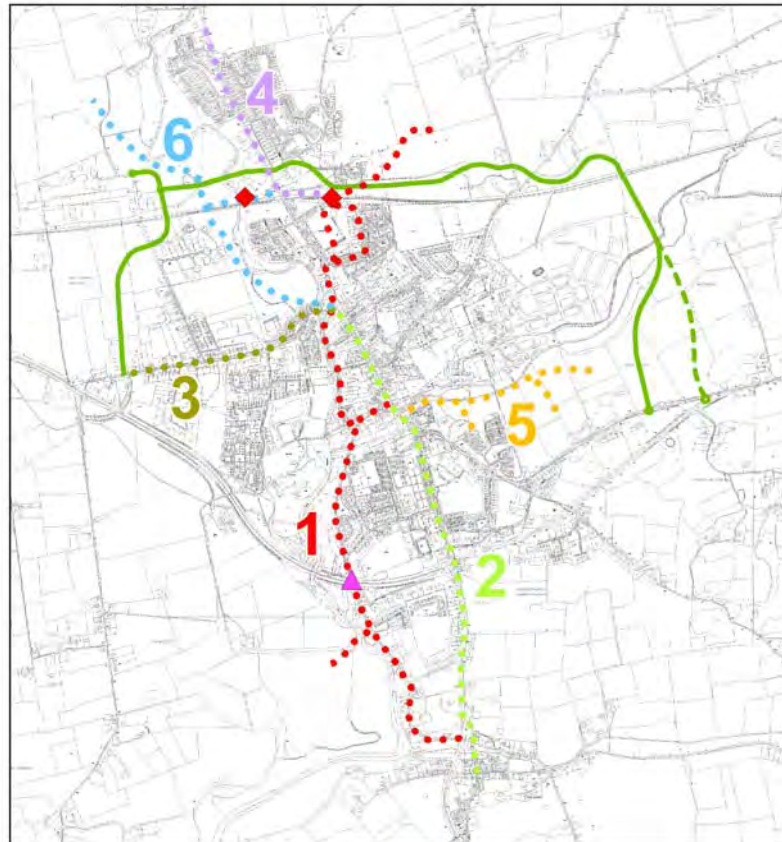


FIGURE 7.3: PROPOSED STRATEGIC CYCLE AND PEDESTRIAN ROUTES

#### 7.4 Proposals for Buses & Taxis/Hackneys

7.4.1. Although some bus services to Cork originate in Midleton, at present, the bus network serves the town primarily as a stopping off point on longer distance routes between Cork City and other towns and villages in East Cork. The Town and County Councils, through the objectives of this plan, will encourage the provision of better facilities for bus travellers and the revision of that route network so that it focuses on the town centre and railway station at Midleton.

Objective No.	<b>The New Railway Station - Access for Walkers &amp; Cyclists</b>
TRA 7-5	<p><b>Establishing a Network of Designated Routes</b></p> <p>It is an objective of this plan that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools, the town centre and the railway station complex.</p>
TRA 7-6	<p><b>Main Residential Areas to be Served</b></p> <p>The network of designated walking and cycling routes proposed in TRA 7-5 (above) will include the following residential areas within the town:</p> <ol style="list-style-type: none"> <li><b>Ballinacurra (A)</b> - linking to the town centre, the rail station and other residential areas. Consideration will be given to measures preventing the use of this route by through traffic, improved footpaths, cycle lanes and safe, convenient crossing points will be required;</li> <li><b>Ballinacurra (B)</b> - linking to the town centre. Traffic calming measures and improved footpaths, cycle lanes and safe, convenient crossing points will be required;</li> <li><b>Cork Road</b> - linking to the town centre. Major improvements including dedicated cycle lanes and new footpaths will need to be put in place;</li> <li><b>Broomfield East/West</b> - linking residential developments along Mill Road to the railway station and town centre. Dedicated cycle lanes and new footpaths will need to be required;</li> <li><b>Youghal Road</b> - linking the town centre with the proposed sports campus and industrial /commercial development at Park South. This route will function as a fully separated route and will require a dedicated cycle lane and new footpaths; and</li> <li><b>Waterrock</b> - linking major new development to the railway station and town centre through Market Green. This route will function as a fully segregated route and will require a dedicated cycle lane and new footpaths.</li> </ol>

Objective No.	<b>The New Railway Station - Access for Walkers &amp; Cyclists</b>
TRA 7-7	<p><b>Walkers and Cyclists' Routes within New Development</b></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 7-6</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>

7.4.2. The proposed station location is not served by the town's existing network of bus routes. Obviously, it is important to the integration of the new rail service with the main existing and proposed residential areas in Midleton, and the other towns and villages in East Cork, that the railway station complex should become a major interchange facility between the rail and bus networks. This will require close co-operation between the County and Town Councils and the rail and bus operating agencies.

7.4.3. It is also considered likely that the introduction of the rail service will lead to significant changes in the pattern of bus operation both within Midleton and on routes linking the town to other destinations. In particular, it is considered that the market demand for bus services between Midleton and Cork will markedly decrease and that many of the services from the other towns and villages in East Cork will terminate at Midleton Railway Station.



Objective No.	<b>New Railway Station – Bus &amp; Taxi Interchange Facilities</b>
TRA 7-8	<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 Midleton and will include:</p> <ul style="list-style-type: none"> <li>• <i>Pick-up/Set-down facilities for at least six buses;</i></li> <li>• <i>Traffic management measures giving bus-priority on approach routes to the railway station;</i></li> <li>• <i>The provision of taxi pick-up/set-down and waiting facilities; and</i></li> <li>• <i>Covered waiting facilities within the Pick-up/Set-down area.</i></li> </ul>

**7.4.4.** At present there is no bus service to the rural area to the north of Midleton. In order to strengthen the network of settlements in this area, the establishment of services to this area is included in the plan's objectives. Provision has also been made for the establishment of a town bus service based on operation to and from the railway station.

**7.4.5.** There is no taxi rank in Midleton at present. There is a flourishing hackney business. It is proposed that among the transport interchange facilities to be located at the proposed rail station will include provision for taxi pick-up / set-down and waiting facilities.

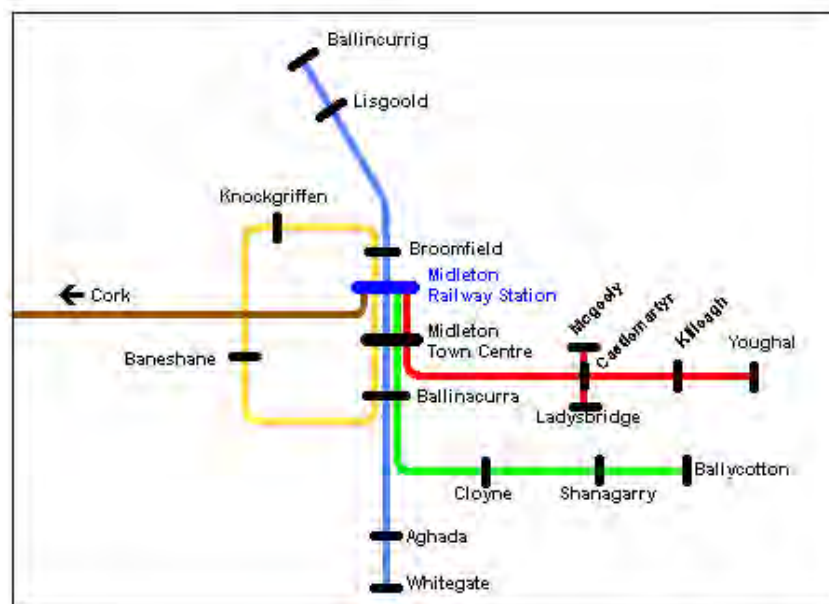


FIGURE 7.4: PROPOSED BUS ROUTES

## 7.5 Road Proposals

### General Considerations

**7.5.1.** The road network in Midleton has developed incrementally over many years. However, the scale of new growth proposed by CASP requires an altogether more rigorous approach to the planning of future changes to the network.

