

Appendix 1 Summary of Submissions

A notice requesting pre draft submissions on the Joint Retail Study was placed in the Irish Examiner and on the website of Cork City Council and Cork County Council. In addition, key stakeholders were written to inviting submissions.

Submissions were received from the following:

- Cunnane Stratton Reynolds on behalf of O' Callaghan Properties
- Cunnane Stratton Reynolds on behalf of Deka Immobilien Investment Gmbh Ltd
- Cork Business Association
- McCutcheon Halley Walsh on behalf of Donncha Loftus
- Shipton Services Ltd
- Coakley O' Neill on behalf of Douglas Developments Ltd
- Cunnane Stratton Reynolds on behalf of Ballyvolane Development Company Ltd
- McCutcheon Halley Walsh on behalf of Mc Carthy Developments Ltd
- Cork Chamber

A summary of submissions received is provided below.

Cunnane Stratton Reynolds on behalf of O' Callaghan Properties

Key points:

- Request that Mahon, Wilton, Blackpool be given Town Centre designation.
- That Mahon District Centre boundary be expanded.
- That a sliding approach is applied to permitted unbuilt floorspace in calculating requirements.
- That more retail space should be accommodated in District Centres subject to appropriate controls.

Cunnane Stratton Reynolds on behalf of Deka Immobilien Investment Gmbh Ltd

Key points:

- Request that Mahon, Wilton, Blackpool be given Town Centre designation.
- That Mahon District Centre boundary should be expanded.
- That Mahon Point is a location where larger floorplates can be accommodated to support inward investment from international retailers, thereby catering for retailers that cannot find appropriate spaces in the City.

Cork Business Association

Key points:

- The main threat to the City is the four suburban district centres.
- That Cork City Centre has to be the preferred location for future development.
- CBA support the future development of the Docklands.
- Significant improvement in transport infrastructure is essential to maintaining the viability of the City Centre.

McCutcheon Halley Walsh on behalf of Donncha Loftus

Key points:

- Requests that lands located on the south side of the Banduff Road are identified as a new neighbourhood centre.
- That study indicates that such a centre will be upgraded to a District Centre if the proposed upgrade of the existing Fox and Hounds Neighbourhood Centre to District Centre proves not feasible.
- That study should recognise the strategic importance of Ballyvolane in the future development of metropolitan Cork.

Shipton Services Ltd

Key points:

- That the past and current emphasis on the quantitative requirements of the City and the County has inhibited development in areas zoned town centre.
- That a health check assessment is a prerequisite to a long term successful retail strategy.
- That district centres should be the primary focus for retail led regeneration.
- Retail cores need to be identified and retail should be preserved for these cores.
- Carrigaline: Welcomes the inner relief road west of Main Street and the zoned lands between the Western Inner Relief Road and Main Street. These two actions will provide for a far more attractive Main Street and allow Carrigaline to compete more effectively to capture the shoppers within its catchment and prevent leakage to Mahon, Douglas and Wilton.
- Midleton: The reopened suburban rail service is struggling. The town needs to enhance its role as an employment location. That retail core can be achieved by pulling the retail core in a northerly direction.
- Blackpool: Blackpool needs a second anchor store. This could be achieved within Blackpool SC through the addition of a unit within the car park to the east of the shopping centre. Provision should be made for the expansion of Blackpool to promote and facilitate the reopening of the adjacent Kilbarry Station. That the focus on the quantitative restriction for the north side in the current retail strategy may severely limit any chance of the infill development being delivered in the short to medium term.
- Mahon: That the actual scale of Mahon is completely underestimated. Mahon's scale should be held as is and all the other centres especially those with a Town Centre focus and importance should be encouraged to upgrade in scale and quality and be allowed compete with the highly successful Mahon in an attempt to rebalance footfall across the district centre.
- Wilton: That the extant permission at Wilton should not act as a block to development elsewhere as the extant permission may not be implemented.
- Douglas: That there is a need to increase the comparison shopping quantum on Douglas.

Coakley O' Neill on behalf of Douglas Developments Ltd

Key points:

- That the study should acknowledge that Douglas Court is in need of expansion and redevelopment to maintain its role within the Cork Metropolitan Area's retail hierarchy.
- That study should support their rejuvenation of Douglas Court Shopping Centre and allow for an increase in floorspace at the centre including a new comparison anchor store of 4,800 sq. metres, medium sized comparison units of 2,800 sq. metres, convenience retailing uses (1,300 sq. metres net) and retail service uses (1,000 sq. metres net).
- That it is inconsistent and anti competitive to allow the Mahon Point District Centre exceed an arbitrary cap while on the other hand simultaneously limiting the development of other retail centres based on the same cap.

Cunnane Stratton Reynolds on behalf of Ballyvolane Development Company Ltd

Key points:

- That the focus of retail development needs to be directed to the north side.
- That the strategy should advocate consistency within the objectives of the City and County plan regarding the lands at Ballyvolane which are zoned for Town Centre uses and designated as a District Centre.
- The Retail Strategy should support the development of a District Centre with a combined convenience and comparison floorspace of 14,004 sq. metres net sales in order for it to be viable and secure the retention of trade within the northern environs.

McCutcheon Halley Walsh on behalf of Mc Carthy Developments Ltd

Key point:

- Requests the designation of lands at Jacobs Island as a neighbourhood centre.

Cork Chamber

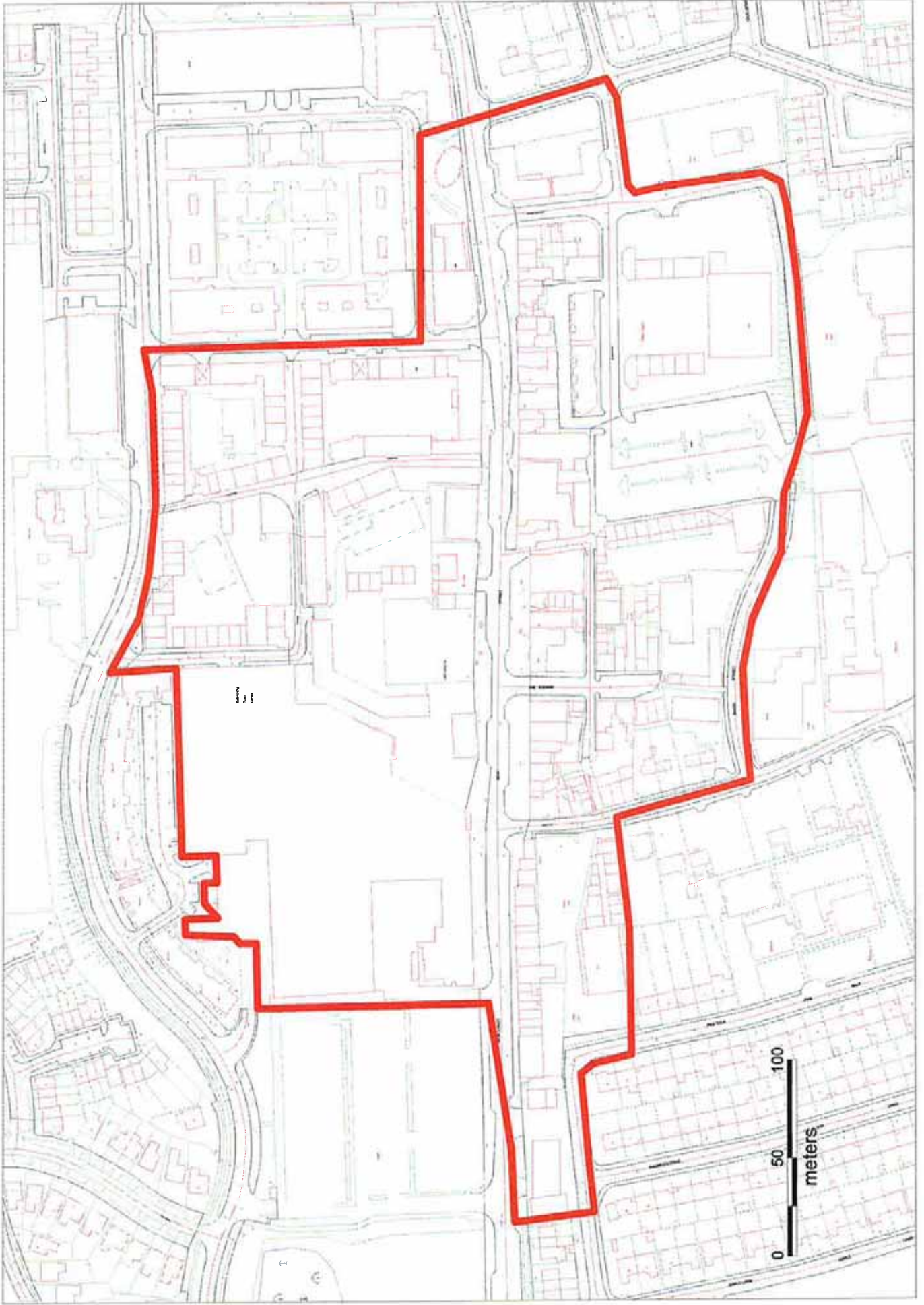
Key points:

- Floorspace caps should remain at levels which are conducive to maintaining competition, whilst also recognising significant changes in the sector in recent years.
- Concern regarding cost of rates. Welcomes initiatives such as the ring fencing of 1% of rates for economic development and states that such an allocation should be expanded and improved.
- Supports the Adopt a Road Scheme. Supports initiatives which encourage partnership between business and the community which benefits the Cork region.

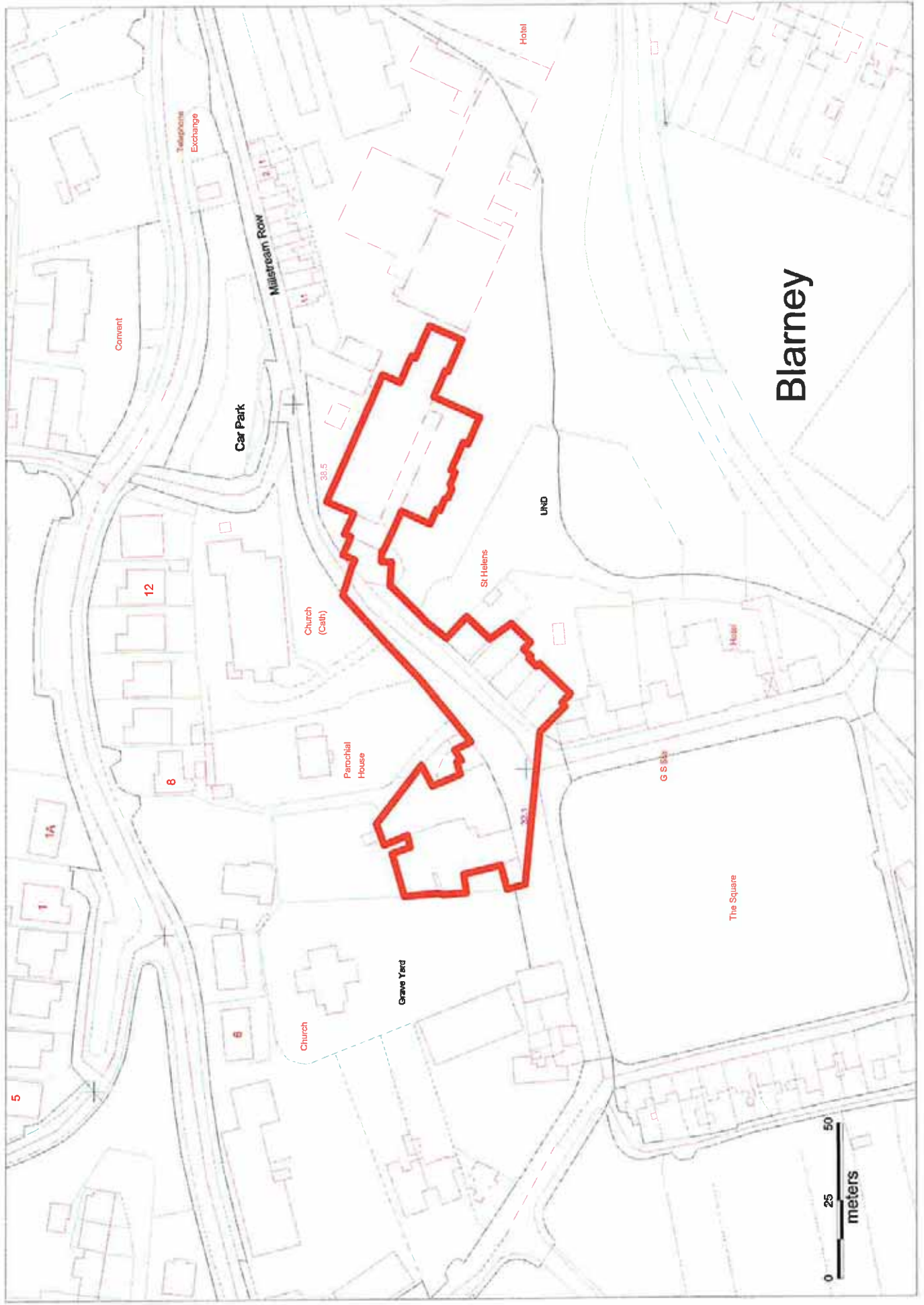
- Support the development of a high quality transport system and any measures to improve accessibility to the retail environment and business opportunities in the city.
- Suggest a number of measures to increase mobility including enhanced parking information, promotion of park by Phone system, introduction of Parking Metres, marketing of the Park and Ride facility at Black Ash, introduction of further park and Ride facilities and the promotion of Car Sharing among commuters.