**7.5.2.** 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 approved road hierarchy.

Objective No.	<b>Road Proposals – Road Hierarchy</b>
TRA 7-9	<p>It is an objective of this plan, to ensure that new roads are designed and constructed in accordance with the County Council's Road Hierarchy, the main categories are as follows:</p> <ul style="list-style-type: none"> <li>• <i>National Routes (Primary and Secondary);</i></li> <li>• <i>District Distributor (Regional Routes);</i></li> <li>• <i>Local Distributor – through roads distributing traffic between residential areas. Direct access not permitted;</i></li> <li>• <i>Major Access Road – Through and cul-de-sac roads giving access to housing &amp; serving up to 240 dwellings (loop) or 150 dwellings (cul-de-sac);</i></li> <li>• <i>Intermediate Access Road – cul-de-sac, lowest order roads of conventional construction &amp; serving a maximum of 60 dwellings; and</i></li> <li>• <i>Minor Access Roads – Non-conventional combined vehicular pedestrian surface roads &amp; serving a maximum of 15 dwellings.</i></li> </ul>

**7.5.3.** The road hierarchy referred to in objective TRA 7-9 (above) is currently under review as part of the county council's proposals to introduce design guidance for new residential estates.

### National Routes

**7.5.4.** The N25 Cork-Rosslare National Primary Route serves the town of Midleton, by passing to the south. The western section of this route, to Cork, is the most important of the town's road links. Although the route is constructed to two-lane dual carriageway standard, the section from Carrigtwohill to Midleton is to a lesser standard than the more modern westerly section. The NRA proposes to provide a full grade separation of the junctions to the west.

**7.5.5.** To the east of Midleton the route is presently constructed to two-lane single carriageway standard however it is a long term objective of the National Roads Authority to provide a dual carriageway standard from Midleton to Youghal. Consideration will also be given to providing a grade separation of the junctions to the east and alterations to the Ballinacurra roundabout may also need to be considered to alleviate traffic congestion.

Objective No.	<b>Road Proposals – National Routes</b>
TRA 7-10	<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 and Town Councils will encourage the National Roads Authority to give consideration to the following:</p> <ul style="list-style-type: none"> <li>• <i>The grade separation of existing junctions on the two-lane dual carriageway section to the east and west of the town;</i></li> <li>• <i>To encourage the provision of a dual carriageway between Midleton and Youghal; and</i></li> <li>• <i>Investigate possible alterations to the roundabout at Ballinacurra.</i></li> </ul>

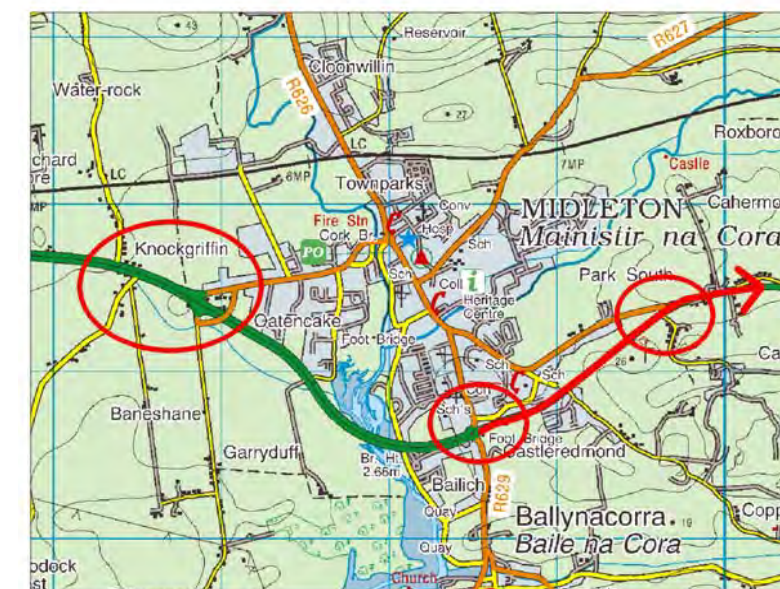


FIGURE 7.5: PROPOSED NATIONAL ROAD IMPROVEMENTS

**The Northern Relief Road**

**7.5.6.** The County Council has selected a preferred route for the Northern Relief Road that will link Cork Road to Youghal Road via a route through the northern part of the town's built up area. It is intended that this road will be designed and constructed as a district distributor road. Preliminary indications suggest that the road will be constructed to a two-lane, single carriageway standard, although sufficient land may be reserved to allow this to be widened to a four-lane road in the future. It will provide an important traffic artery that will relieve existing congestion on routes approaching the town centre and provide a 'spring-board' for future development in the area closest to the railway station.

**7.5.7.** The first stage to be undertaken will be the northwest sector of the link from Cork Road to Mill Road. The immediate requirement for this sector arises from the need to allow traffic from housing areas adjoining Mill Road to access the N25 whilst avoiding the roundabout at the northern end of Main Street where it can cause delays at peak times.

**7.5.8.** Preliminary indications suggest that the scale, nature and location of the development proposed in this plan will necessitate the construction of a second orbital route, linking the N25 to Mill Road, to follow an alignment "further out" than the northern relief road. The requirement for this route arises directly as a result of the new development planned for the town and therefore, its' construction will either be carried out in phases by the developer of adjoining land or as a special contribution levied at the planning stage. It will involve the construction of a new bridge over the railway line near Waterrock Road and revisions to the interchange with the N25 west of the town. It is envisaged that Iarnród Éireann will now construct this bridge as part of their proposals to eliminate the Waterrock level crossing. Additional expenses in ensuring that this bridge is of a sufficient capacity to accommodate a road of the appropriate standard will be levied as a special contribution from the developers of adjoining land.

**7.5.9.** In order to facilitate the development of this area once the rail line is opened, high priority will be given to the construction of a link road connecting the southern side of this bridge with the northern relief road as shown in Figure 8.3. This link could be constructed by the developers of nearby land or by Cork County Council. Consideration will be given to the application of Special Contributions, under section 48 of the Acts, from relevant developers to assist the completion of the link.

**7.5.10.** Land will be reserved near this route to facilitate the possible construction of a second station to serve what will become the western suburbs of the town.

**7.5.11.** Direct access will not be permitted from individual properties to either this route or the northern relief route.

Objective No.	<b>Road Proposals – Northern Relief Route</b>
TRA 7-11	<p>It is an objective of this plan, to give a high order of priority to the design and construction of the first phase of the Northern Relief Route. The design of the road will:</p> <ul style="list-style-type: none"> <li>• <i>Be to district distributor standards;</i></li> <li>• <i>Take account of the proposed location of the new railway station; and</i></li> <li>• <i>Provide for traffic movements likely to arise from new development proposed in this plan.</i></li> </ul>





## Section 8 Planning Proposals: Housing and Community Facilities

### 8.1 Introduction

8.1.1. This section addresses the requirement for the provision of new housing and community facilities for Midleton up to the year 2020 and sets out site-specific proposals for development to meet that requirement.

### 8.2 The Requirement for New Housing

8.2.1. In Section 5 of this plan, it is noted that in addition to development already either complete or planned, about 3,205 additional dwellings will be required in Midleton to achieve the population growth proposed in CASP.

8.2.2. In the light of Midleton's important strategic role as the major centre for population growth in the Blarney – Midleton rail corridor, it is intended to refocus new housing development on locations that are close to the new railway station. In the provision of water supply and drainage infrastructure priority will be given to development located close to the proposed railway station.

8.2.3. Figure 8.1 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 8-1	It is an objective of this plan to secure the development of about 3,205 new dwellings in Midleton town from mid-2003 up to the year 2020 in order to facilitate the growth of the town's population from about 7,990 to about 22,700 over the same period.  Taking account of development already completed, about 5,209 dwellings will be required.  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

Objective No.	Housing & Community Facilities - The Requirement for New Housing
HOU 8-1 <i>Continued</i>	development either in the County Development Plan 2003 or designated for development for the first time in this plan.
HOU 8-2	It is an objective of this plan to co-ordinate new housing development in the town giving priority to locations: <ul style="list-style-type: none"> <li>Offering convenient access to the new railway station; and</li> <li>The opportunity to secure the timely completion of specific physical and social infrastructure projects.</li> </ul>

Figure 8.1 Residential Land Supply	
Label	Proposed Units
R-01	67
R-02	800
R-03	88
R-04	183
R-05	45
R-06	240
R-07	216
R-08	85
R-09	45
R-10	20
R-11	500
X-01	2,500
X-02	250
X-03	150
X-04	300
X-05	44
T-02	1,000
<b>Total</b>	<b>6,533</b>

### 8.3 The Role of the Town Centre

8.3.1. The encouragement of new residential development in the town centre, as part of mixed use redevelopment schemes, is an important element of this plan's development strategy for Midleton 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 the proposed location for the new railway station.

8.3.2. However, in future, the Midleton Development Plan 2003 should include an estimate of the scale of new housing that could be accommodated in the town centre area in the years to come. In this way, the Town Council will retain the ability to respond with flexibility to individual proposals for development but it will be a shared objective of both councils to secure the stated quantum of new housing over the period to 2020 as a whole.

8.3.3. It is considered that there are opportunities within the Town Council's area to achieve a substantial quantum of new residential development during the lifetime of this plan. These opportunities are most likely to arise through the following opportunities:

- The conversion of redundant or under-utilised buildings to residential use or to mixed uses including a residential element; or
- The erection of new buildings either for residential uses or for mixed uses including a residential element.

Objective No.	Housing & Community Facilities – The Role of the Town Centre
HOU 8-3	The Town and County Councils recognise the importance of Midleton town centre as a location for new housing. 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.  Therefore, it is an objective of this plan to secure the provision of at least 1,000 new dwellings within the area administered by the Midleton Town Council from mid-2003 up to the year 2020. This development will arise either as part of proposals for mixed-use development or as a result of specific proposals in the Town Council's development plan.



8.3.4. It is considered that several of the opportunities for mixed use redevelopment, including new housing, in Midleton town centre may occur in the future but the main proposals are likely to focus on:

- The completion of Market Green and Waters Edge developments; and
- Redevelopment of:
  - Sites along Riverside Way;
  - Cuddigan's Yard;
  - ESB;
  - Chadwick's site; and
  - Atkin's site.

8.3.5. Midleton Town Council intend to commission consultants to prepare a three dimensional study for the future development of the area shown in Figure 8.2. It is anticipated that this study will be used as a means of evaluating development proposals when agreed by the Town Council.

8.3.6. With regard to the possibility of redevelopment along Riverside Way, better use could be made of the long gardens or yards to the rear of the properties on Main Street. The overall concept for this area is to encourage ground floor retail with first floor office or residential uses. Figure 8.2 shows an indicative framework to facilitate this development recognising the importance of the east-west linkages to Main Street.

8.3.7. It is important that the pedestrian linkages between Riverside Way and Main Street are maintained and further links are provided. It is anticipated that these new areas will form attractive urban spaces for public amenity and town centre uses (outdoor cafés).

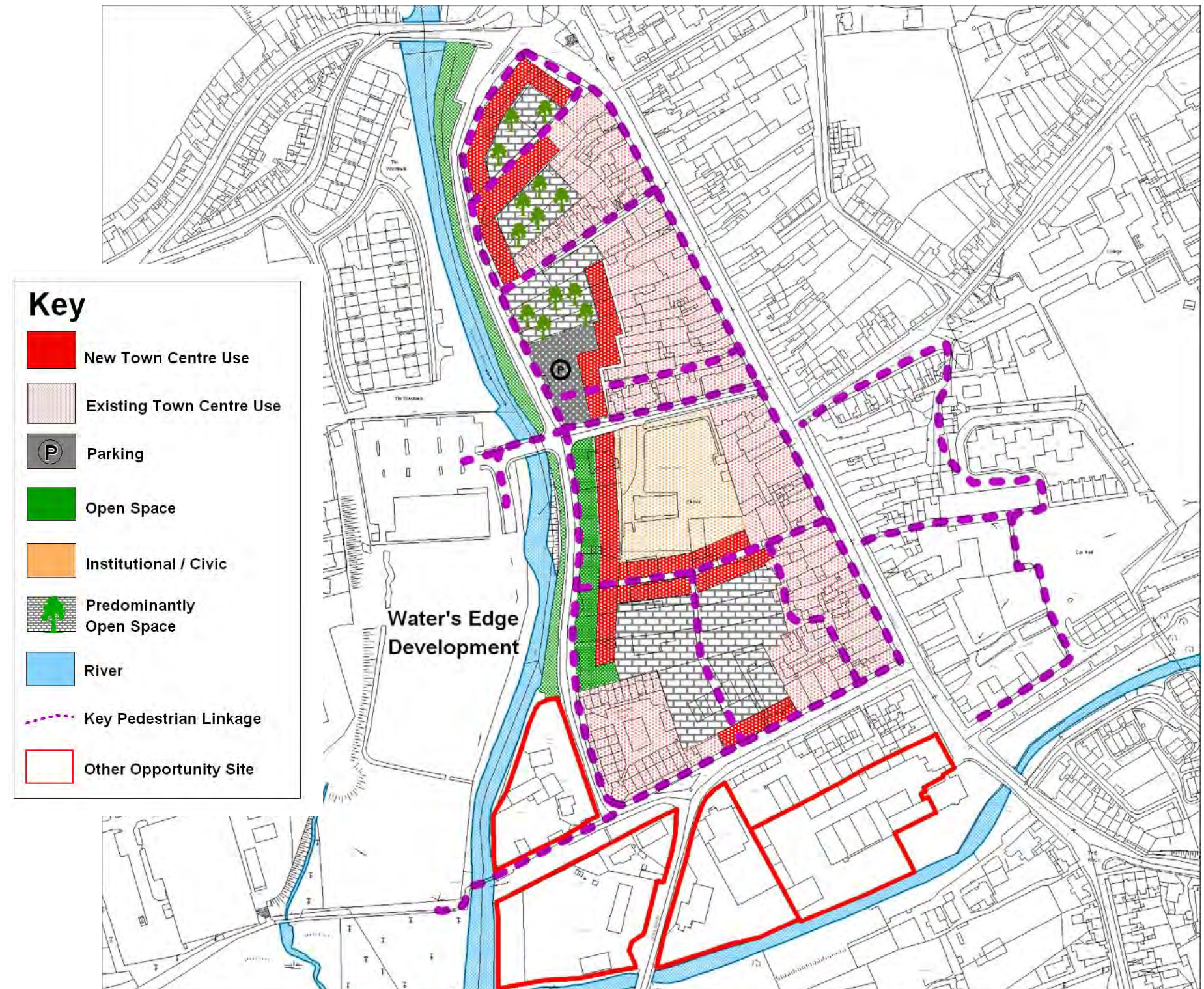


FIGURE 8.2: INDICATIVE DEVELOPMENT FRAMEWORK FOR RIVERSIDE WAY AND OTHER OPPORTUNITY SITES



### 8.4 Site-Specific Proposals: Waterrock

#### General Considerations

8.4.1. The Waterrock area is considered to offer significant potential for the expansion of Midleton to meet the need for new housing forecast in the CASP strategy. Waterrock Road bounds the area to the west, the golf course to the north, the Owenacurra River and floodplain to the east and 'Dawn Meats' and adjoining land (designated for new industrial development in the County Development Plan 2003) to the south.

8.4.2. As a whole the area comprises about 134ha. Its southern part is generally flat and at a level only a little above the adjoining floodplain to the east. The northern part of the area rises gently to a ridge close to the southern boundary of the golf course.

8.4.3. Provision was made in the County Development Plan 2003 for new residential development on an irregular shaped land parcel south east of Waterrock golf course. The site, about 17.5ha, was referred to as objective R-01 and designated for low-density residential development. The objective indicated that the developer would be required to carry out a study of the potential impact of development on the pattern of flooding downstream in the Owenacurra River. A substantial landscaped buffer and entrance or road works details were also required and the prospect of development is further complicated by the presence of a high voltage overhead cable across the site.

8.4.4. The County Development Plan 2003 also set aside 28.6ha of land for industrial development to the west of 'Dawn Meats' and north of the railway line. The specific objective for this land (I-02) suggested that the land should be reserved for the future extension of the adjoining established industrial area (i.e. Dawn Meats) and that a 20m tree planted buffer should be provided along the western site boundary (Waterrock Road).



FIGURE 8.3: WATEROCK INDICATIVE PROPOSAL



**Land Uses & Urban Design**

**8.4.5.** 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. Therefore, whilst this plan facilitates many of the proposals put forward in submissions, 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.

**8.4.6.** 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.

**8.4.7.** Provision is made in this plan for the construction of about 2,500 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, open space and leisure and recreation facilities. Land is also to be set aside to facilitate the construction of a second railway station if it is considered appropriate in the future.

**8.4.8.** The master plan will provide for the construction of the proposed new housing at a wide range of densities with higher densities located close to the proposed new railway station and the neighbourhood centre and lower density development in the north and east where the northern and eastern boundaries of the site adjoin the Metropolitan Cork Green Belt. 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.

**Neighbourhood Centre & Community Facilities**

**8.4.9.** The proposed neighbourhood centre will consist of convenience shops (including a modest sized supermarket), a primary school and post-primary educational campus, a new church and cemetery, a community hall and sports, leisure and recreation facilities and the proposed master plan will make clear and unambiguous proposals to secure the timely provision of each of its elements.