APPENDIX 2: CORE RETAIL AREAS

Ballinacorney - Core Retail Area

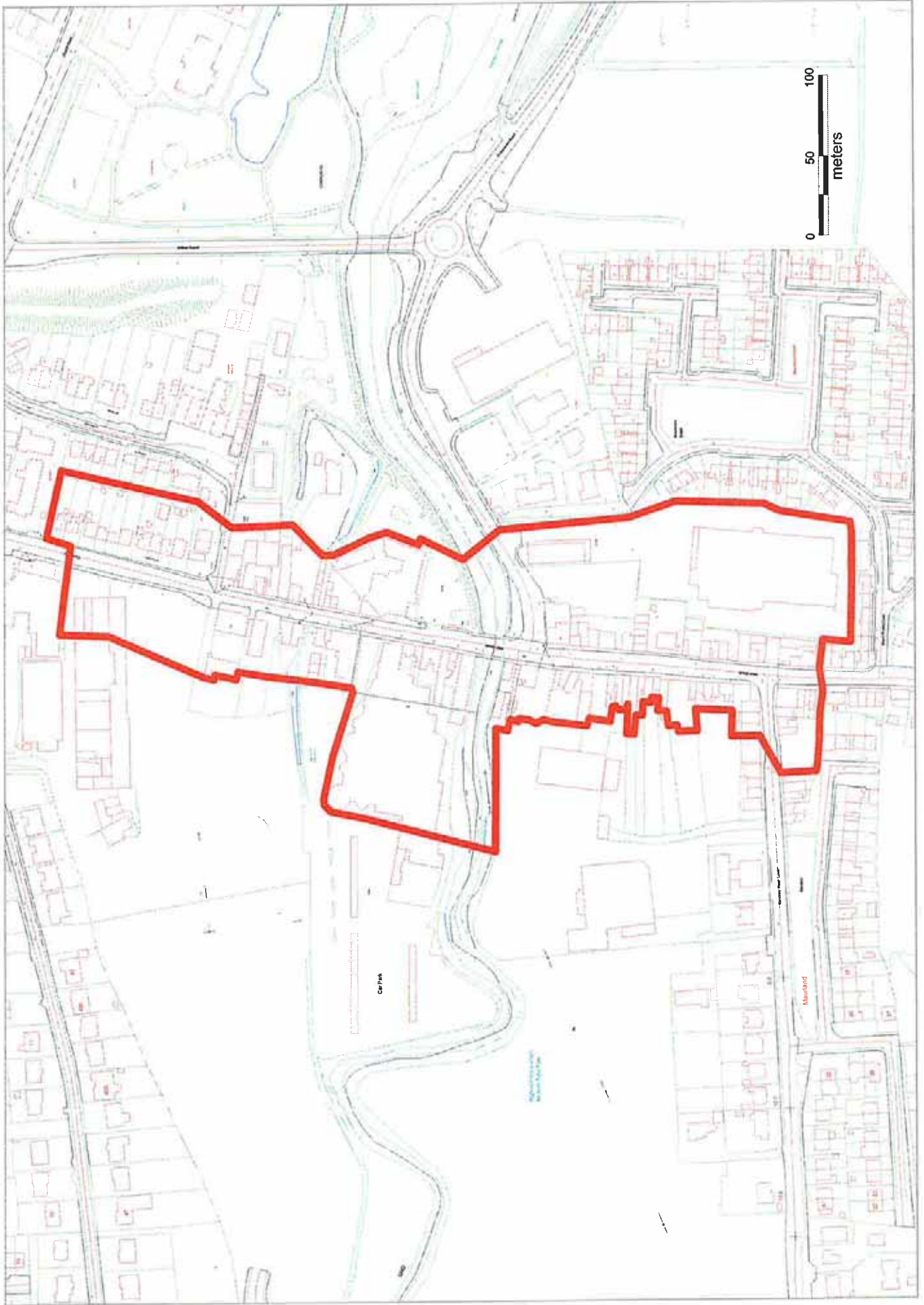


Blarney - Core Retail Area

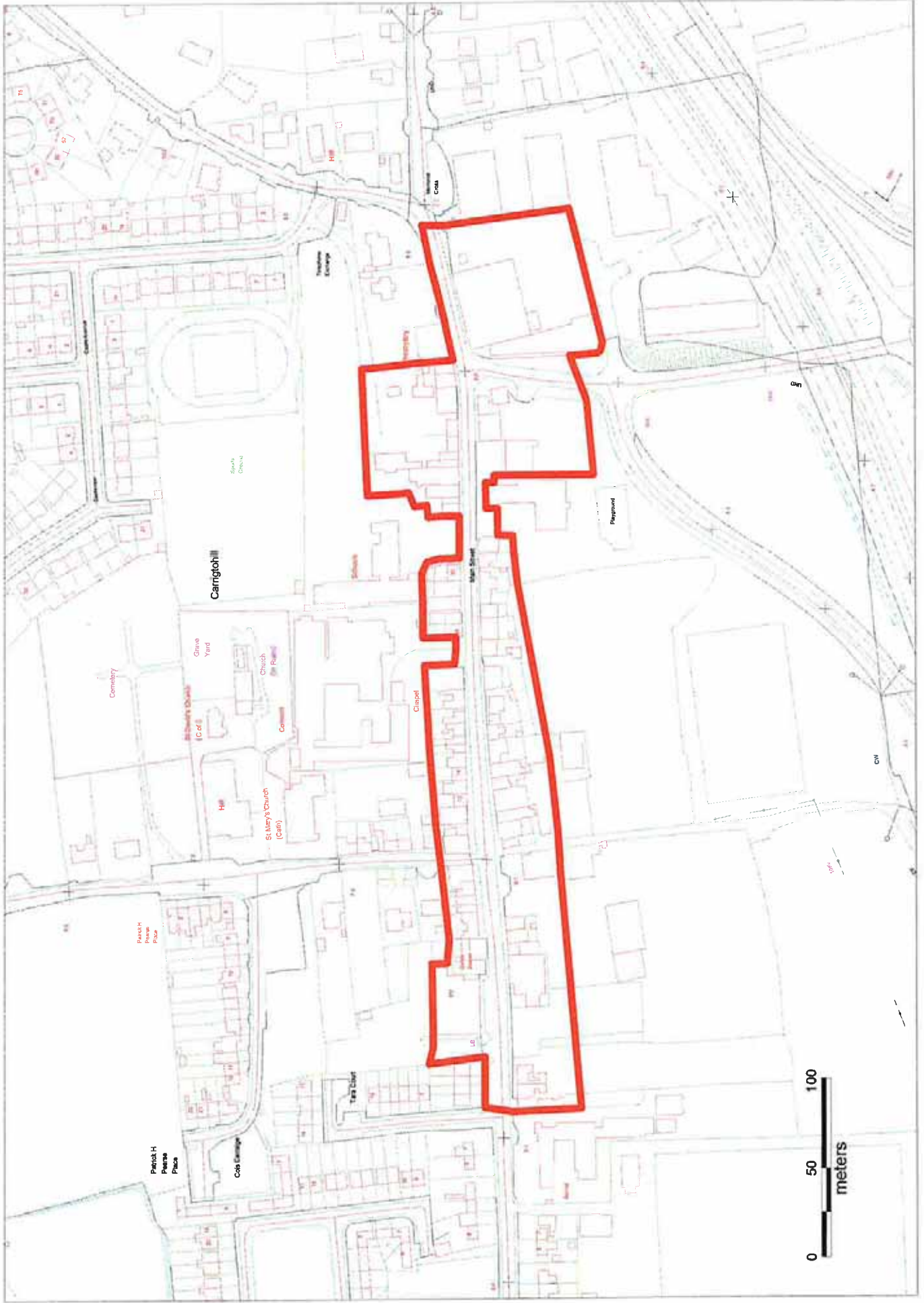


Blarney

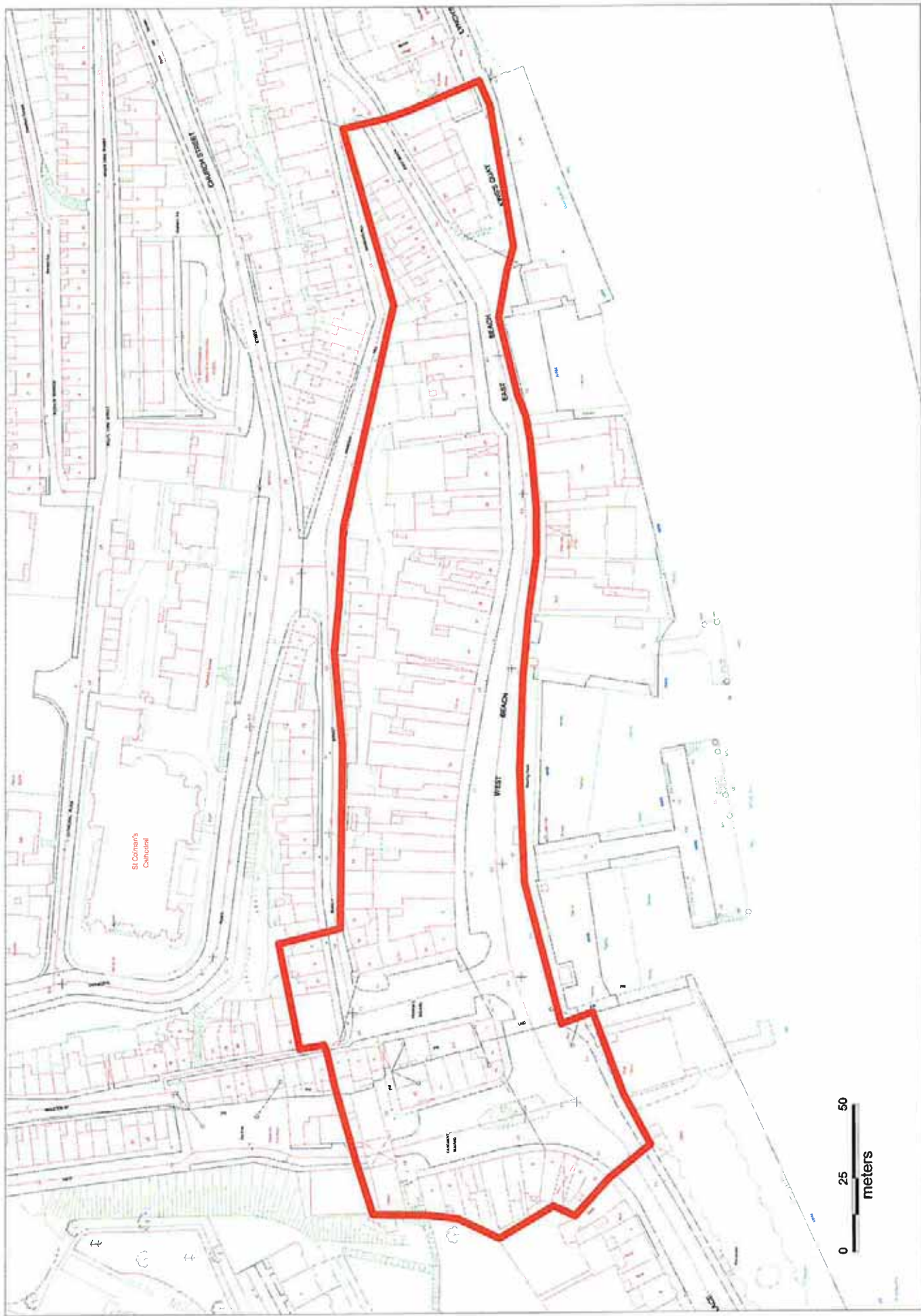
Carryline - Core Retail Area



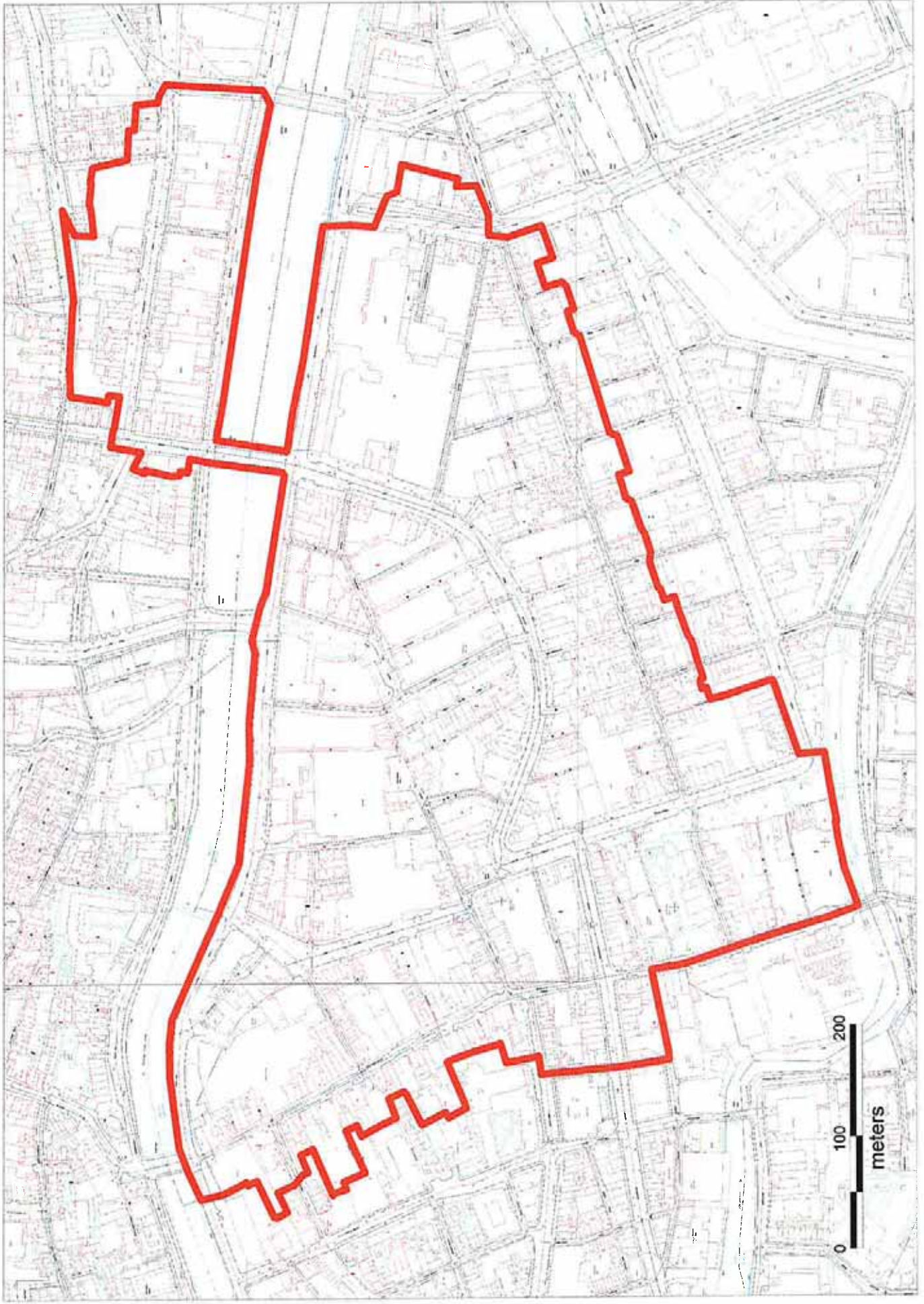
Carrigrohilly - Core Retail Area



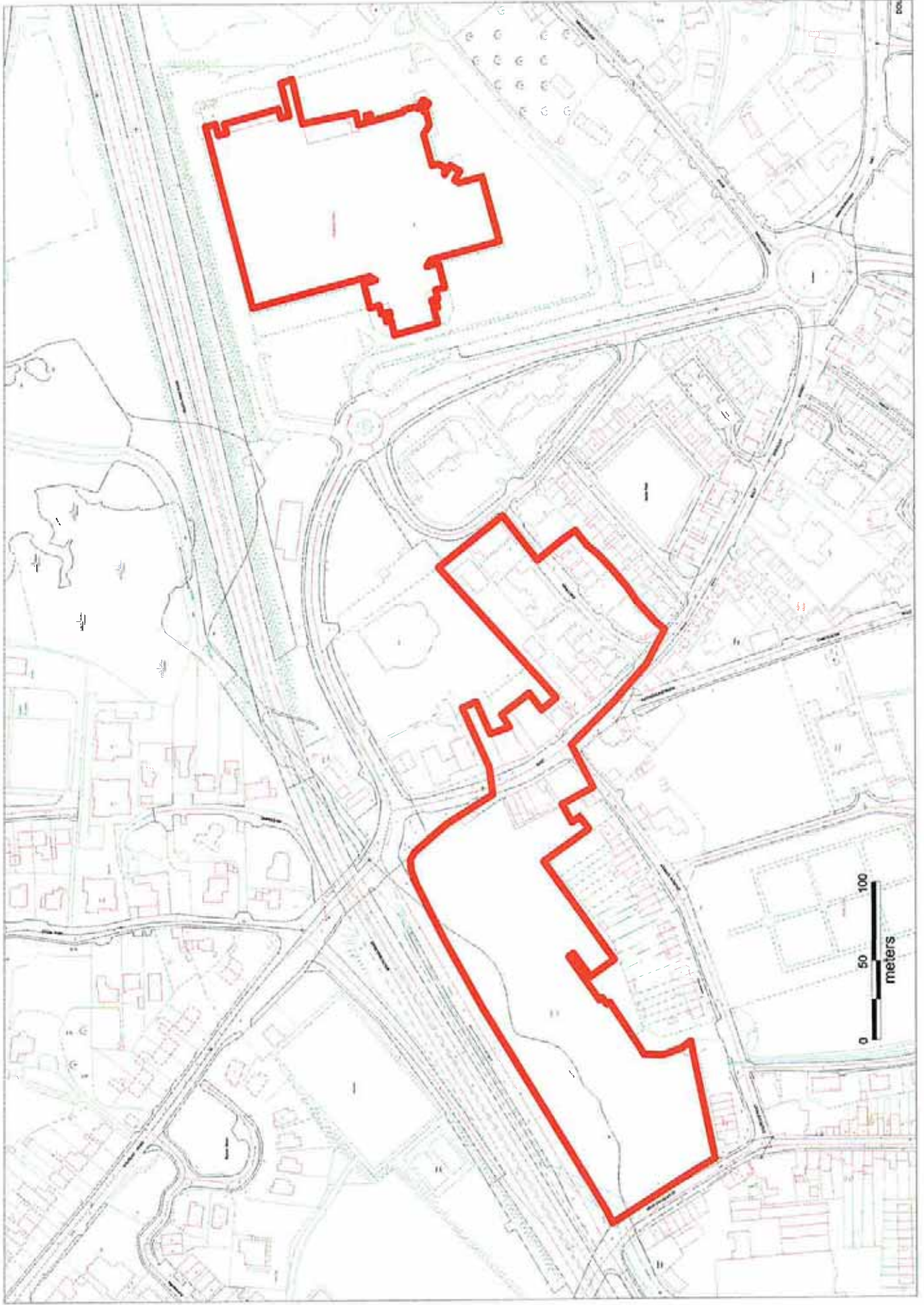
Cobh Core Retail Area