**8.4.10.** 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**

**8.4.11.** The proposed master plan will include provision for the construction of a new distributor road network linking the proposed northern relief route with the Mill Road near Broomfield, and the new railway bridge proposed as a replacement for the Waterrock level crossing in the south western part of the site. These roads will be capable of accommodating public transport.

**8.4.12.** In addition, a separate network of walkways and cycleways will be provided to link the principal residential areas with the neighbourhood centre, the schools, 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**

**8.4.13.** The master plan will provide comprehensive proposals for the design and layout of the floodplain of the River Owenacurra as a linear park to provide informal open space and playing pitches. It will be a minimum requirement of the proposals for this area that they should maintain its' flood storage capacity at current levels. Wherever possible, the proposals for the area should include measures that will serve to increase the flood storage capacity of the area as a whole.

**8.4.14.** The linear park itself, to include land on both banks of the river's main channel, will form an attractive corridor for pedestrian and cycle routes as well as providing new sports pitches to meet the need of the towns growing population.

**8.4.15.** The master plan will also include proposals for structural landscaping to the northern and western site boundaries to protect the setting of both the golf course and existing rural properties along Waterrock Road and to provide a long-term edge to the built up area of the town.

**8.4.16.** 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**

**8.4.17.** The public consultation draft of this plan set out detailed proposals for a total of five development phases for the new residential neighbourhood proposed at Waterrock and a variety of submissions were received. The concept of phasing was generally welcomed but a number of landowners and developers felt that the detailed approach taken in the draft plan could be unnecessarily prescriptive.

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

**8.4.19.** Therefore this plans' proposals are based on the submission of a comprehensive master plan for the site as 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.

**8.4.20.** 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. In the draft plan it was envisaged that development would commence in the south-eastern corner of the site, adjoining the northern ring road. A number of submissions sought flexibility to allow development to begin in other locations, particularly the south-western part of the site near Waterrock Road. There is also known to be pressure to allow development to commence independently in the northern part of the site off Mill Road.

**8.4.21.** In principal, the commencement of development in up to three locations could be acceptable providing that the single masterplan and phasing proposals ensure its' proper co-ordination. Indeed, the more rapid rate of development that would result from such an approach could hasten the provision of key infrastructure and community facilities. However, care needs to be taken to ensure that this approach would not have an adverse effect on those living or working close to the approach routes to the site. In this respect, Waterrock Road is particularly sensitive and is considered unsuitable as an access road to the development. Development in this part of the site should not commence until such time as the new bridge proposed

as a replacement for the level crossing has been provided and connected directly to the proposed northern ring road.

Objective No.	Housing & Community Facilities – Proposed Development at Waterrock
HOU 8-4	<p>The County Council consider that the area to which this objective relates is an appropriate location for a major expansion of the town that is required in order to achieve the scale of growth suggested in the Cork Area Strategic Plan.</p> <p>It is the Councils' objective to secure the development of about 2,500 new dwellings on this site through a phased programme of development that will secure the timely provision of the necessary physical, social and economic infrastructure. 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. Taking into account the physical characteristics of the site and the proper planning and sustainable development of the area, the Master Plan may also include appropriate provision to secure the equitable distribution of built development. Whilst the responsibility for 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.</p> <p>The master plan will pay particular attention to:</p> <ul style="list-style-type: none"> <li>The steps taken by the developers and landowners preparing the Masterplan to consult with other landowners and residents in the area generally;</li> <li>The provision of clear and unambiguous proposals for the timing and construction of all the elements of the development in a</li> </ul>

Objective No.	Housing & Community Facilities – Proposed Development at Waterrock
HOU 8-4 Continued	<p>number of sequential phases;</p> <ul style="list-style-type: none"> <li>Provision of new housing within a clearly defined network of 'character areas' so that each area can develop its own identity and sense of community;</li> <li>The timing and provision of appropriate drinking water and waste water disposal services for the development including, where necessary, the upgrading of off-site infrastructure;</li> <li>Proposals for the construction of a distributor road network capable of accommodating public transport and a segregated footway and cycle way system linking the proposed northern relief route with the Mill Road near Broomfield, and the new railway bridge proposed as a replacement for the Waterrock level crossing in the south western part of the site;</li> <li>Proposals for the provision and construction of national or primary schools to meet the educational requirements of those likely to live in the development including the timing of their construction (minimum 2 ha);</li> <li>The setting aside of land for the construction of a new secondary school (minimum 5 ha);</li> <li>The construction and timing of a neighbourhood centre consisting mainly of convenience shops, a new church and cemetery, a community hall and sports, leisure and recreation facilities;</li> <li>The master plan will provide comprehensive proposals for the design and layout of the floodplain of the River Owenacurra as a linear park to provide informal open space and playing pitches. It will be a minimum requirement of the proposals for this area that they should maintain its' flood storage capacity at current levels. Wherever</li> </ul>

Objective No.	Housing & Community Facilities – Proposed Development at Waterrock
HOU 8-4 Continued	<p>possible, the proposals for the area should include measures that will serve to increase the flood storage capacity of the area as a whole;</p> <ul style="list-style-type: none"> <li>In addition to the open space normally required within new housing developments, the provision of a minimum of 14ha to provide for recreation, sports and leisure facilities;</li> <li>Structural landscaping within the site itself and to the site boundaries to protect its' setting and to provide a long-term edge to the built up area of the town;</li> <li>Proposals for the future management and maintenance (including funding or sub-contracting arrangements) of the open-space areas included within the development;</li> <li>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</li> <li>The implementation of the phasing proposals embodied in this plan to secure the overall co-ordination of the development.</li> </ul>

### 8.5 Land North of Broomfield

8.5.1. This site is located to the east of Mill Road close to the northern edge of the built up area of the town. The eastern side of the site is generally flat but rises towards more steeply sloping and prominent land to the west. The site has a 350m frontage to Mill Road itself.



8.5.2. Most of the site is in agricultural use excepting a small part to the north that is used as an oil products distribution depot. There are existing houses adjoining the site to both the north and south.

8.5.3. The County Development Plan 2003 designated this site, together with adjoining more steeply sloping and elevated land to the east, for a variety of uses including residential (8.1ha), new industry (5.0ha), and a church, cemetery, schools, community centre and playing pitches. Given the topography of the area, more detailed study has shown that the gradient of the slopes are excessive for the forms of development originally envisaged.

8.5.4. Alternative provision has also been made in this plan for the community facilities as part of the major new development proposed for the Waterrock area where they will form part of a neighbourhood centre. The proximity of this site to either of the proposed locations for the railway station suggests that it could be successfully developed for housing at a mix of densities. The area closest to Mill Road being most suitable for higher density.

8.5.5. The overall site has been designated in this plan for a mix of uses including sports, recreation, cemetery, residential uses and provision has also been made for industrial development that could be located adjacent to the oil depot.

Objective No.	Proposed Development at Ballinacurra
HOU 8-7	It is the Councils' objective to provide town centre development in Ballinacurra including: retail / residential / office / primary school.



FIGURE 8.4: OLD MILL BUILDINGS IN BALLINACURRA



FIGURE 8.5: BALLINACURRA VILLAGE

8.7 Open Space, Sports, Recreation and Amenity

8.7.1. National and local policies suggests that, when its population has grown to the levels indicated in CASP, there should be a total of about 40 hectares of land set aside for open space, sports and recreation uses.



FIGURE 8.6: BALLINACURRA VILLAGE

Objective No.	Proposed Development at Broomfield
HOU 8-6	It is an objective to allow for a mix of uses on this site including the potential for relocation of Midleton GAA, provision of a cemetery, residential and industrial uses.

8.6 Ballinacurra

8.6.1. Although Ballinacurra has been a popular location for new residential development in recent years, its location, relatively remote from the proposed new railway station, suggests that, in future, priority should be given to the areas closer to the station. This strategy will also allow Ballinacurra an opportunity to consolidate after a period of relatively rapid growth.

8.6.2. Social and community facilities should be built up in Ballinacurra including, the provision of a primary school. The existing village centre area could be extended to include provision for such a facility or other community – social facilities to serve its growing population. This plan has also identified a location close to the existing village centre and within close proximity to the established residential areas within Ballinacurra for a primary school.