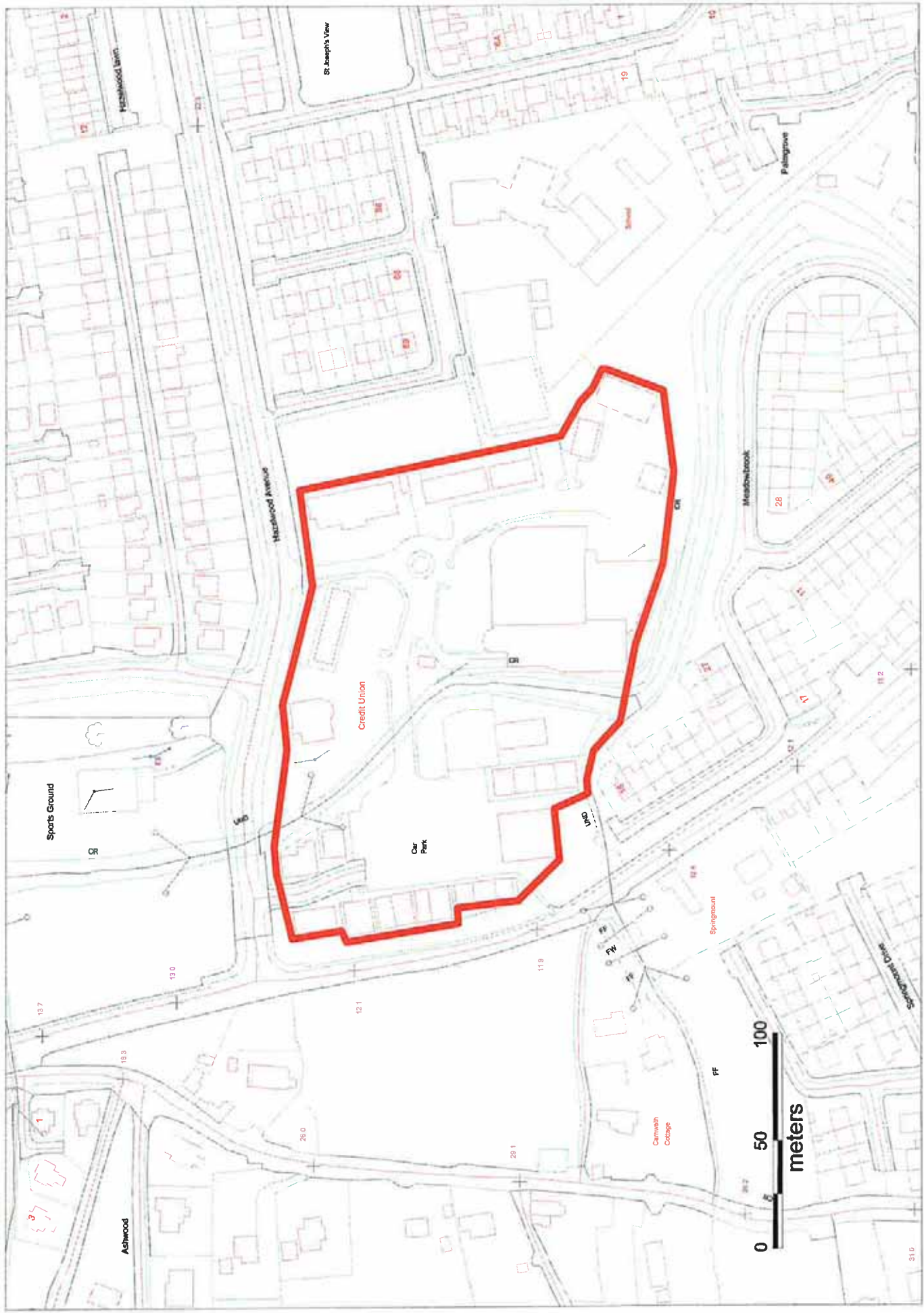
Cork City - Core Retail Area



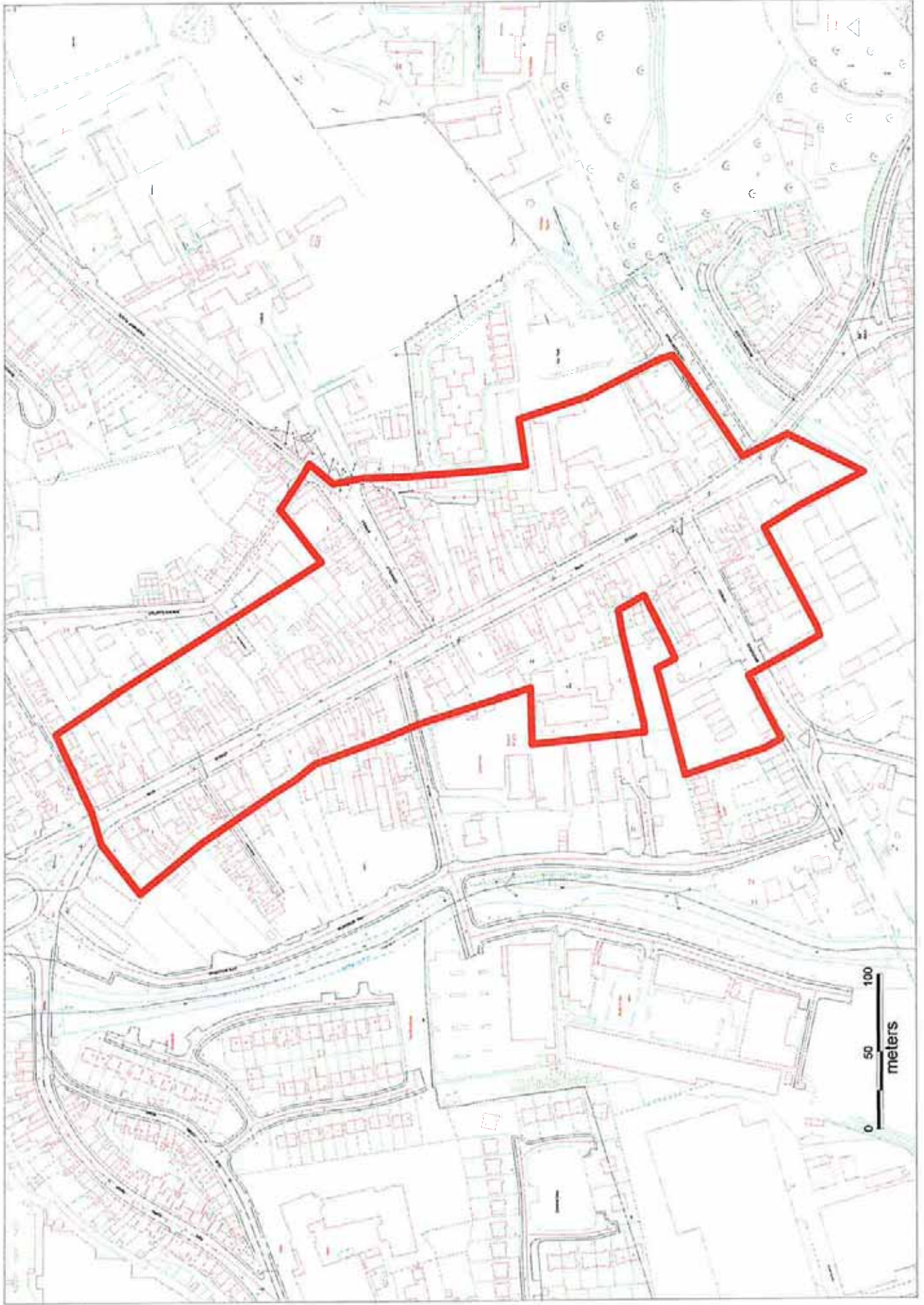
Douglas - Core Retail Area



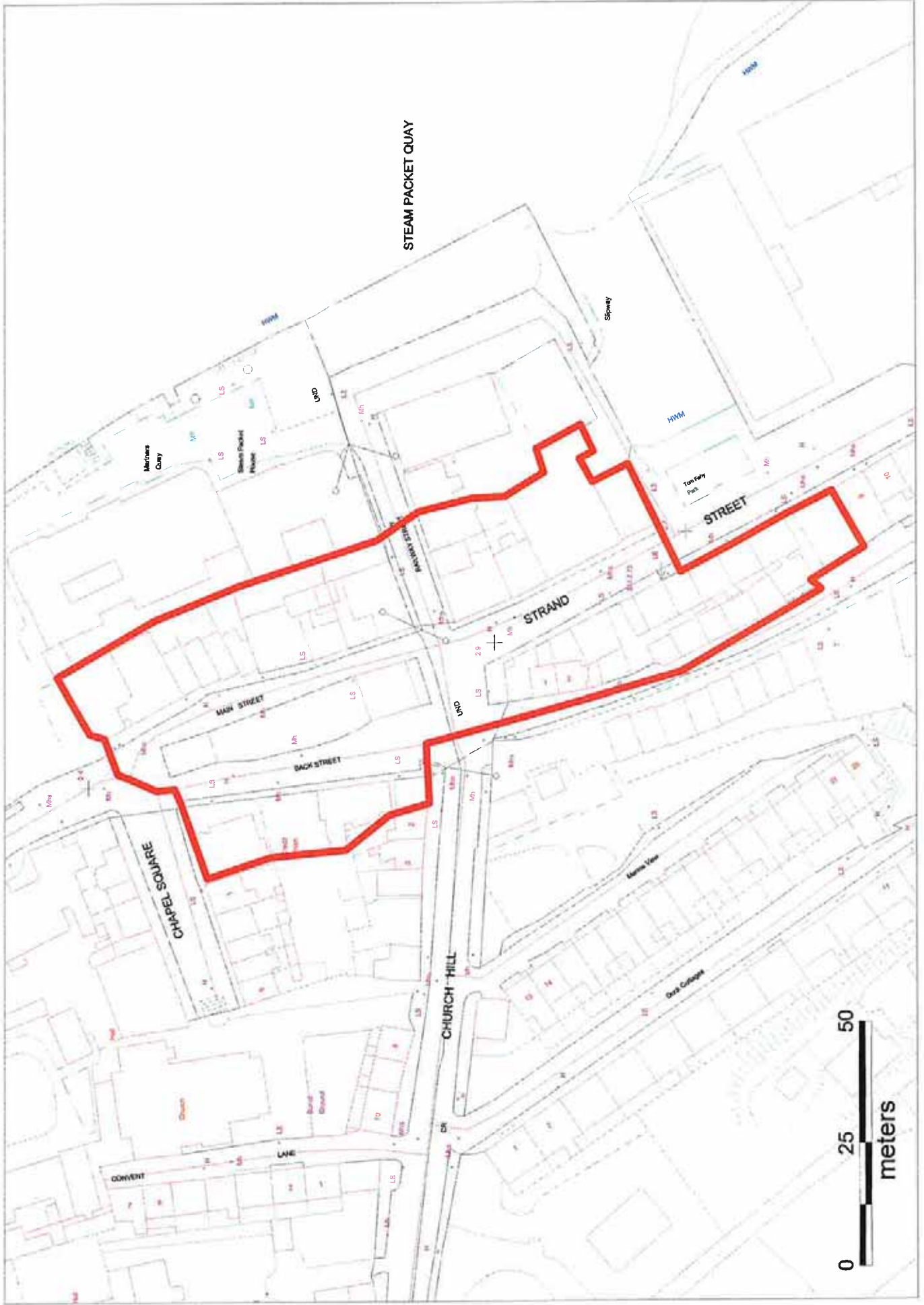
Glennville - Core Retail Area



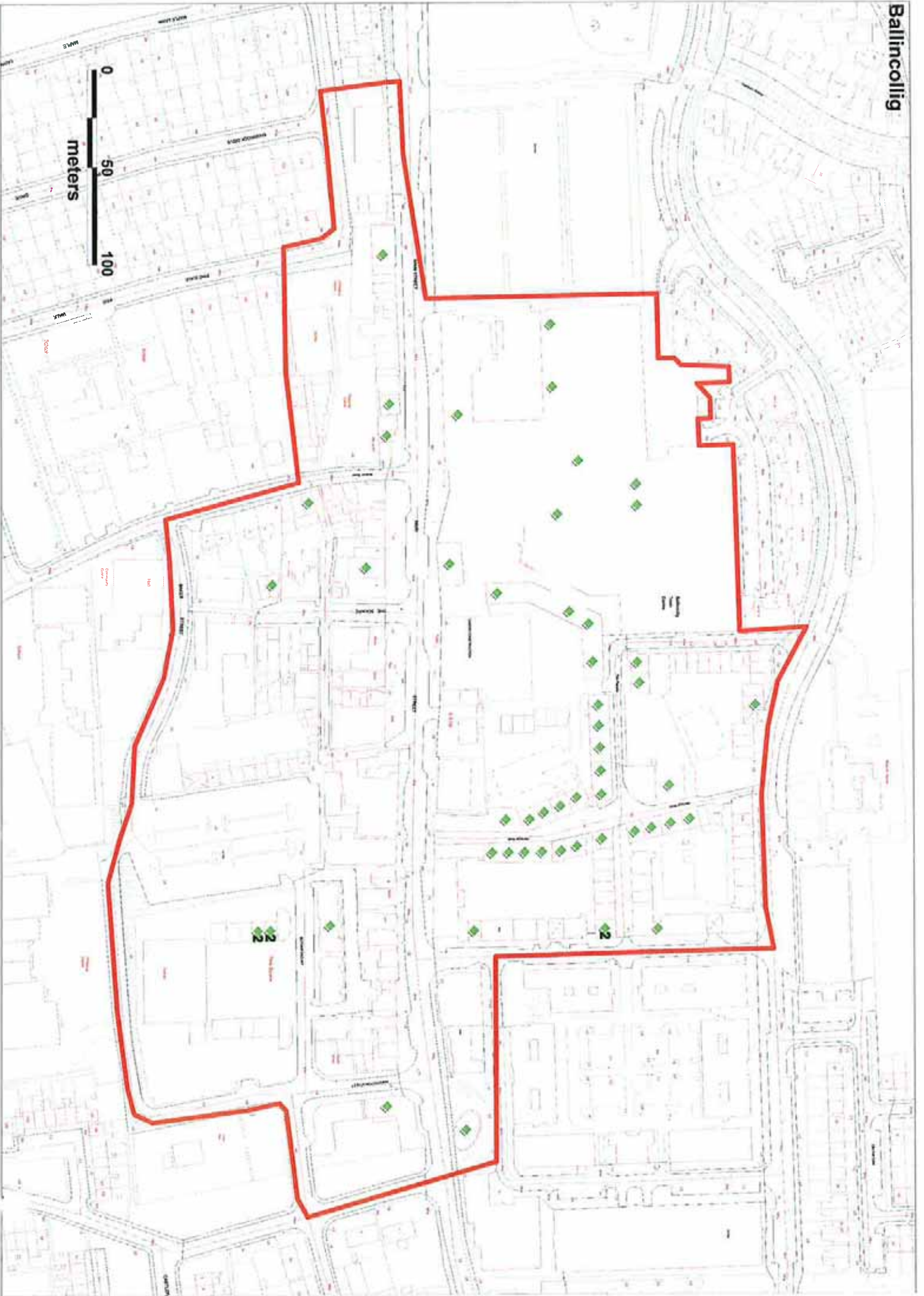
Middleton - Core Retail Area



Passage West - Core Retail Area



APPENDIX 3: VACANCY IN CORE RETAIL AREAS





11

Church
(Cath)