Park South



FIGURE 8.7: OPEN SPACE AT PARK SOUTH



**8.7.2.** In order to move towards this target, provision is being made in this plan for a new 21.5ha sports and open space development at Park South, to the south of Midleton Distillery, off the Old Youghal Road. Currently, there is a pitch and putt course to the west of the site, which provides an attractive direct walk to the town centre.

**8.7.3.** This facility could include new and improved facilities for the GAA, who may be displaced from their present grounds as a result of the railway station development, tennis courts, gym and swimming pool facilities or other sports complex uses.

*Midleton Football Club*

**8.7.4.** Midleton Football Club also has 2 pitches, a clubhouse and an all weather pitch located off Kennel Road to the north west of the town. Access to the football club from Kennel Road is very poor, with room for single carriage traffic at any one time. This situation is also particularly dangerous for pedestrians and cyclists as there is no footpath or cycleway from Kennel Road to the club grounds.

**8.7.5.** Further land, 1 ha in size, to the west of the existing club grounds, has been reserved to allow for the future needs of the club including: car parking, additional facilities and a new access onto the northern relief road. It would then be possible to close the existing entrance to motor vehicles allowing pedestrians and cyclists safe and convenient access.



**FIGURE 8.8: OPEN SPACE AT KNOCKGRIFFIN**

*Ballyannan Wood*

**8.7.6.** As noted, Ballyannan Wood is an important amenity for the whole town of Midleton. In recent years plans to access the wood via a footbridge have been drawn up and contributions from development in the surrounding area have been collected to fund the provision of such a bridge. It is anticipated that this project will form the first phase of a planned programme of integrated heritage and amenity activities in the wood.



**FIGURE 8.9: BALLYANNAN WOOD**

*Midleton GAA*

**8.7.7.** This plan makes provision for the redevelopment of the existing Midleton GAA grounds located adjacent to the railway station. In the event that such re-development occurs a number of alternative relocation sites have been put forward including a site at Castleredmond south of the N25. This objective also provides for the development of that site including a limited amount of residential development and a nursing home.



**FIGURE 8.10: CASTLEREDMOND**

Objective No.	Proposed Development at Castleredmond
HOU 8-8	It is an objective of this plan to allow for a mixed-use development comprising new GAA facilities up to 44 dwellings and a nursing home. Detailed proposals shall include a traffic and pedestrian impact management assessment and no dwellings or nursing home development will commence prior to the commencement of construction of the GAA facilities.





## Section 9 Planning Proposals: Employment and Economic Development

### 9.1 Introduction

9.1.1. This section sets out the main proposals for employment and economic development in Midleton up to the year 2020. Generally these are based on proposals originally set out in the County and Town Development Plans but new proposals have been included where:

- Other proposals in this plan have resulted in land originally designated for employment related uses being re-designated e.g. for residential development; or
- It is considered appropriate to make additional land available in order to facilitate the relocation of existing employment uses from areas where, in future, they may no longer be best suited; or
- The opportunity has arisen to add to the range and choice of sites available for this form of development.



FIGURE 9.1: INITIATIVE DEVELOPED BY CORK COUNTY COUNCIL IN KNOCKGRIFFIN

### 9.2 General Strategy

9.2.1. The main provisions for future employment related development in Midleton are set out in the County Development Plan 2003. This sets aside a total of 131.1 ha of land for new industry or enterprise development and 2.2 ha for non-retail commercial development.

9.2.2. The underlying strategy in this plan is to refocus housing development on areas that are convenient to the new railway station. The provision of additional land for new residential development in line with this strategy has resulted in the re-designation for new residential development of two sites that were intended for industrial development in the County Development Plan 2003 These are:

- I-01: Industrial estate development of small and medium sized units off Mill Road; and
- I-02: Provision for the extension of the adjoining established industrial area at Knockgriffin.

9.2.3. So far as the town centre is concerned, as the population of the town grows over the life of this plan, it will become increasingly important as the principal location for new retail development. This is consistent with the designation of Midleton as a 'district centre' in the retail hierarchy for the county.

9.2.4. A number of industrial or commercial uses such as builders' merchants, timber products workshops/sales-outlets and car sales/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 industrial and commercial uses that will form an important element of the town's employment growth over the lifetime of this plan.

9.2.5. Together with its role as an important location for new residential development, the town centre will also be a principal location for office development in addition to site I-06 designated in the County Development Plan 2003 for office-based industry.

9.2.6. The County Council have identified the requirement for a civic amenity facility in Midleton as part of the Council's Waste Management Plan. The County Development Plan 2003 makes provision for uses including 'waste material treatment and recovery' in areas designated for industrial development subject to the specific zoning objective for each site. In this plan the specific zoning objective EMP 9-3 and EMP 9-4 facilitate this form of development. Civic amenity facilities are often best located with good road access and

where they will not adversely affect residential amenity.

Objective No.	Employment and Economic Development – General Strategy
EMP 9-1	<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"> <li>• The established role of the town centre as the principal area for new retail development;</li> <li>• The important role that the town centre will play as a principal location for new office development during the lifetime of the plan; and</li> <li>• The need to set aside additional land for industrial and commercial development to replace land re-designated in this plan for other uses and to make sufficient land available for new development and to accommodate existing businesses seeking to relocate within the town.</li> </ul>

### 9.3 Knockgriffin

9.3.1. The County Development Plan 2003 designated this large, generally level area for industry. The southern part of the area (I-06) was reserved for office based industry (with the suggestion that access should be taken from Cork Road close to its junction with the N25) and that form of development was also an option for the northern part of the site (I-02).

9.3.2. Now that the preferred route of the northern relief road is known, it is appropriate to revise the boundaries of this area so that they are consistent with that route. Although the northern part of the site is close to the existing industrial undertaking at 'Dawn Meats', environmental standards at this site are generally high and, in future, there will be good access to the northern relief road obviating the need for access to Cork Road.

9.3.3. In this plan it is considered preferable to develop this area comprehensively rather than in two separate proposals as envisaged in the County Development Plan 2003. The aim should be to develop this enlarged area progressively over the life of the plan for employment development requiring high environmental standards. High-tech production industry, office based industry and a business park would be suitable for most of the site but some provision has



been made in the southern part for mixed small and medium scale industrial and commercial development.

9.3.4. The site as a whole should be served by a loop-road from the northern relief road constructed to distributor road standards. Provision should be made for the diversion of Waterrock Road through the site during the lifetime of the plan so that the existing at grade interchange with the N25 can be closed on road safety grounds.



FIGURE 9.2: INDUSTRY AT KNOCKGRIFFIN

9.3.5. A distributor road standard link should be provided within the site to serve a new bridge to be constructed over the railway line as part of the phased development of the adjoining land to the north for new residential development. This link may facilitate the abandonment of the existing railway level crossing on Waterrock Road.

Objective No.	Employment and Economic Development – Development at Knockgriffin	Approx Area (Ha)
EMP 9-2	<p><b>General Principles</b></p> <p>It is an objective to develop this site for enterprise/industry and non-retail commercial development broadly in line with the development framework plan for the site shown at Figure 9.2 and in accordance with the following principles:</p>	37.6

Objective No.	Employment and Economic Development – Development at Knockgriffin	Approx Area (Ha)
EMP 9-2 Contd.	<p>Primary Land Use Enterprise/ Industry/ Commercial</p> <p>Preferred Plot Ratio 0.25:1</p> <p>Other uses floor space 5%</p>	

9.4 Kennel Road



FIGURE 9.3: INDUSTRY AT KENNEL ROAD

9.4.1. East of the Northern Relief Road are two areas of land that front the northern part of Kennel Road. These parcels of land were part of the larger Industry/Office Based Industry (I-02 & I-06) designations included in the County Development Plan 2003 to the west. However, in the future they will be effectively severed from this larger area by the new road.

9.4.2. The character of the upper part of Kennel Road is created by the mix of small or medium sized industrial and commercial developments centred around the County Council's own development to the east. It therefore makes sense to utilise these land parcels severed from the larger areas by the new road as further areas for small to medium scale mixed commercial and industrial development.

9.4.3. The construction of the first phase of the northern relief road will enable the area as a whole including the County Council's existing development, to be served independently off Kennel Road itself,

thereby relieving the largely residential southern section of the road of commercial traffic.

Objective No.	Employment and Economic Development – Development at Kennel Road	Approx Area (Ha)
EMP 9-3	<p>Primary Land Use Industry/ Commercial</p> <p>Preferred Plot Ratio 0.25:1</p> <p>Other uses floor space 5%</p>	4.0 (total)

9.4.4. In addition to this industrial area at Knockgriffin, a smaller area (0.3 ha) south of the proposed extension to the football club is proposed as a commercial, non-retail site in this plan.