Parochial
House

St Helens

UND

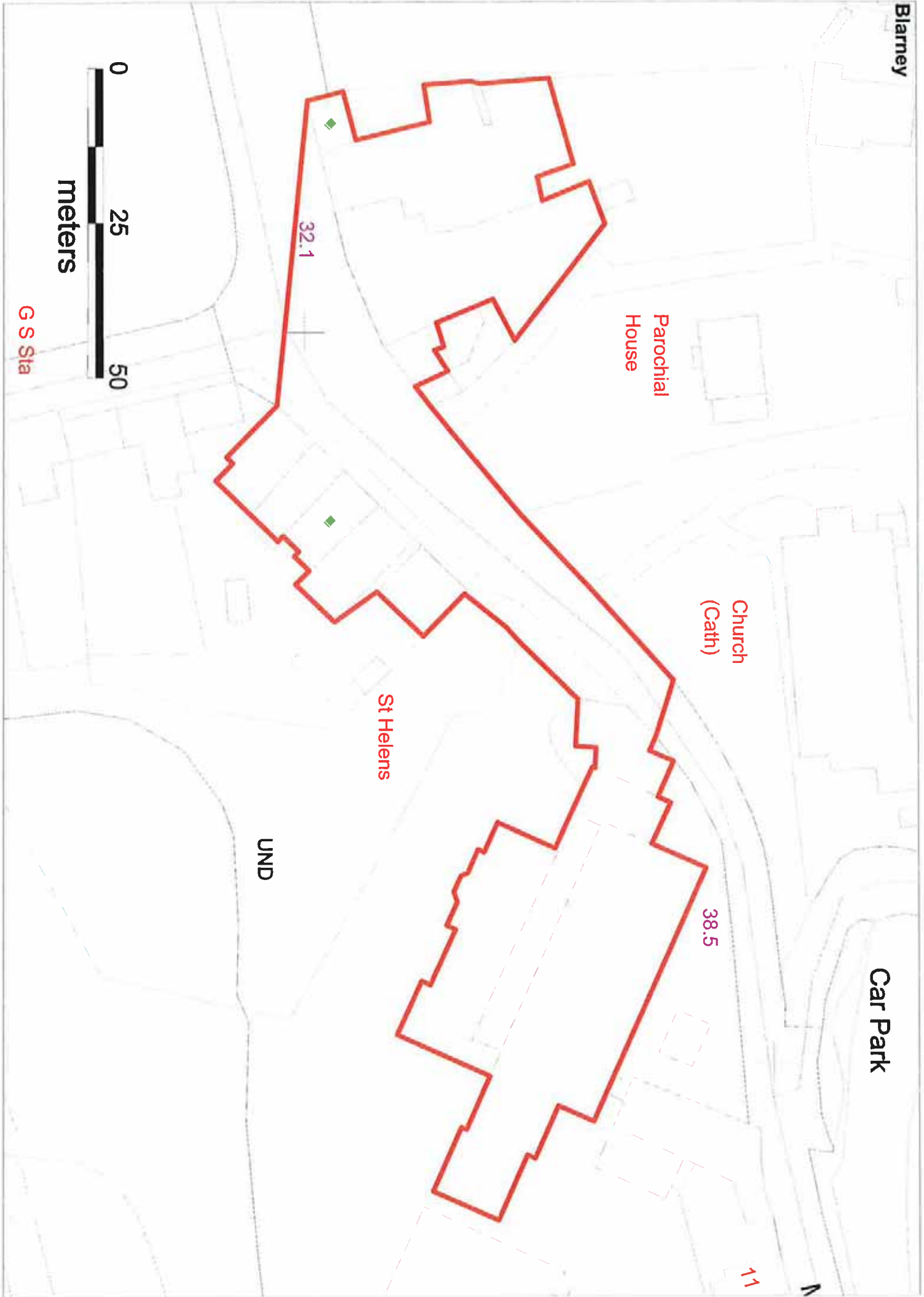
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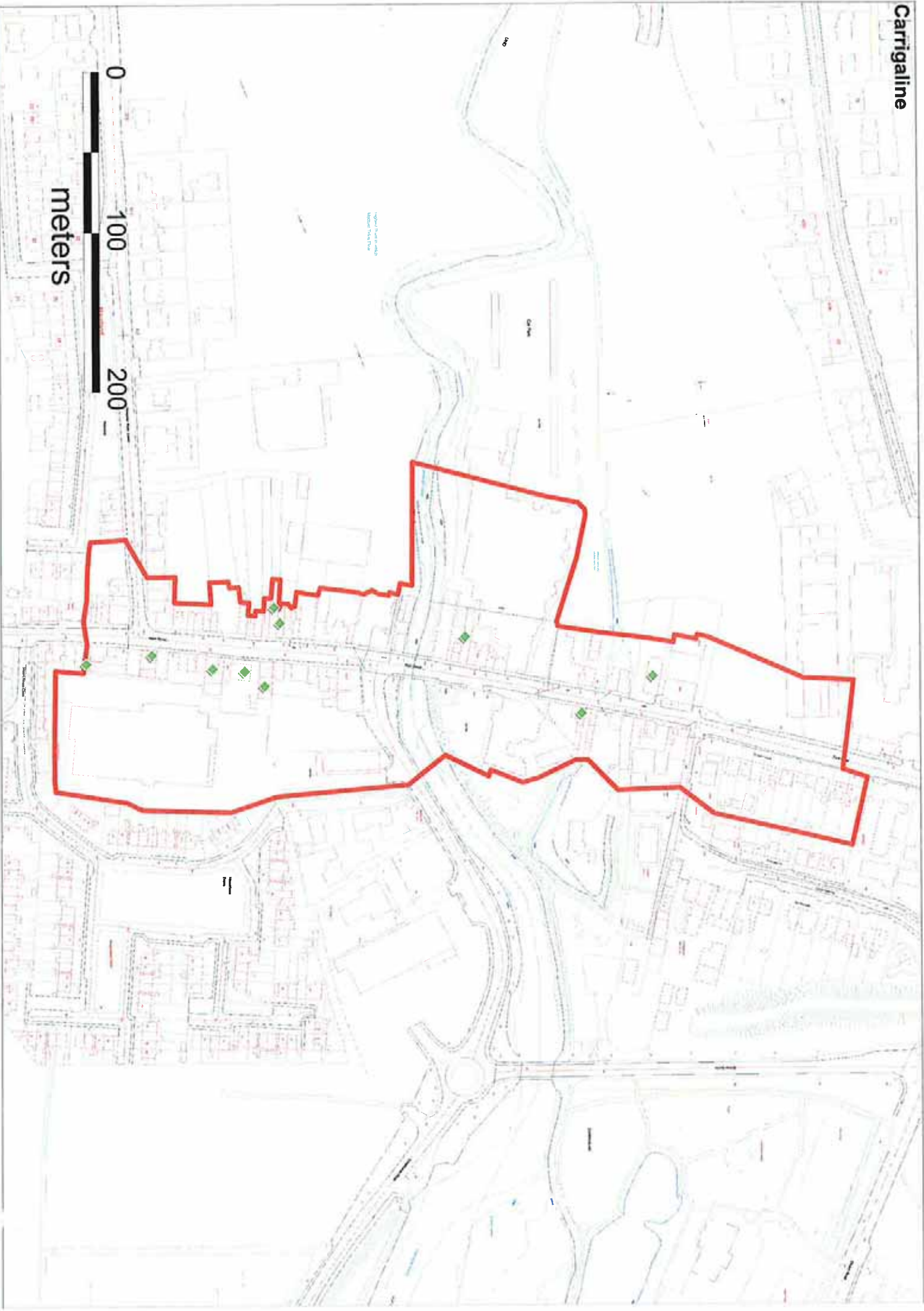
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meters

G S Sta





Map of Carrigaline
Map of Carrigaline

0 100 200
meters

11

Carrigtohill

Patrick H
Hearse
Place

Patrick H
Purse
Place

St. Carraig

St. David's Church
(C of I)

Carrigtohill

Sports
Ground

St. Mary's Church
(Cath)

Convent
Church
(in Ruins)

Schools

Tara Court

Orchery

Teahouse
Exchange

Memorial
Cross

Main Street

PO

70

91

20

80

90

91

14

20

88

90

10

7

6

17

22

21

21

2

90



1000

86

10.8

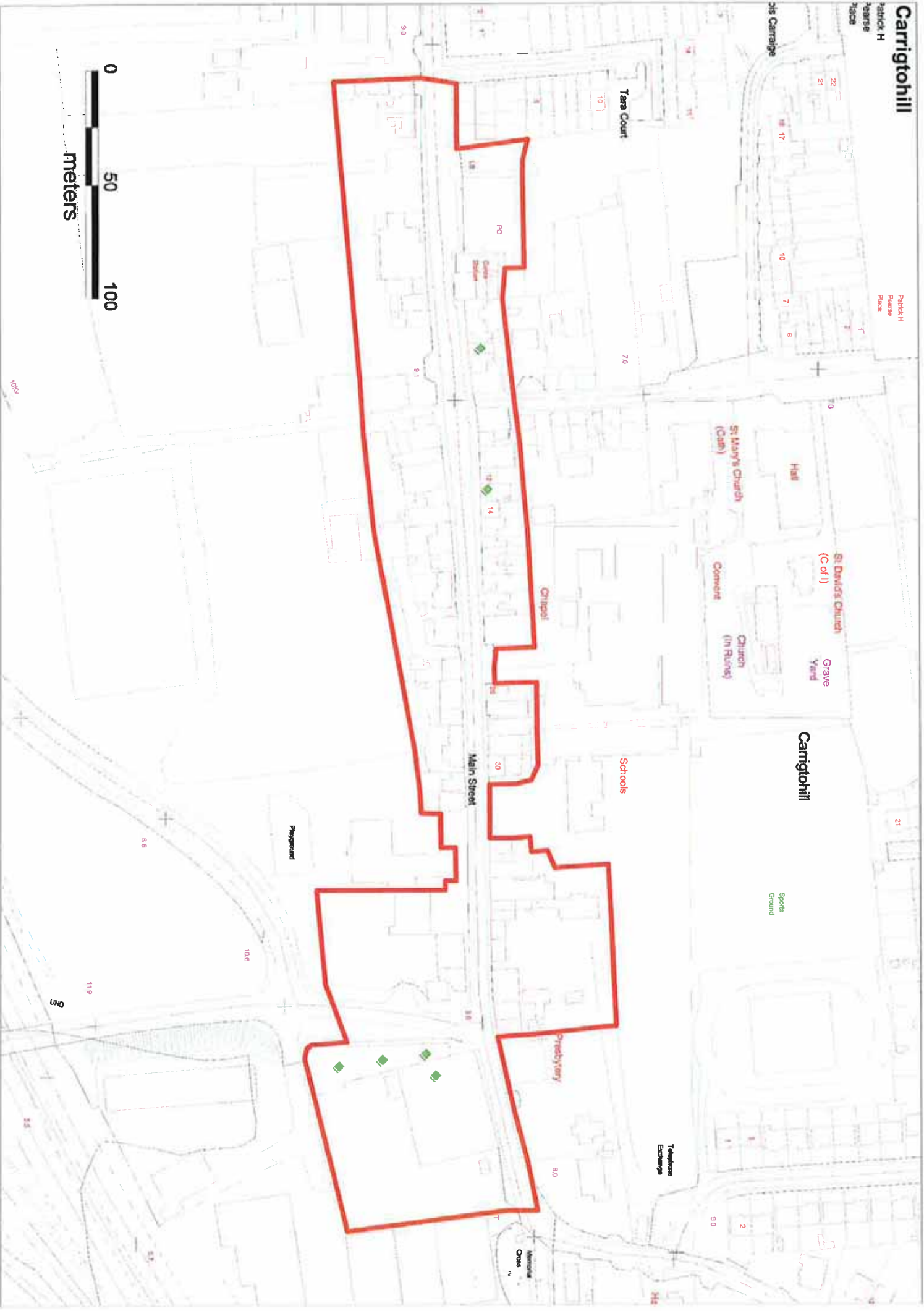
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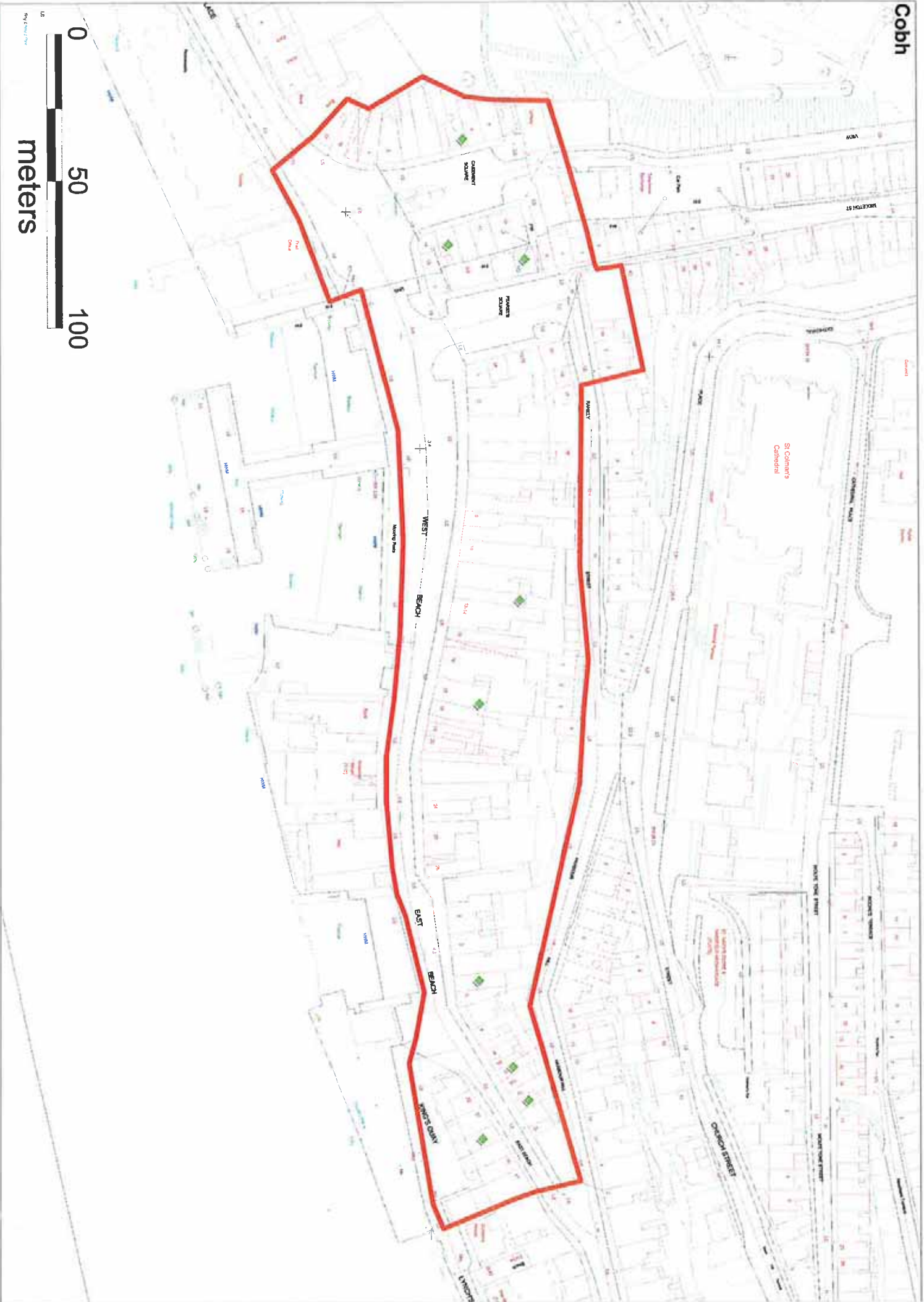
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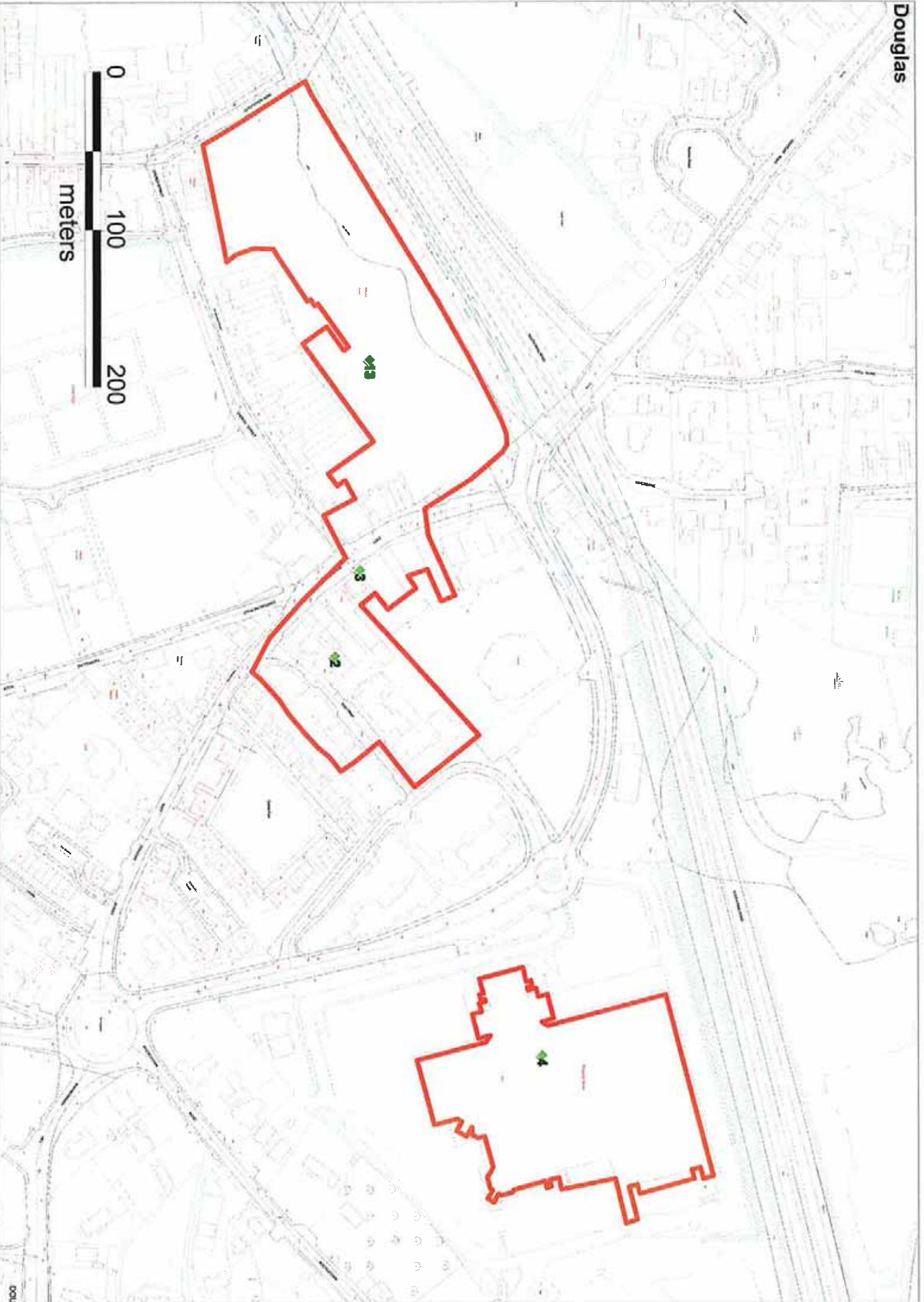
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Playground





0 50 100
meters



0
100
200
meters

Credit Union

Car
Park

119

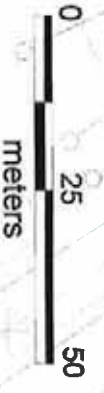
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69

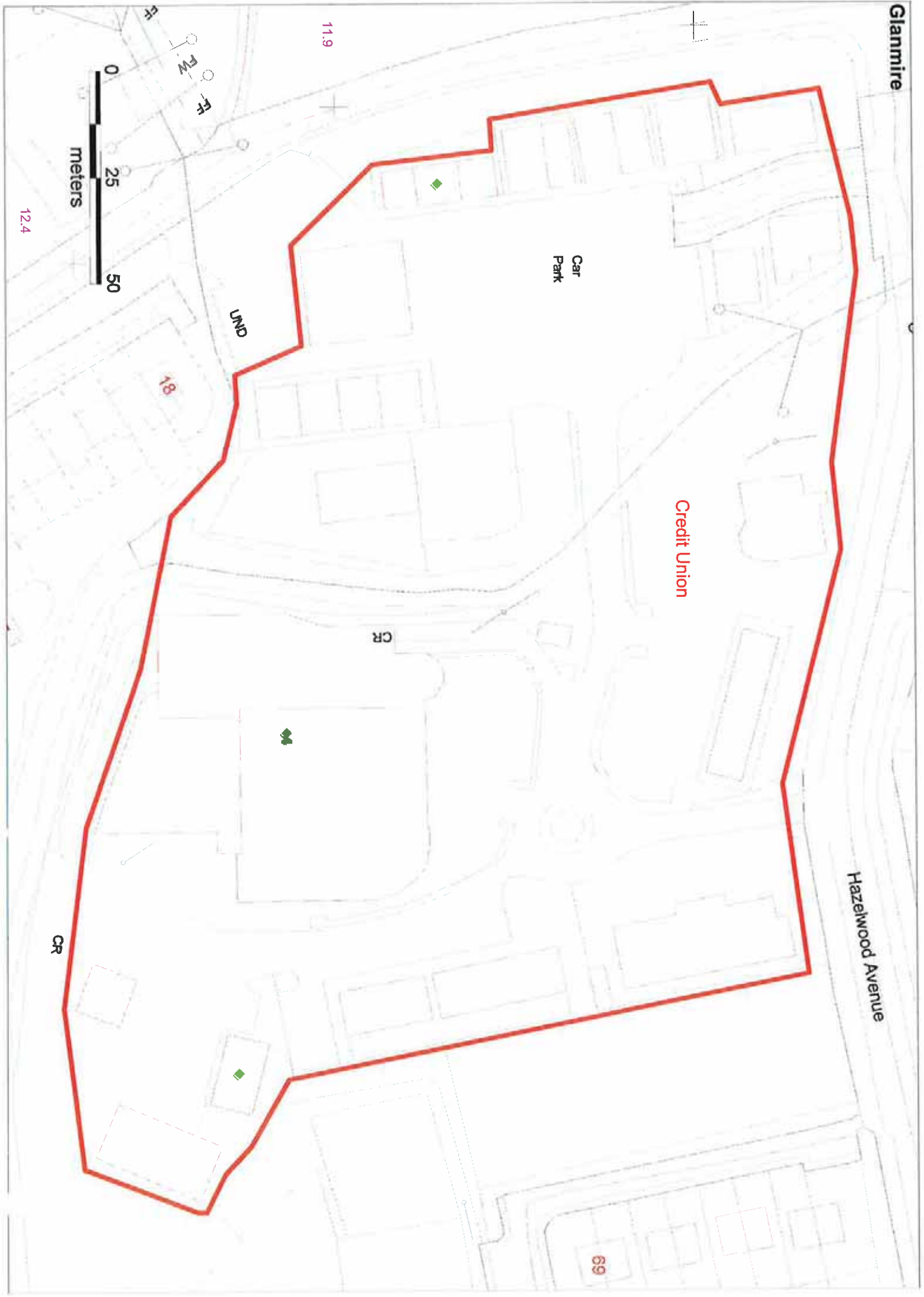
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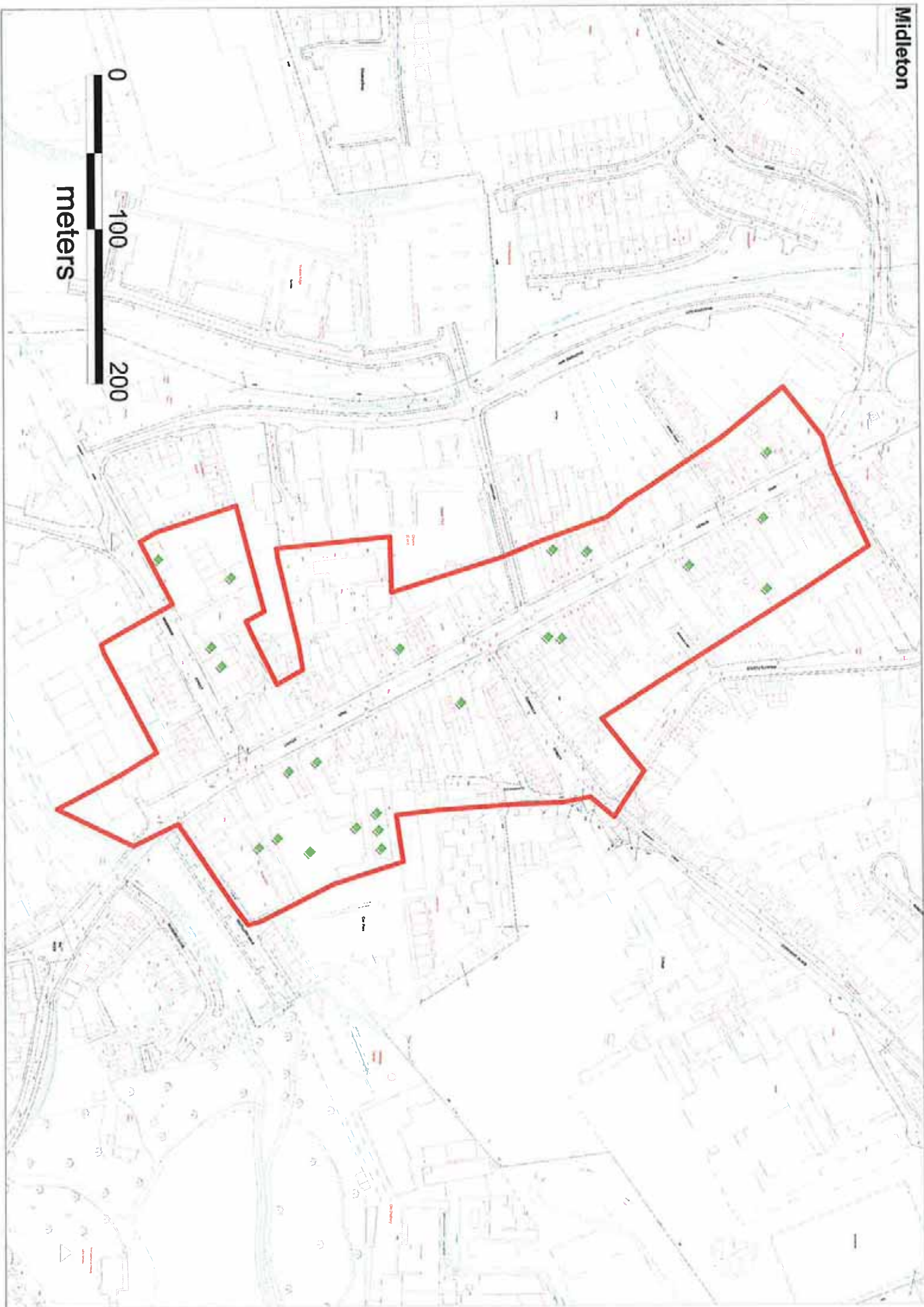
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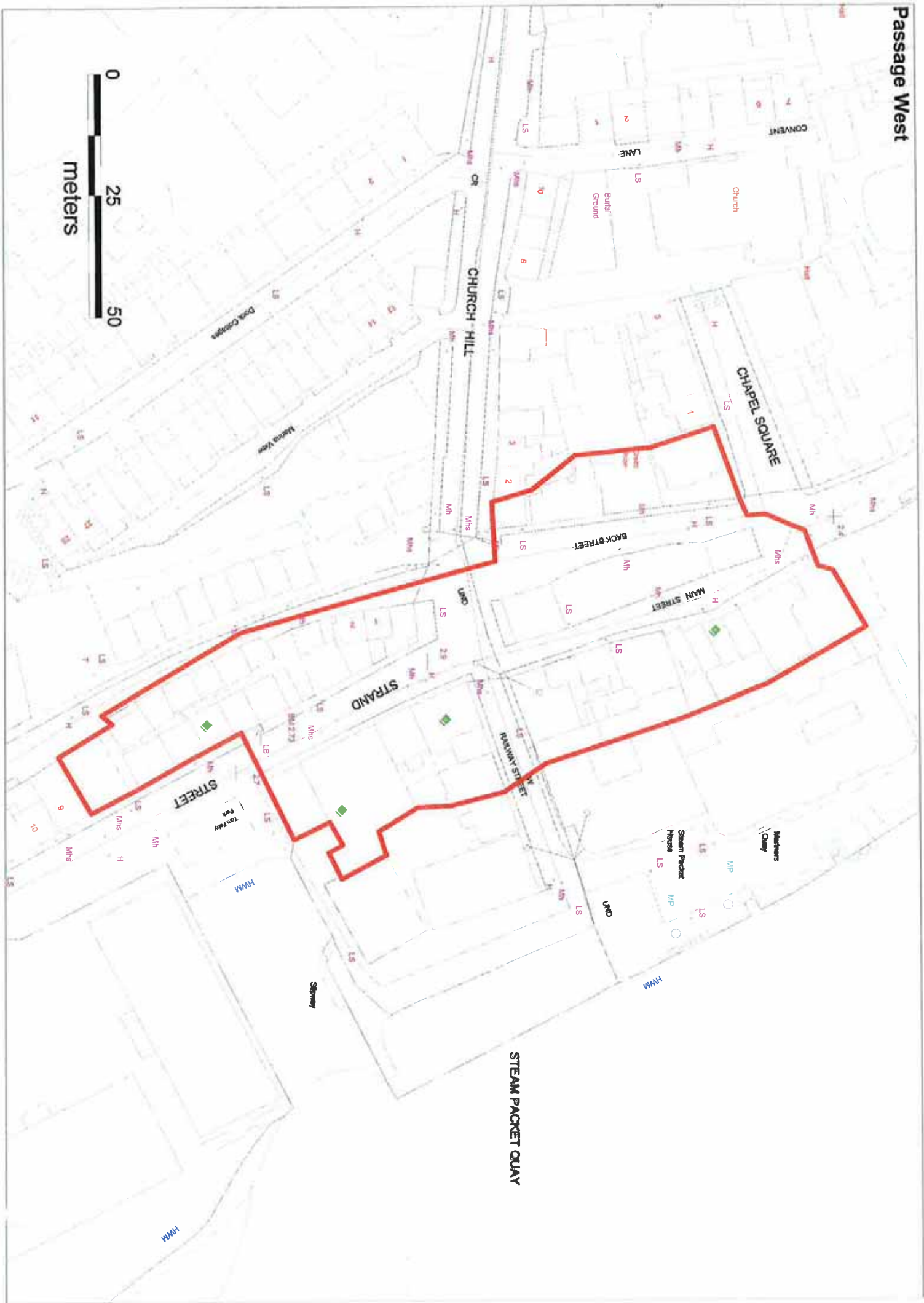


124





0 100 200
meters



APPENDIX 4: OPPORTUNITY SITES

A4.1 Cork City Centre

Site 1: Capitol Cinema

A4.1.1 This is a significant site on Grand Parade and accommodates the former Capitol Cinema. There is an extant permission on the site comprising a 4 storey over basement development including the demolition of (i) No. 14 and 15 Grand Parade, (ii) The Capitol Cinema Building (No. 16 – 20 Grand Parade) (iii) No. 55, 55A, 56 and 57 Patrick Street and the Vineyard Bar Market Lane. The development included over 8,400 sq. metres gross retail floor space and 1,419 sq. metres of office floorspace. The permission has not been implemented.

A4.1.2 The site is a key regeneration site within the city which would provide a substantial anchor to Grand Parade where the retail function has somewhat eroded. The redevelopment of this site has the potential to substantially improve the retail offer of the City Centre.

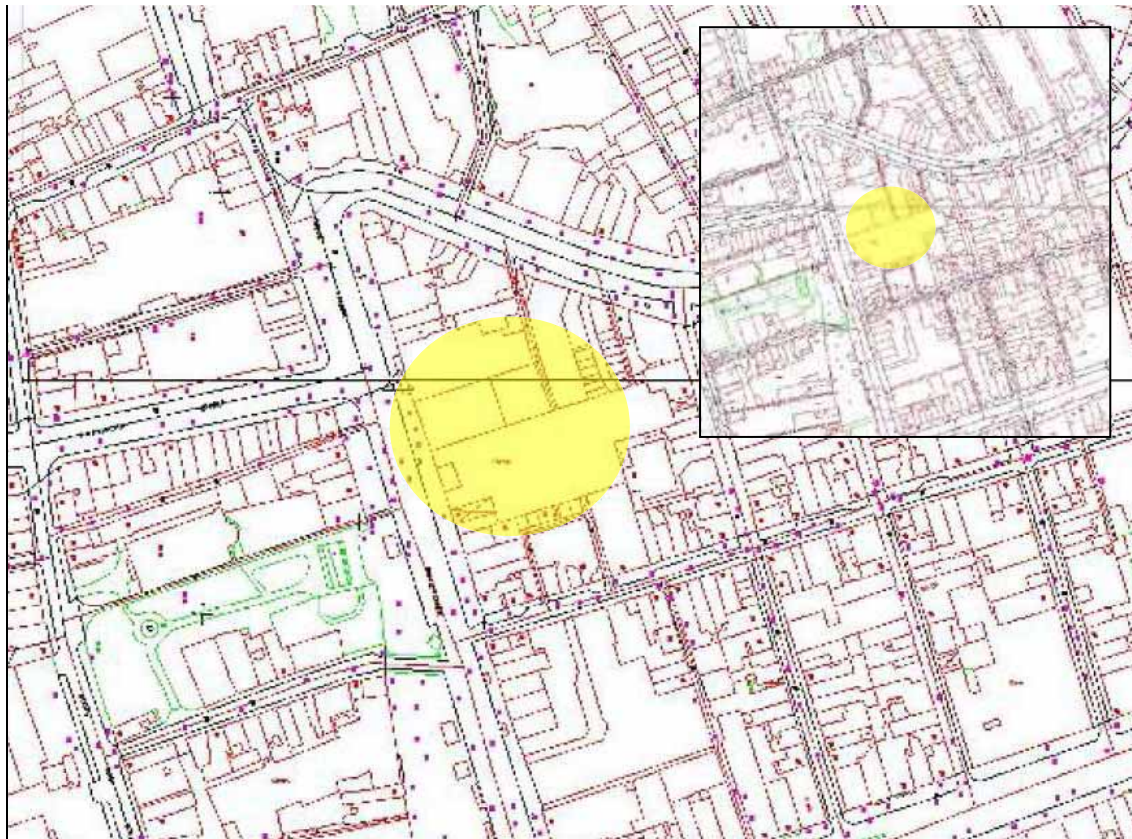


Fig. A4.1.1: Capitol Cinema site location



Fig. A4.1.2 and A4.1.3: Capitol Cinema site facades

Site 2: Grand Parade/South Main Street

A4.1.3 This is a significant site located on the western side of Grand Parade. It includes the library building. The South Main Street car park is located immediately to the south and could be incorporated into the site. There are two significant extant permissions relating to the site including reg. ref. 07/32307 for a mixed use development including over 9,000 sq. metres gross retail floorspace. A subsequent application was permitted in 2009 – Reg. Reference 09/33685 which related to part of the site. This is a substantial site and has the potential to accommodate a significant retail anchor. Its development would significantly regenerate Grand Parade.