FIGURE 9.4: COMMERCIAL SITE AT KNOCKGRIFFIN







**9.7 Baneshane**

9.7.1. The County Development Plan 2003 designated two areas at Baneshane, located south of the N25 National Primary Route, for industrial development. While one of these sites was rezoned for residential use in the final plan the larger site of 26.8 ha remains designated for a large-scale stand-alone industry. The following specific objective for this site applies;

Objective No.	Employment and Economic Development – Development at Baneshane	Approx Area (Ha)
EMP 9-6	Large-scale stand-alone industry. A 20m tree planted buffer shall be provided along the northern site boundary.	26.8



FIGURE 9.7: INDUSTRY AT BANESHANE

## Section 10 Infrastructure

### 10.1 Funding and Implementation

#### Background

**10.1.1.** 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.

**10.1.2.** 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.

**10.1.3.** On 23<sup>rd</sup> 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

**10.1.4.** 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.

**10.1.5.** 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.

**10.1.6.** 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.

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

MIDLETON SPECIAL LOCAL AREA PLAN KEY INFRASTRUCTURE WORKS			
Project	Comment	Contribution Fund	SLAP Ref.
Construction of the Northern Relief Road Phase 1 (Cork Road to Mill Road)	-	General Fund	-
Construction of the Northern Relief Road Phase 2 (Mill Road to Broomfield East)	Initial section from Mill Road to east of the railway station may be required as advance works to eliminate Mill Road level crossing	General Fund	-
Construction of new route from Park Street to the station	-	Developer / Supplementary Fund	X-04
Construction of new distributor road network from N25 west of Midleton to Mill Road at Broomfield West	To include new bridge over railway	Developer / Special Contribution	X-01 I-01
Construction of pedestrian routes/cycle lane network	Within new development this will be provided by developers	General Fund	-
Upgrading of the Waste Water	-	General Fund	-

MIDLETON SPECIAL LOCAL AREA PLAN KEY INFRASTRUCTURE WORKS			
Treatment Plant			
Upgrading of the Drinking Water Supply	-	General Fund	-
Layout and construction of sports and open space development at Park South	-	General Fund	O-04

#### Schools and Other Community Facilities

**10.1.8.** 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.

**10.1.9.** The scale of new development proposed in this plan requires a different approach. The new neighbourhood of 2,500 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.

**10.1.10.** 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. This approach has also been applied to the provision of other new community facilities in the new neighbourhood proposed at Waterrock.

**10.1.11.** Close co-operation will be required between the County Council, the Department of Education and Science, community groups and developers.





## Section 11 Landuse Proposals: Summary

### 11.1 Introduction

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

### 11.2 Special Zoning Objectives (Major New Residential Neighbourhood)

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

<b>MIDLETON: SPECIAL ZONING OBJECTIVES (MAJOR NEW RESIDENTIAL NEIGHBOURHOOD)</b>		
Objective No.	Specific Objective	Approx Area (Ha)
X-01	<b>New Residential Neighbourhood:</b> To be developed in accordance with objective HOU 8-4 in this plan.	133.8

### 11.3 Special Zoning Objectives

11.3.1. The specific special zoning objectives for Midleton are set out in the following table.

<b>MIDLETON: SPECIAL ZONING OBJECTIVES</b>		
Objective No.	Specific Objective	Approx Area (Ha)
X-02	It is an objective to allow for a mix of uses on this site including the potential for relocation of Midleton GAA, provision of a cemetery, residential and industrial uses.	25.4

<b>MIDLETON: SPECIAL ZONING OBJECTIVES</b>		
Objective No.	Specific Objective	Approx Area (Ha)
X-03	It is an objective to create the potential for high-density development predominantly residential, office or small-scale retail onto Mill Road.	2.0
X-04	To be developed in accordance with objectives TRA 7-1 and TRA 7-2 in this plan.  It is also an objective of this plan to give consideration to mixed use redevelopment proposals including housing and some retail uses. The opportunity could be taken to locate a new square or other urban space with the railway station as its focus.	16.2
X-05	It is an objective of this plan to allow for a mixed-use development comprising new GAA facilities up to 44 dwellings and a nursing home. Detailed proposals shall include a traffic and pedestrian impact management assessment and no dwellings or nursing home development will commence prior to the commencement of construction of the GAA facilities.	14.3
X-06	This Mill Building is considered to be suitable for a form of mixed-use development that respects the character of the building and is sympathetic to its re-use. An appropriate conservation proposal will be required.	0.1
X-07	It is an objective to redevelop this derelict site to include a mix of uses including residential, or office development which will include a sympathetic design acknowledging the scenic nature of this location, existing public rights of way and in accordance with the principles of proper planning and sustainable development.	0.3

<b>MIDLETON: SPECIAL ZONING OBJECTIVES</b>		
Objective No.	Specific Objective	Approx Area (Ha)
X-08	This grain store comprises a mix of traditional and relatively modern buildings on a restrictive site adjoining a recently developed residential area. Should an opportunity to redevelop the site arise during the lifetime of the plan, consideration should be given to the conversion of the principal traditional buildings on the site to other uses more compatible with the site's present surroundings. A limited amount of new development may be possible in a form that respects the traditional buildings remaining on the site.	2.0

### 11.4 Residential Development

11.4.1. The specific residential zoning objectives for Midleton are set out in the following table.

<b>MIDLETON: RESIDENTIAL</b>		
Objective No.	Specific Objective	Approx Area (Ha)
R-01	Low density residential development, which may include the provision of a nursing home subject to a detailed landscape scheme which will include a minimum 20 metre wide tree planted strategic buffer along the southern boundary of the site which will act as a definite barrier to further development in the area. Any development proposals will be subject to agreed road works and entrance details.	8.9
R-02	Medium Density Residential Development. In submitting proposals for the development of this land, the developer will be required to:  Demonstrate, to the satisfaction of the planning authority, that the proposals for this land can, in future, be satisfactorily integrated with other land in the Baneshane area and linked to the town centre, its' railway station and	33.4



<b>MIDLETON: RESIDENTIAL</b>		
<i>Objective No.</i>	<b>Specific Objective</b>	<i>Approx Area (Ha)</i>
	the site identified in this plan as a possible second station to serve the town at Waterrock; No new houses shall be commenced until the new primary school and community recreational facilities are commenced by the developer and the development of new houses shall be limited to 400 in number until such time as the New Grade Separated Junction with the N25 is completed by either Cork County Council or by way of Public Private Partnership with the developer. The special contribution of €100,000 per acre updated in accordance with the Consumer Price Index shall be paid to Cork County Council on the commencement of the work on the New Grade Separated Junction or in the event of a Public Private Partnership, the developers shall immediately make available the aforementioned funds i.e. € 8,000,000 (updated in accordance with the Consumer Price Index) to facilitate the project.	
R-03	Medium density residential development, consideration may be given to the provision of a nursing home.	4.6
R-04	Medium density residential development.	6.1
R-05	High density residential development.	0.9
R-06	Medium density residential development, consideration may be given to the provision of a nursing home.	8.5
R-07	Medium density residential development.	7.2
R-08	High density residential development.	1.7
R-09	High density residential development.	0.9

<b>MIDLETON: RESIDENTIAL</b>		
<i>Objective No.</i>	<b>Specific Objective</b>	<i>Approx Area (Ha)</i>
R-10	Low-density residential development designed to respect the form and character of adjoining development. This site is relatively low-lying and any proposals for development will be required to demonstrate that the development of the site will not result in any significant loss of flood storage capacity within the catchment area of the local river network and that surface water run-off from the site (with appropriate attenuation) will not result in flooding either on site or elsewhere.	2.6
R-11	Medium density residential development, and provision of individual serviced sites subject to ground conditions.	24.1

**11.5 Industry and Enterprise**

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

<b>MIDLETON: INDUSTRY AND ENTERPRISE</b>		
<i>Objective No.</i>	<b>Specific Objective</b>	<i>Approx Area (Ha)</i>
I-01	To be developed in accordance with objective EMP 9-2 in this plan.	37.6
I-02	To be developed in accordance with objective EMP 9-3 in this plan.	1.2
I-03	To be developed in accordance with objective EMP 9-3 in this plan.	2.8
I-04	To be developed in accordance with objective EMP 9-5 in this plan.	16.0
I-05	To be developed in accordance with objective EMP 9-4 in this plan.	19.7
I-06	Large-scale stand-alone industry. A 20m tree planted buffer shall be provided along the northern site boundary.	26.8