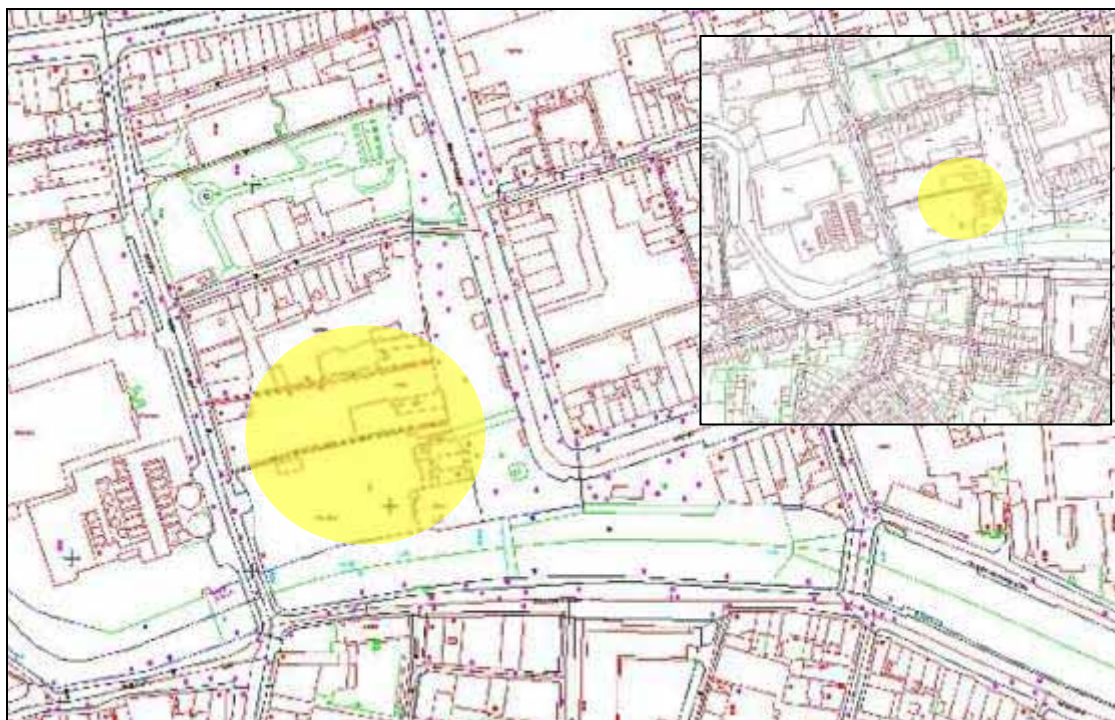


Fig. A4.1.4: Grand Parade/South Main Street site location



Fig. A4.1.5 and A4.1.6: Grand Parade/South Main Street site rear and façade to Grand Parade

Site 3: Kyril's Coal Quay/Kyle Street

A4.1.4 This is a large urban block bound by Kyle Street, Kyril's Coal Quay and North Main Street. The site currently accommodates a number of derelict structures including the former Cork Timber and slate premises. There are 2 protected structures on the site. There is an extant permission on the site for the erection of a hotel with associated bar, café/restaurant, conference facilities and leisure uses and residential development as well as demolition of 2 protected structures (Warehouse, Kyril's Street and Parker's, Kyril's Street, Piers and Gates). The site is close to the retail core and the recently developed retail facilities at Cornmarket and has potential for mixed use development including retail.

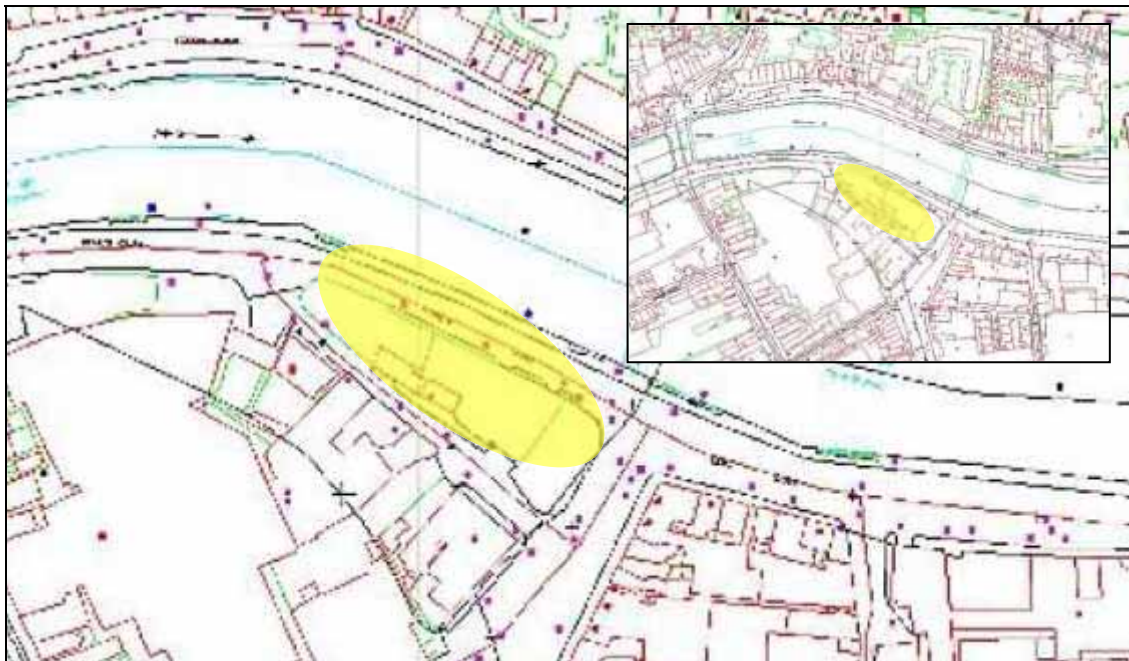


Fig. A4.1.7: Kyril's Coal Quay/Kyle Street site location



Fig. A4.1.8: Kyril's Coal Quay/Kyle Street site rear and facade

Site 4: 93, 94, 95, 96, 97 North Main Street

A4.1.5 This is a significant urban block comprising a number of derelict and vacant properties on North Main Street. There have been previous applications on the site for mixed use development including retail use. One of these applications was refused by the Board primarily on conservation grounds and the other was withdrawn. The site accommodates a number of protected structures which contribute to the character of the streetscape. The site has potential for redevelopment and in particular for active retail use at ground floor which would contribute to the rejuvenation and animation of North Main Street.



Fig. A4.1.9: Site 4: 93, 94, 95, 96, 97 North Main Street



Fig. A4.1.10: 93, 94, 95, 96, 97 North Main Street

Site 5: Portneys Lane, Cornmarket Street

A4.1.6 This is a vacant brownfield site located on Cornmarket Street with pedestrian access through to North Main Street. The site is currently utilised as a surface car park and has a poor visual appearance. The redevelopment of the site has the potential to create a new pedestrian link between Cornmarket Street and North Main Street.

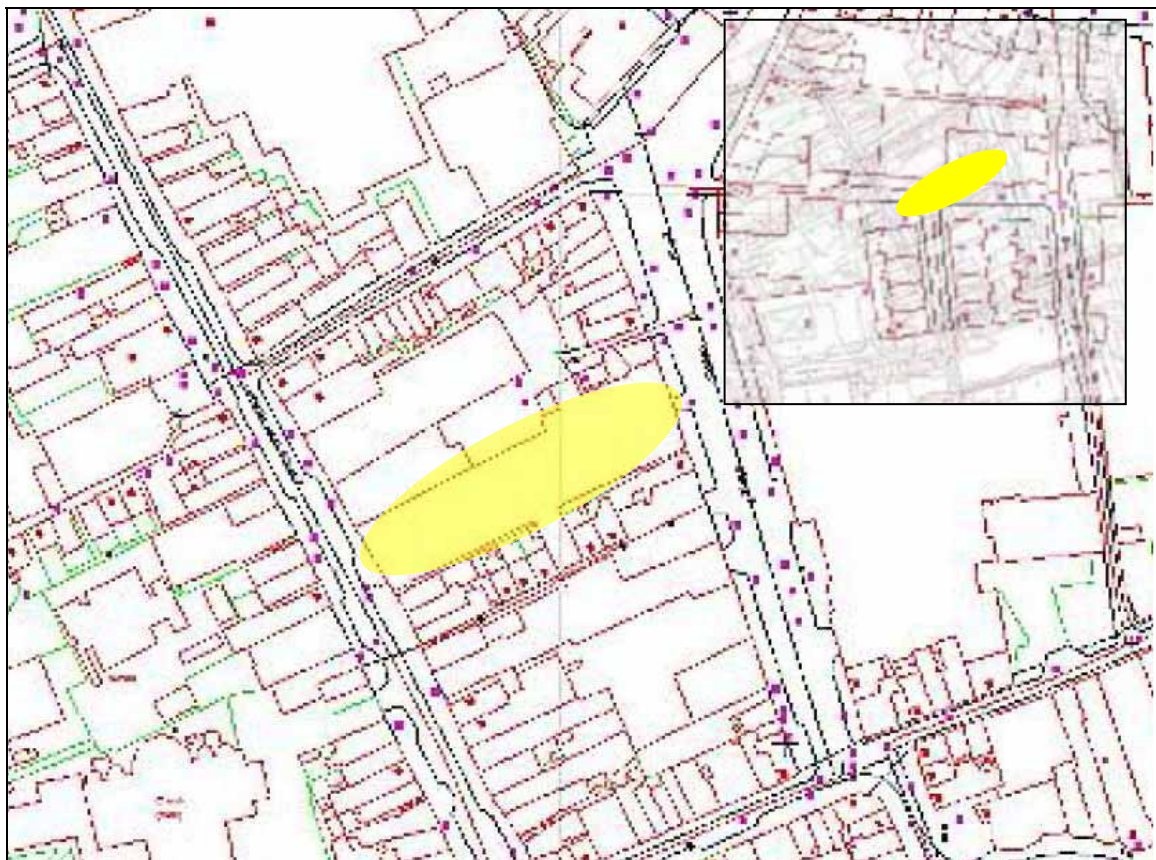


Fig. A4.1.11: Portneys Lane, Cornmarket Street site location



Fig. A4.1.12 and A4.1.13: Portneys Lane, Cornmarket Street existing car park

Site 6: Morgan Street

A4.1.7 This site is located at the junction of Morgan Street and Oliver Plunkett Street. It is a significant corner site. It has a poor visual appearance and would benefit from rejuvenation.



Fig. A4.1.14: Morgan Street site location



Fig. A4.1.15: Morgan Street opportunity site

Site 7 Washington Street and South Main Street

A4.1.8 This site is located at the junction of South Main Street and Washington Street. It accommodates a derelict building formerly occupied by Mannix and Culahane. It is an important corner site and should be promoted for redevelopment.

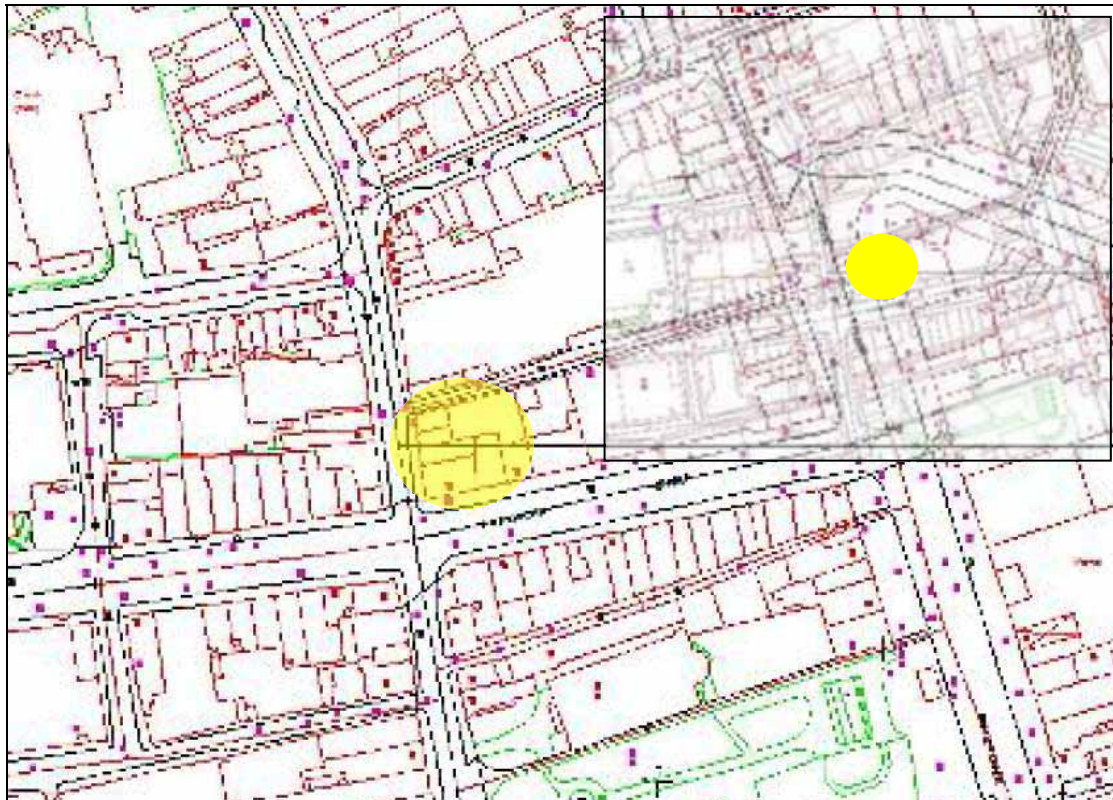


Fig. A4.1.16: Washington Street and South Main Street opportunity site location



Fig. A4.1.17: Washington Street and South Main Street opportunity site

Site 8: Andersons Quay

A4.1.9 This is a substantial riverside site that is located in close proximity to the bus station. It currently accommodates a number of warehouse structures. There is an extant permission on the site for a mixed use development including over 1,695 sq. metres of retail floorspace. The site has potential to create better linkages and permeability in the vicinity of the bus station and Oliver Plunkett Street.

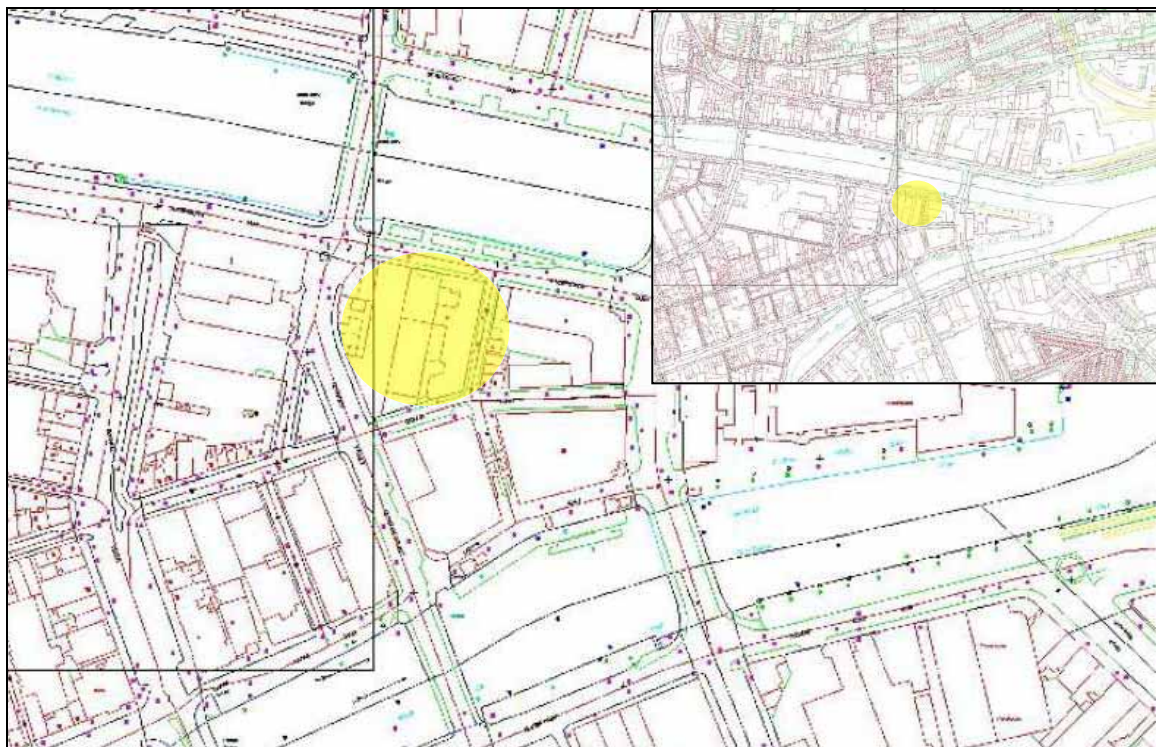


Fig. A4.1.18: Andersons Quay opportunity site location



Fig. A4.1.19: Andersons Quay opportunity site

A4.2 Cobh

A4.2.1 Within Cobh town centre, opportunities for retail development are very limited. There are a couple of small infill sites such as that located between Keen Sports and Taste Café, but nothing of a significant scale that could accommodate a larger retail anchor. There are numerous vacant properties within the town centre, that in themselves present opportunities for redevelopment. The amalgamation of units should be supported by the Council in order to facilitate the needs of larger multiples/retailers who may wish to locate in the town centre.

A4.2.2 There is a notable lack of comparison shopping in the town centre and it is likely that the convenience offer could also be further improved. Further comparison retailing should be directed where possible to the existing town centre which accommodates a number of vacant retail units.

A4.3 Passage West

A4.3.1 Within the Town Centre of Passage West there are a number of significant opportunity sites. The sites include:

Site 1: Former Royal Victoria Dockyard

A4.3.2 This is a significant brownfield site on Dock Street. It is understood that the lands were previously in the control of Howard Holdings and there were ambitious plans for their redevelopment. These plans did not come to fruition due to market conditions in recent years. Nonetheless they remain a significant urban renewal opportunity and have potential to be redeveloped for appropriate mixed use development including retail that exploits the waterfront location.



Fig. A4.3.1: Former Royal Victoria Dockyard opportunity site location



Fig. A4.3.2: Former Royal Victoria Dockyard opportunity site

Site 2: Former Scoil Mhuire Main Street

A4.3.3 This is again a significant urban renewal site on Main Street comprising the former Scoil Mhuire premises. The site is derelict and has significant potential to be redeveloped for mixed use development including retail.

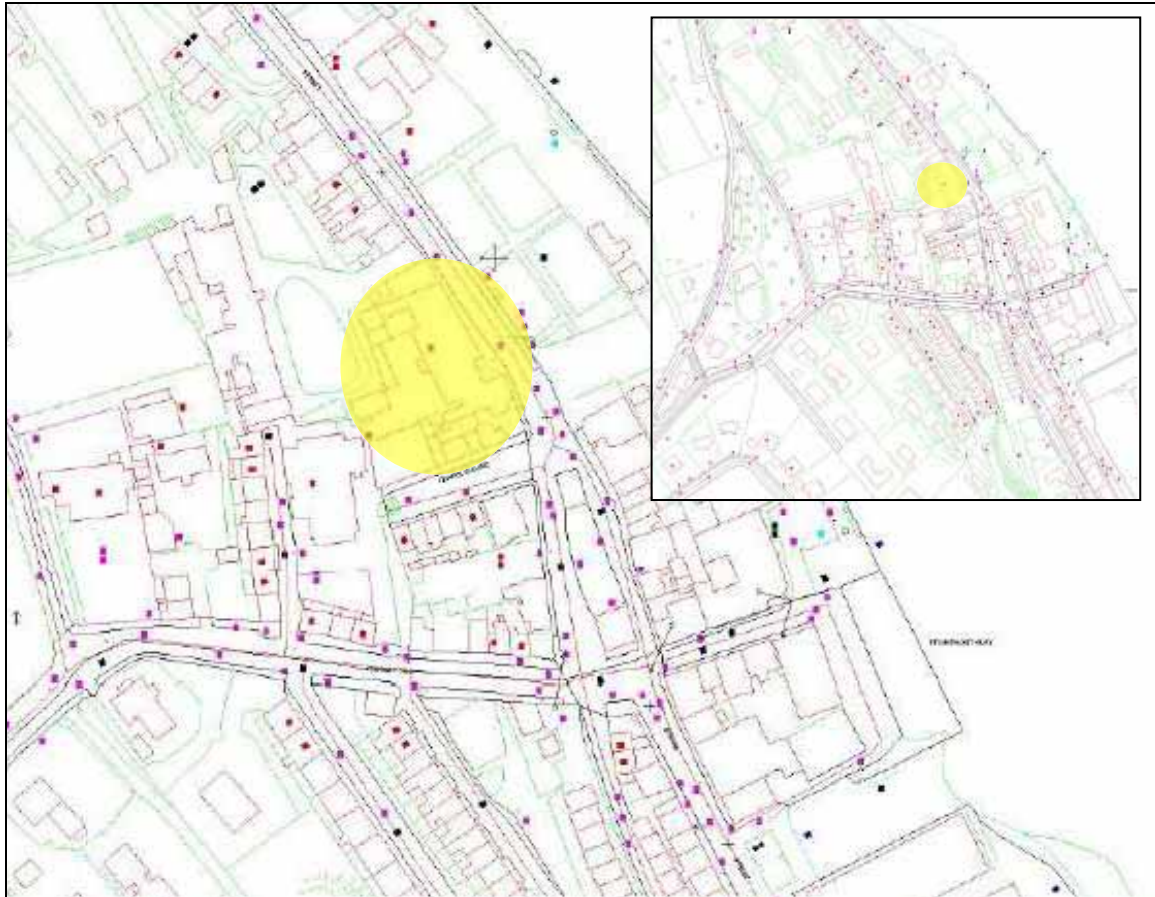


Fig. A4.3.3: Former Scoil Mhuire Main Street opportunity site location



Fig. A4.3.3: Former Scoil Mhuire Main Street opportunity site location

Site 3: Strand Street/Railway Street

A4.3.4 This is a significant urban block located at the junction of Strand Street and Railway Street. It comprises a number of buildings including the former Gala premises, the Old Pine Store and the Hair Boutique. It is understood that a dangerous building notice applies to some of this block. It is a significant block in the core of the town centre and significantly detracts from the visual appearance of the town. Its redevelopment should be actively encouraged by the Council.

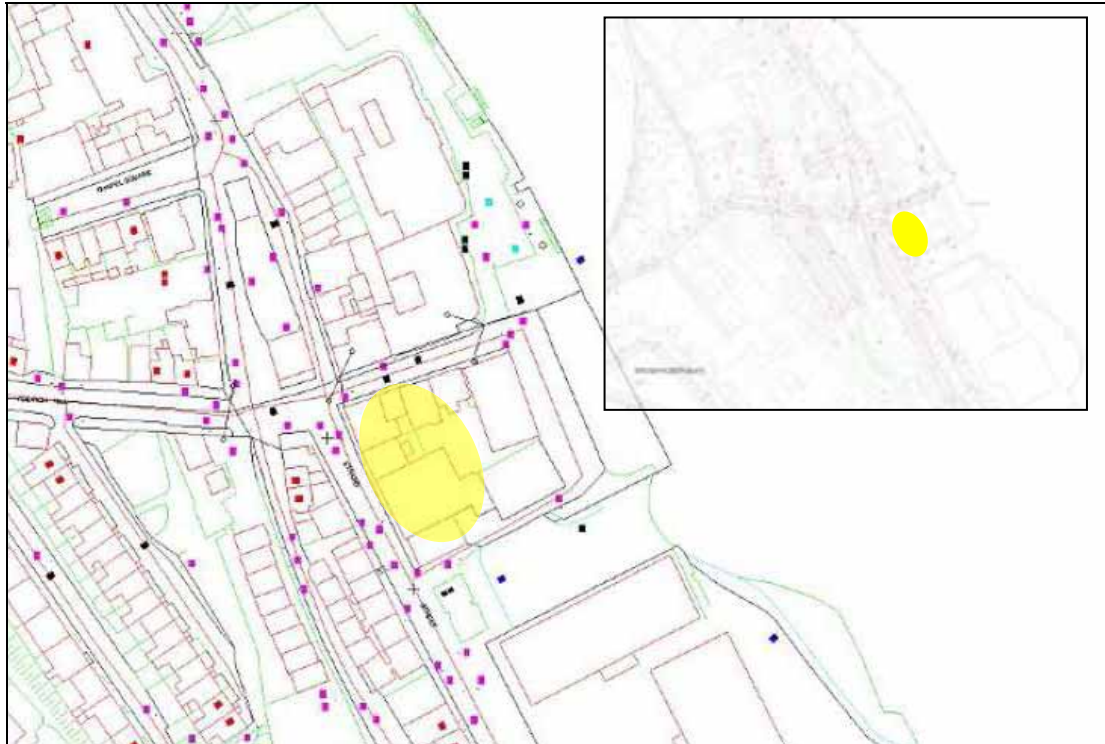


Fig. A4.3.4: Strand Street/Railway Street opportunity site location



Fig. A4.3.5 and A43.6: Strand Street/Railway Street opportunity site

A4.4 Ballincollig

A4.4.1 There is a large amount of vacancy apparent in the town centre and it is considered that new retail uses should be directed to these vacant units in the first instance, where feasible.

A4.4.2 Furthermore, the redevelopment and / or enhancement of the retail area to the south of Main Street should be encouraged. Times Square Shopping District, The Village Shopping Centre and lands to the rear (south) of Main Street at Chapel Lane East are all in need of redevelopment and / or refurbishment.

Site 1: Site West of Dunnes Stores

A4.4.3 In terms of specific opportunity sites, there is a site located to the west of Dunnes Stores car park which provides an opportunity for additional town

centre uses. The site is approximately 1.5 hectares and is located in an edge of centre location. The development of this site would provide for the planned extension of the town centre to the west.

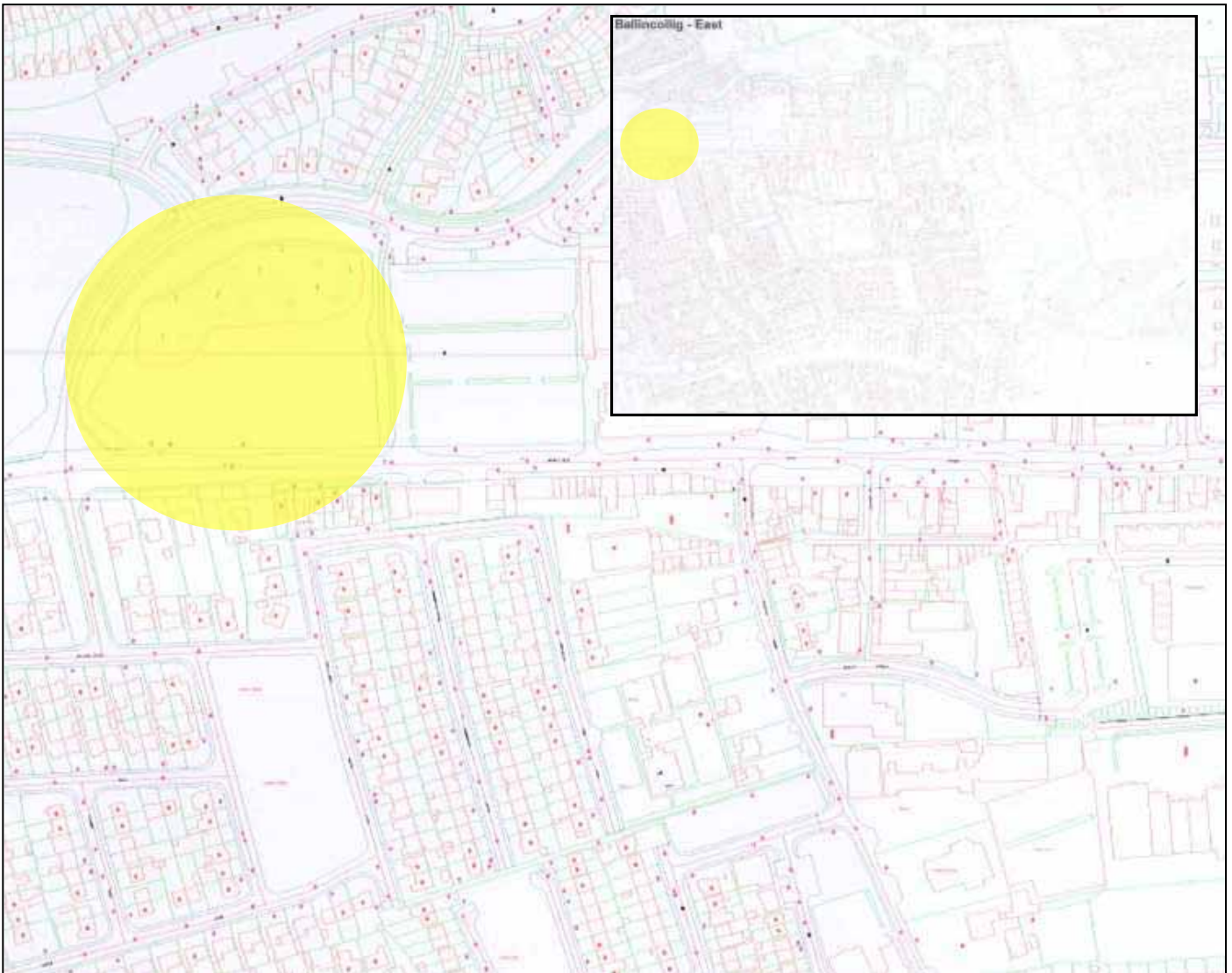


Fig. A4.4.1: West of Dunnes Stores opportunity site location

- A4.4.4** There is an extant permission for development on this site under Reg. Ref: 11/4633 (An Bord Pleanála Reference: PL04.239452). This comprises permission for a retail anchor store to include comparison and convenience retail floorspace (net comparison floor area of 1,479 sq. m. and net convenience floor area of 1,843 sq. m.).
- A4.4.5** The site is zoned T-03 'Town Centre / Neighbourhood Centre' in the Macroom Electoral Area Local Area Plan 2011, the objective of which is for the completion of the Ballincollig Town Centre (former Murphy Barracks) for town centre uses.



Fig. A4.4.2: West of Dunnes Stores opportunity site

A4.5 Blarney

Site 1: Site to the west of St. Ann's Road

- A4.5.1 There is a relatively large opportunity site located to the west site of St. Ann's Road. This is the site of the former Blarney Park Hotel, which has now been demolished. The site is located in proximity to Blarney Castle and Estate.

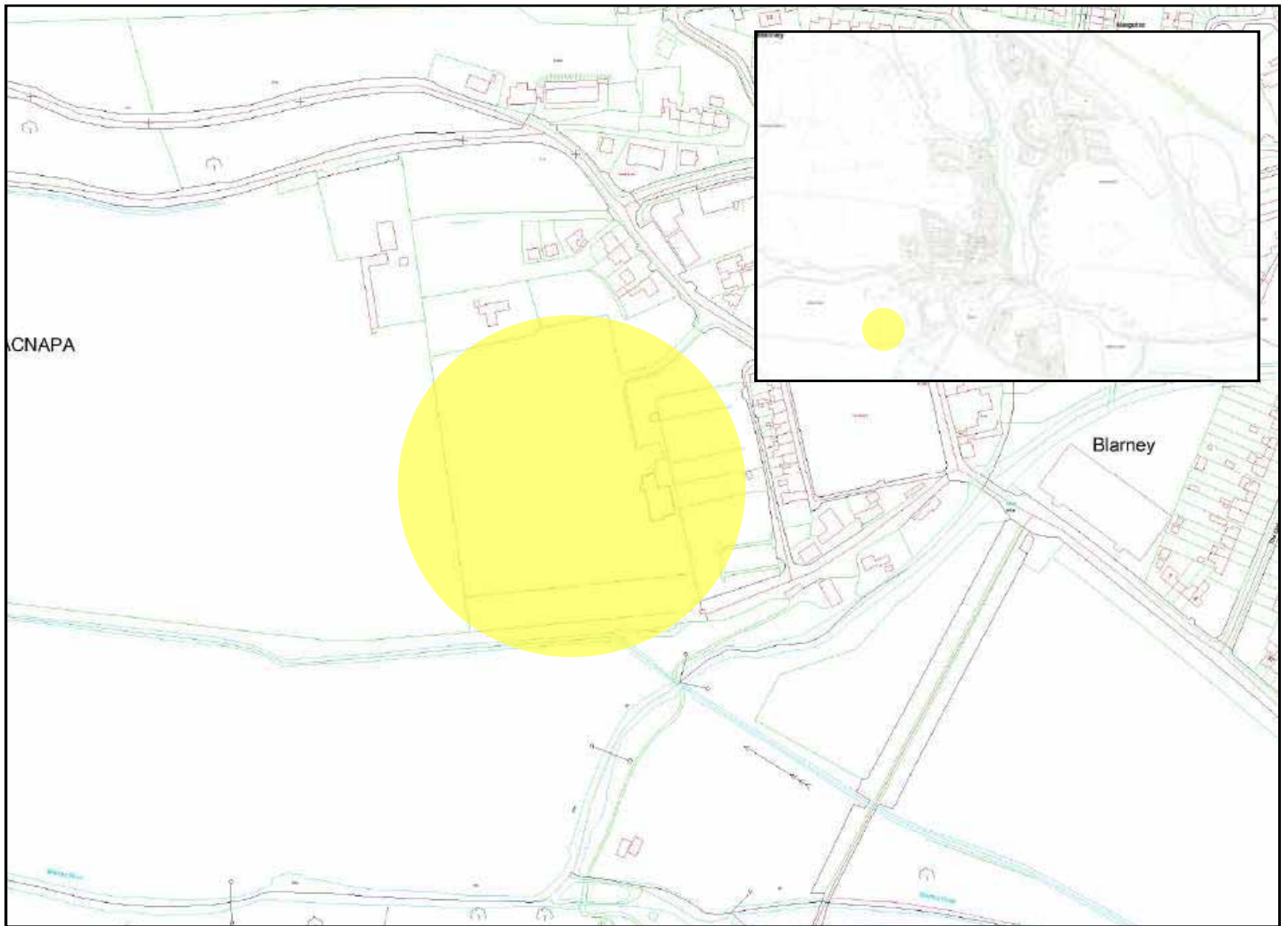


Fig. A4.5.1: West of St. Ann's Road opportunity site location

- A4.5.2** The site is zoned Special Policy Area X-02 in the Blarney Electoral Area Local Area Plan 2011, with an objective to provide for the development of the overall lands to include a range of town centre uses including a hotel, a leisure centre, offices, residential, and appropriate convenience, comparison and tourism related uses. The zoning objective indicates that the western boundary of the site will need to be reinforced in order to protect the existing character of the area and views of the Castle and that consideration will be given to the realignment of the R617 as part of any development proposals on the site.
- A4.5.3** In a split decision under Reg. Ref: 12/05084, Cork County Council granted permission in July 2012 for, *inter alia*, the completion of the demolition of the hotel and refused permission for the construction of a single storey discount foodstore. The application was refused for reasons relating to the piecemeal nature of the proposal; the potential for a detrimental impact upon the character and setting of Blarney Castle and Estate, including the impact upon the Blarney Tower House and Bawn protected structure; and for the proposed demolition of a proposed protected dwelling house. The lands may be prone to flooding.
- A4.5.4** Notwithstanding the above, this site represents the best available opportunity site in Blarney and offers an opportunity to provide a mixed use scheme,

including an appropriate range of retail uses, which would increase the attractiveness of Blarney.