**11.6 Town Centre / Neighbourhood Centre**

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

<b>MIDLETON: TOWN / NEIGHBOURHOOD CENTRE</b>		
<i>Objective No.</i>	<b>Specific Objective</b>	<i>Approx Area (Ha)</i>
T-01	The proposed mixed development on this site shall be implemented as laid out in the master plan for the lands on both sides of the Town Council boundary.	8.8
T-02	To be developed in accordance with the Town Centre Mixed Use objectives in the Midleton Town Council Development Plan 2003.	83.3
T-03	To be developed in accordance with objective HOU 8-7 in this plan.	0.6

**11.7 Commercial**

11.7.1. The specific commercial zoning objectives for Midleton are set out in the following table.

<b>MIDLETON: COMMERCIAL</b>		
<i>Objective No.</i>	<b>Specific Objective</b>	<i>Approx Area (Ha)</i>
C-01	Non-retail commercial development.	0.3
C-02	Non-retail commercial development.	2.2

### 11.8 Educational, Institutional and Civic Use

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

<b>MIDLETON: EDUCATIONAL, INSTITUTIONAL AND CIVIC USE</b>		
Objective No.	Specific Objective	Approx Area (Ha)
E-01	Cemetery provision	2.0
E-02	Primary school provision	2.6

### 11.9 Open Space, Sports, Recreation and Amenity

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

<b>MIDLETON: OPEN SPACE, SPORTS, RECREATION AND AMENITY</b>		
Objective No.	Specific Objective	Approx Area (Ha)
O-01	Passive open space that will remain predominantly open and rural in its character. There is some capacity to accommodate individual dwellings in an appropriate form and setting in order to add to the range of housing choice in the town and provide an alternative to one-off housing in the countryside.	9.2
O-02	Active open space for informal public recreation including the provision of an amenity walk connecting with similar proposals in the Town Councils area.	3.9
O-03	Active open space reserved to allow for the extension of the Midleton FC including: car parking, additional facilities and a new access onto the northern relief road.	1.0

<b>MIDLETON: OPEN SPACE, SPORTS, RECREATION AND AMENITY</b>		
Objective No.	Specific Objective	Approx Area (Ha)
O-04	Active open space: this facility could include new and improved facilities for the GAA, Tennis Court, Gym and Swimming Pool facilities or other sports complex uses. A direct pedestrian access to the town centre shall also be provided.	21.5
O-05	Ballyannan Wood	23.3
O-06	Passive open space. This prominent slope makes a significant contribution to the rural character of Ballinacurra.	5.5

### 11.10 Utilities and Infrastructure

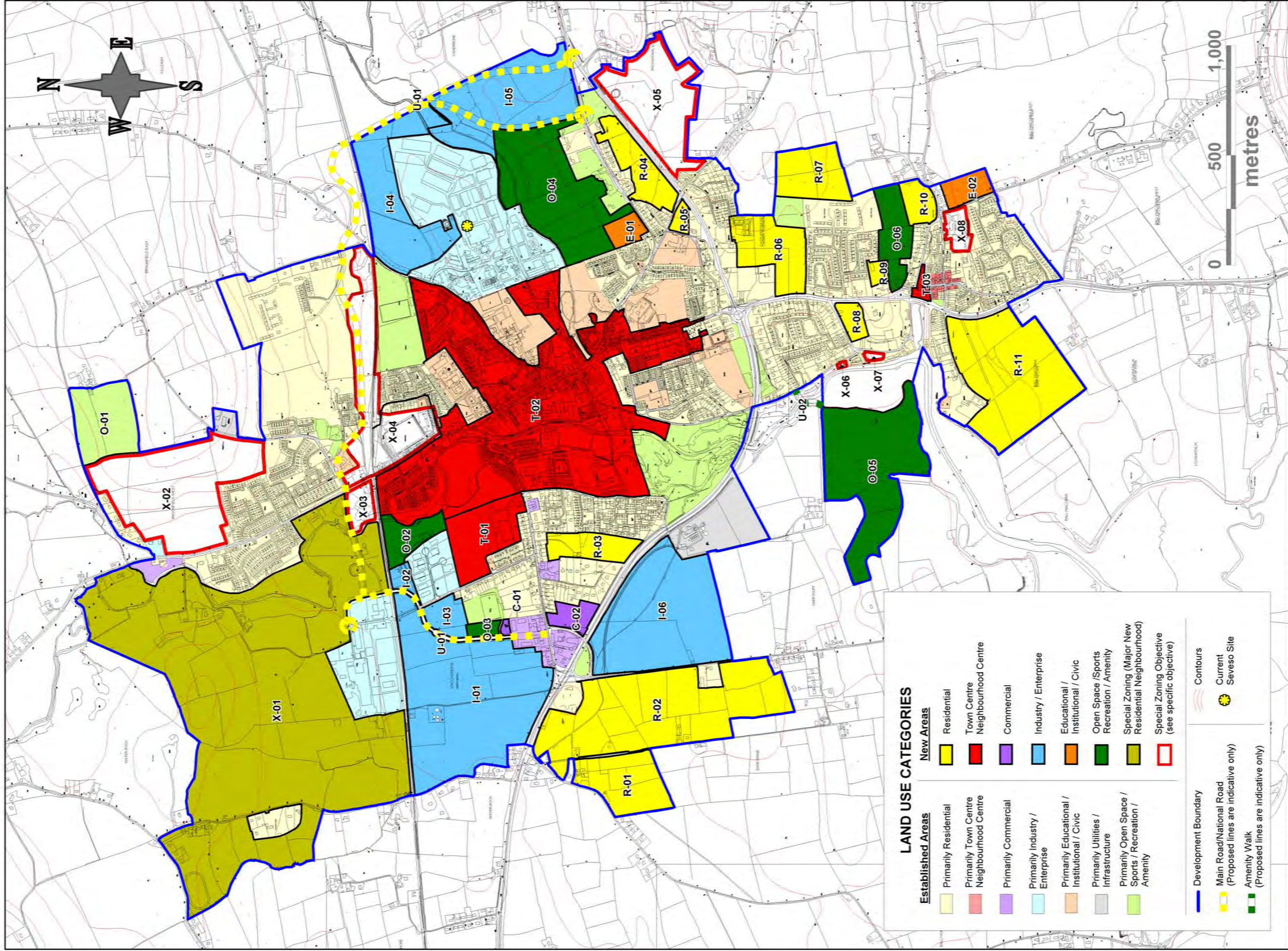
11.10.1. The specific utilities and infrastructure objectives for Midleton are set out in the following table.

<b>MIDLETON: UTILITIES AND INFRASTRUCTURE</b>		
Objective No.	Specific Objective	Approx Area (Ha)
U-01	Proposed local distributor road	-
U-02	Provide footbridge access to Ballyannan Wood	-









**LAND USE CATEGORIES**

Established Areas	New Areas
Primarily Residential	Residential
Primarily Town Centre Neighbourhood Centre	Town Centre Neighbourhood Centre
Primarily Commercial	Commercial
Primarily Industry / Enterprise	Industry / Enterprise
Primarily Educational / Institutional / Civic	Educational / Institutional / Civic
Primarily Utilities / Infrastructure	Open Space / Sports Recreation / Amenity
Primarily Open Space / Sports / Recreation / Amenity	Special Zoning (Major New Residential Neighbourhood)
	Special Zoning Objective (see specific objective)
Development Boundary	Contours
Main Road/National Road (Proposed lines are indicative only)	Current Seveso Site
Amenity Walk (Proposed lines are indicative only)	





## 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 maritime*), Common Salt marsh-grass (*Puccinellia maritima*) Sea Plantain (*Plantago maritime*), Greater Sea-spurry (*Spergularia media*), Sea Lavender (*Limonium humile*), Sea Arrowgrass (*Triglochin maritimum*), Mayweed (*Matricaria maritime*) 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. Waders occur in the

greatest density north of Rosslare, with Dunlin, Godwit, Curlew and Golden Plover the commonest species. 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 of Fota at Killacloyne and Harper's Island. Ahanesk supports a roost also but is subject to disturbance. The numbers of Gery 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





**Appendix B – Built Heritage**

<b>Type</b>	<b>Significance</b>	<b>Vulnerability</b>	<b>Mitigation</b>	<b>Policy</b>
<b>Urban / Townscape / Landscape</b>	<ul style="list-style-type: none"> <li>-The main corridor of Main Street + 'Y' of Youghal Rd &amp; St. Mary's Rd, a wealth of terraced housing dating from late 19C &amp; 20C</li> <li>- Location on Owenacurra River &amp; Estuary</li> <li>- Presence of street furniture &amp; public spaces</li> <li>- Relationship as main town historic settlements of Cloyne &amp; Ballynacorra Harbour</li> <li>- Evolution of town with each period leaving a layer</li> </ul>	<ul style="list-style-type: none"> <li>-Loss of street pattern through re-routing of roads, re-orientation of town centre</li> <li>- Loss of street furniture, introduction of faux or inappropriate additions</li> <li>-Loss of laneways &amp; rights of way</li> <li>- Conglomeration of Ballynacorra &amp; Midleton, blurring original distinction between the two settlements</li> <li>- Loss of elements or lack of quality contemporary design to add to evolution for future generations</li> </ul>	<ul style="list-style-type: none"> <li>- Integrated approach to provision and maintenance of services</li> <li>- Acknowledgement of need to distinguish the two settlements of Ballynacorra &amp; Midleton</li> <li>- Setting and improving the standards for contemporary design</li> </ul>	<ul style="list-style-type: none"> <li>- To retain and protect the existing shape and elevation of the town's main spine</li> <li>- To retain and protect the existing street furniture and open spaces</li> </ul>
<b>Industrial Archaeological</b>	<ul style="list-style-type: none"> <li>-The mark of Midleton's grain &amp; cereal history in its fine warehouses, stores, distilleries</li> <li>- Importance of the town in the wider context of the Cloyne &amp; Ballynacorra areas</li> <li>- Presence of Railway Station</li> </ul>	<ul style="list-style-type: none"> <li>- Dis-use of mill/store buildings</li> <li>- De-stabilisation through proximity of new developments</li> <li>- Loss (demolition) of <b>any</b> aspects of the old station or railway houses</li> <li>- Continued dis-use</li> </ul>	<ul style="list-style-type: none"> <li>- planning control</li> <li>- general promotion &amp; awareness raising</li> </ul>	<ul style="list-style-type: none"> <li>- Place onus on developers to engage appropriate conservation advice for redevelopment of mills etc</li> <li>- Require conservation reports at preplanning stage</li> </ul>
<b>Archaeology</b>	<ul style="list-style-type: none"> <li>- Origins of the town &amp; monastery</li> <li>- Cahermone Castle</li> </ul>	<ul style="list-style-type: none"> <li>-Loss of archaeology (unmonitored ground disturbance</li> <li>- Inappropriate works to graveyard</li> <li>- Destruction of the setting of monuments</li> </ul>	<ul style="list-style-type: none"> <li>- planning control</li> <li>- general promotion &amp; awareness raising</li> </ul>	
<b>Vernacular</b>	<ul style="list-style-type: none"> <li>- Ordinary buildings 18 &amp; 19C that make up the bulk of the town and its physical character</li> <li>- One-storey housing (Cork Rd, Free School Lane)</li> <li>- Worker's housing (Railway housing &amp; Clonmult Tce)</li> </ul>	<ul style="list-style-type: none"> <li>- Demolition &amp; inappropriate redevelopment</li> <li>- Irreversible loss of character of through removal of patina (plaster finish, rainwater goods, pattern &amp; type of roof cover, boundary walls, railings, original joinery) or repositioning</li> <li>Destruction of the setting by inappropriate new developments in scale and design</li> </ul>	<ul style="list-style-type: none"> <li>- planning control</li> <li>- general promotion &amp; awareness raising</li> </ul>	<ul style="list-style-type: none"> <li>- To conserve and protect patina of vernacular buildings and traditional finishes</li> <li>- To protect the setting of streetscape in considering new development both in terms of scale, finishes &amp; design</li> </ul>



<b>Type</b>	<b>Significance</b>	<b>Vulnerability</b>	<b>Mitigation</b>	<b>Policy</b>
<b>Architectural</b>	<ul style="list-style-type: none"> <li>- Fine Georgian public buildings, terraces and houses (Broderick St., St. John Baptist, Midleton College, Distilleries, Market House, Tracton Lodge)</li> <li>- One-off Victorian buildings (Church of the Most Holy Rosary, Pugin House, School House, Church Lane)</li> <li>- Fine examples of detached Edwardian houses</li> </ul>	<ul style="list-style-type: none"> <li>- Demolition &amp; inappropriate redevelopment</li> <li>- Irreversible loss of character of through removal of patina (plaster finish, rainwater goods, pattern &amp; type of roof cover, boundary walls, railings, original joinery) or repositioning</li> <li>- Destruction of the setting by inappropriate new developments in scale and design</li> </ul>	<ul style="list-style-type: none"> <li>- planning control</li> <li>- general promotion &amp; awareness raising</li> </ul>	<ul style="list-style-type: none"> <li>- Appropriate uses</li> <li>- To conserve and protect the character of buildings in terms of finishes &amp; setting</li> <li>- Require conservation reports at preplanning stage</li> <li>- Require appropriate advice during planning stages</li> </ul>
<b>Historic Associations</b>	<ul style="list-style-type: none"> <li>- JC Ashlin, Architect</li> <li>- Pugin</li> <li>- 17C. Town Corporation</li> <li>- Whiskey</li> </ul>	<ul style="list-style-type: none"> <li>- Loss of original buildings by the architects</li> </ul>	<ul style="list-style-type: none"> <li>- planning control</li> <li>- general promotion &amp; awareness raising</li> </ul>	

**Ballinacorra – Conservation Survey Findings**

Significance	Issues & Future Vulnerability	Mitigation	Policy
<p><b>Villagescape/Landscape</b></p> <ul style="list-style-type: none"> <li>- Crossroads village settlement dominated by remains of impressive industrial heritage</li> <li>- Port &amp; quay walls</li> <li>- Area around graveyard &amp; Ballynacorra House of interest &amp; uplands to the north</li> </ul>	<ul style="list-style-type: none"> <li>-Loss of street pattern through re-routing of roads, main village cross roads seems to lose out</li> <li>- Irreversible loss of character of through removal of patina (plaster finish, rainwater goods, pattern &amp; type of roof cover, boundary walls, railings, original joinery) or repositioning</li> <li>-Loss of access to the quays</li> <li>-Destruction of setting with over-development of this area with new housing</li> </ul>	<ul style="list-style-type: none"> <li>- Up-grading of existing planting and street furnishing &amp; finishes</li> <li>- Planning control policies for retention of original character and features</li> <li>- Planning control for retention of quay walls</li> <li>- Limitation of new housing in these areas</li> </ul>	<ul style="list-style-type: none"> <li>- To retain enhance the original crossroads of the village</li> <li>- To upgrade landscape features &amp; amenities in the village</li> <li>- Require appropriate landscaping &amp; design for new housing</li> </ul>
<p><b>Industrial Archaeology</b></p> <p>Great Malhouses Stores Quay walls</p>	<ul style="list-style-type: none"> <li>- Misuse of mill/store buildings</li> <li>- De-stabilisation through proximity of new developments, loss of setting</li> </ul>	<ul style="list-style-type: none"> <li>- Planning control</li> </ul>	<ul style="list-style-type: none"> <li>- Place onus on developers to engage appropriate conservation advice for redevelopment of mills etc</li> <li>- Require conservation reports at preplanning stage</li> </ul>
<p><b>Recommendations for RPS</b></p> <p>Oikoseema House Charleston House Graveyard Gully Wall Feature Warehouse</p>			
<p><b>Relationship to Midleton</b></p> <ul style="list-style-type: none"> <li>- Forms part of the greater Midleton area, including Cloyne</li> <li>- Historic Grain links to both Midleton &amp; Cloyne</li> <li>- Threat of losing the distinction between the two, whereby Midleton expands to Ballynacorra but Ballynacorra accrues none of benefits, i.e., loss of amenities, rise in house prices etc.</li> </ul>	<p>Conglomeration of Ballynacorra &amp; Midleton, blurring original distinction between the two settlements</p> <ul style="list-style-type: none"> <li>- Destruction of the setting by inappropriate new developments in scale and design</li> <li>- Lack of amenities &amp; green areas, decline of village centre</li> </ul>	<ul style="list-style-type: none"> <li>- Planning control</li> <li>- General promotion &amp; awareness raising</li> </ul>	<ul style="list-style-type: none"> <li>- To conserve and protect patina of vernacular buildings and traditional finishes</li> <li>- To protect the setting of streetscape in considering new development both in terms of scale, finishes &amp; design</li> </ul>