Fig. A4.5.2 and A4.5.3: West of St. Ann's Road opportunity site

4.6 Glanmire

A4.6.1 It is considered appropriate that the priority for any further retail development should be to locate it in proximity to the existing Hazelwood development. Furthermore, there may be opportunities for retail development to the rear of existing buildings at Old Court, near Sarsfields GAA Club. These sites are outlined in further detail below:

Site 1: Lands adjacent to Hazelwood, Riverstown

A4.6.2 There is an opportunity site located adjacent to the Hazelwood development, and bordered by the R639 to the west. A playground is located on lands to the east. There is no relevant planning history on these lands.

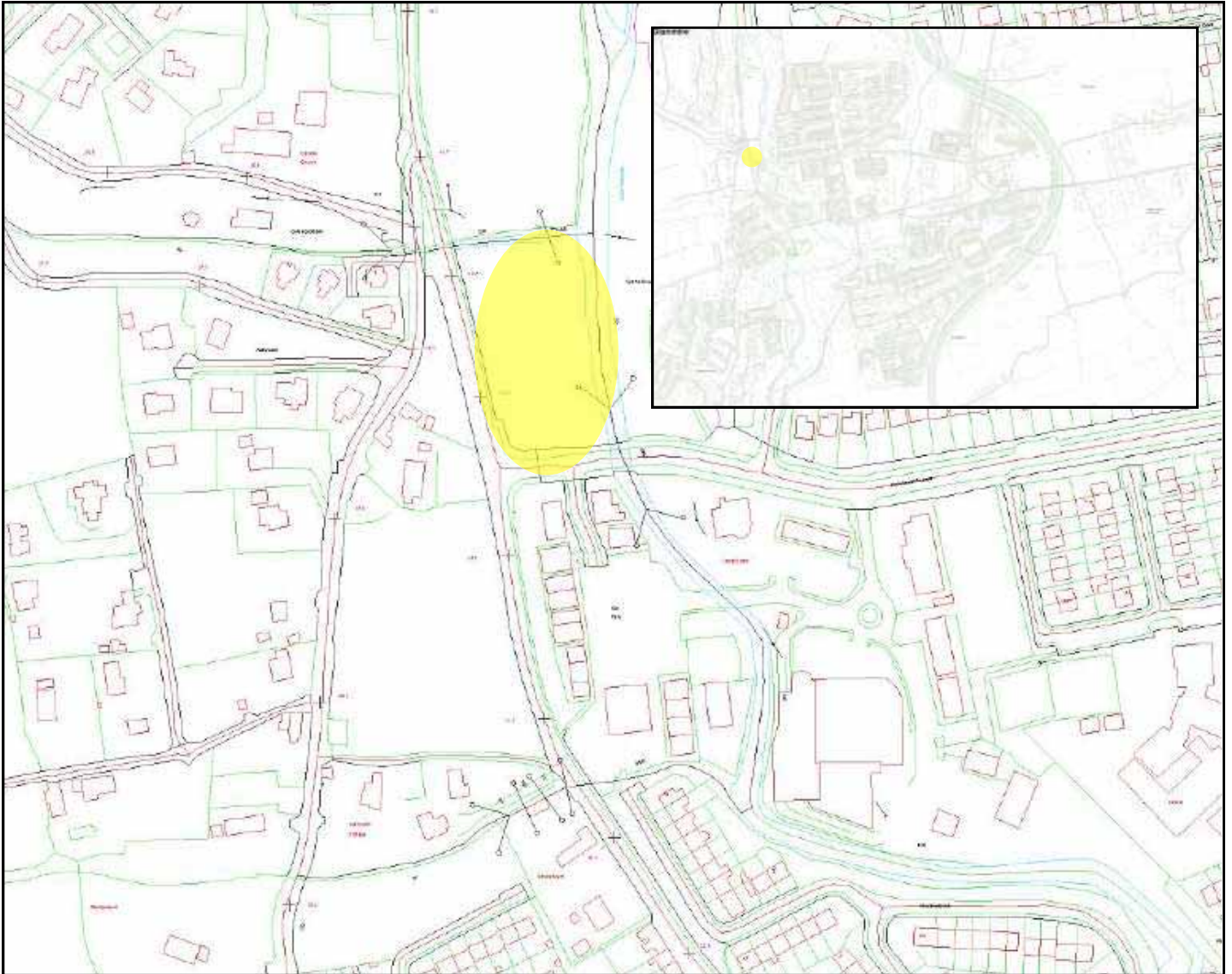


Fig. A4.6.1: Lands adjacent to Hazelwood, Riverstown opportunity site location

- A4.6.3** These lands are currently zoned C-01 'Community / Utility in the Blarney Electoral Area Local Area Plan 2011. The objective of this zoning is to provide for community facilities and uses to support residential amenity and associates uses, with appropriate linkages to the Hazelwood shopping centre. The northern part of the site has been developed as a children's playground. It is noted that part of the site may be at risk of flooding.
- A4.6.4** Access to the lands is likely to be achievable from either the R639 or from the access road to the Hazelwood development which borders the opportunity site to the south. The lands would be considered to be appropriate in principle for a stand-alone convenience store, or alternatively for a modestly sized development.



Fig. A4.6.2: Lands adjacent to Hazelwood, Riverstown opportunity site

Site 2: Lands to the rear of Old Court, Glanmire

- A4.6.5 At present, residents of the eastern and north eastern parts of Glanmire need to travel to Hazelwood for their day to day retail and retail service needs. It is considered that there may be a demand for modest retail facilities, particularly convenience retail facilities, to be provided on lands at Old Court. In this regard, there is a relatively large expanse of backlands available to the rear (south) of existing buildings fronting on to Old Court at this location.
- A4.6.6 The lands are zoned T-02 in the Blarney Electoral Area Local Area Plan 2011, with an objective to facilitate the expansion of Glanmire town centre by encouraging retail and office development where services are provided to visiting members of the public. Amongst the requirements of the zoning are that any development should make provision for a new public car park and should provide for new town centre streets and included proposals for public realm improvements. Part of the site may be at risk of flooding.

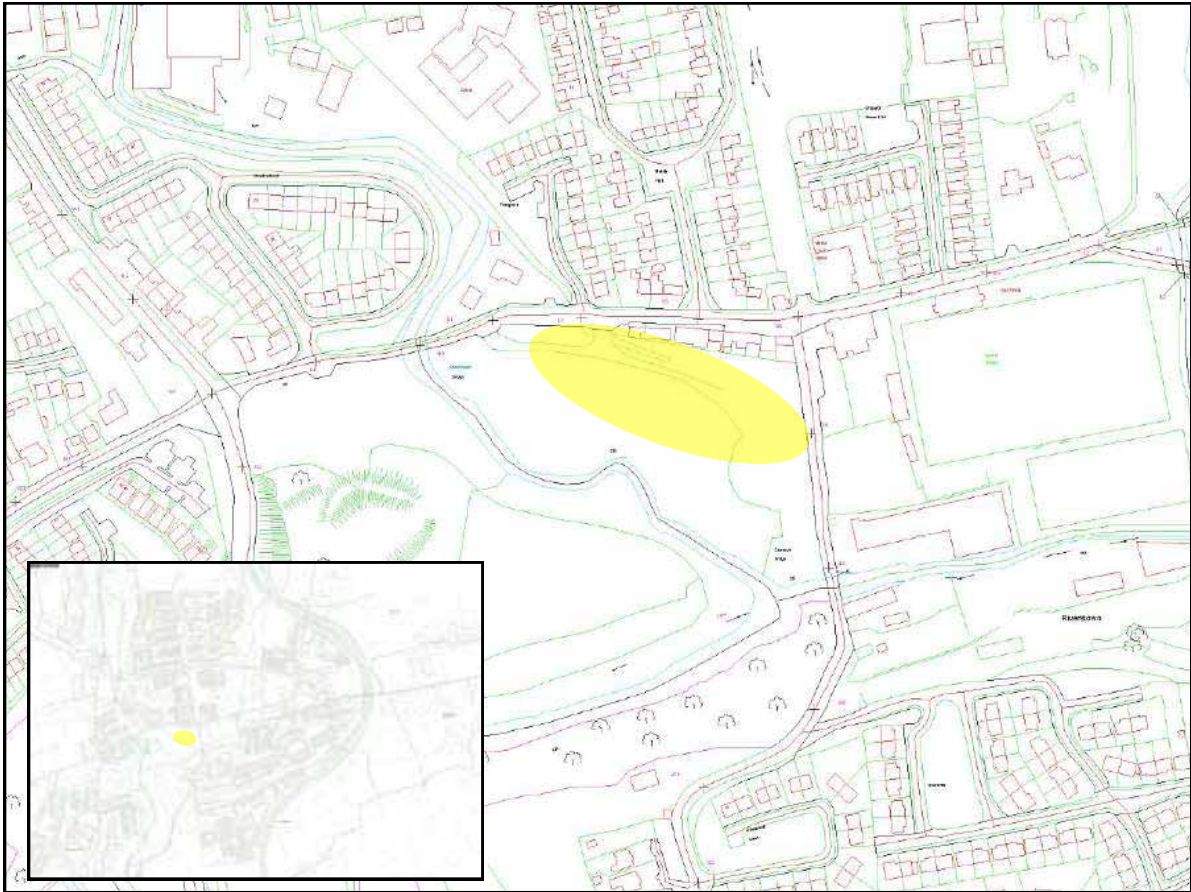


Fig. A4.6.3: Lands to the rear of Old Court, Glanmire opportunity site location



Fig. A4.6.4: Lands to the rear of Old Court, Glanmire opportunity site

A4.7 Douglas

A4.7.1 There are a number of opportunity sites in Douglas the development of which for retail uses would contribute to the retail provision in the District Centre and would offer an opportunity to improve linkages throughout the District Centre. These opportunity sites are outlined below:

Site 1: Lands adjacent to R610 and Douglas Court Shopping Centre

A4.7.2 This site is located to the west of the Douglas Court Shopping Centre, including an undeveloped site to the rear of the cinema building and the cinema building and associated site. The site has a prominent frontage to the R610. It is noted that a site on the opposite side of the R610 is currently occupied by portacabins and in use as a dance studio. A temporary permission for this use will expire in early March 2013. There may be an opportunity to combine these sites in any development proposal. There is no relevant planning history on the lands.

A4.7.3 The development of this site for retail uses would offer an opportunity to encourage linkages between the Douglas Court Shopping Centre and Douglas Village Shopping Centre.

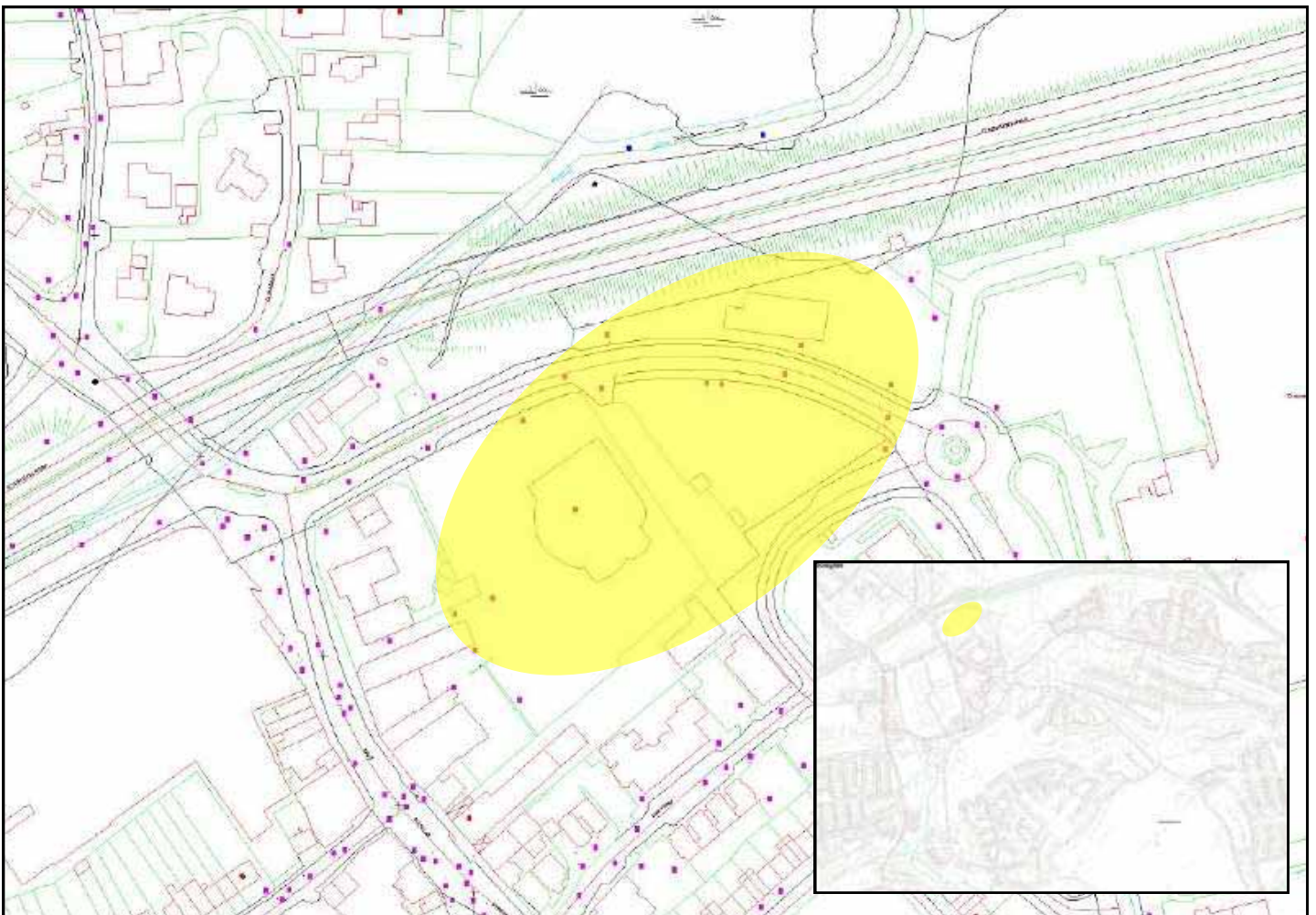


Fig. A4.7.1: Lands adjacent to R610 and Douglas Court Shopping Centre opportunity site location

A4.7.4 The site is zoned X-03(a), as is the entirety of core retail area of Douglas, in the Carrigaline Electoral Area Local Area Plan 2011. This indicates that it is an

objective to prepare a Landuse and Transportation Study for the Douglas area. It is understood that this plan is currently under preparation. Amongst the stated objectives of this plan is to prepare a detailed future land use framework for the study area which will ensure that Douglas evolves into a fully functional mixed used higher order urban centre.

A4.7.5 It is noted that there is a current proposal for an Aldi discount foodstore in the adjacent cinema building (decision to grant by Cork County Council under Reg. Ref: 11/4368) at appeal to An Bord Pleanala (Ref: PL04 .239706).



Fig. A4.7.2 and A4.7.3: View of Douglas opportunity site 1 to the south of R610

Site 2: Lands at East Douglas Street

A4.7.6 This site is located with frontage the main street (East Douglas Street) in Douglas, on its northern side, and extending back towards the car park at Douglas Court Shopping Centre. The site currently comprises of a vacant building (formerly a bank) fronting onto the main street, and a number of outbuildings. The site is prominent and can be seen from a number of vantage points throughout Douglas.

A4.7.7 The site is zoned X-03(a), as is the entirety of core retail area of Douglas, in the Carrigaline Electoral Area Local Area Plan 2011. This indicates that it is an objective to prepare a Landuse and Transportation Study for the Douglas area. It is understood that this plan is currently under preparation. Amongst the stated objectives of this plan is to prepare a detailed future land use framework for the study area which will ensure that Douglas evolves into a fully functional mixed used higher order urban centre.

A4.7.8 There is an extant planning permission (Reg. Ref: 10/5227 and An Bord Pleanala Ref: PL04 .237720, granted February 2011) for the demolition of a portacabin, alterations to existing bank elevation, new signage, change of use on ground floor from bank to restaurant use and associated works.

A4.7.9 The development of this site for retail uses offers an opportunity to provide linkages from East Douglas Street and the traditional retail core through to Douglas Court Shopping Centre.

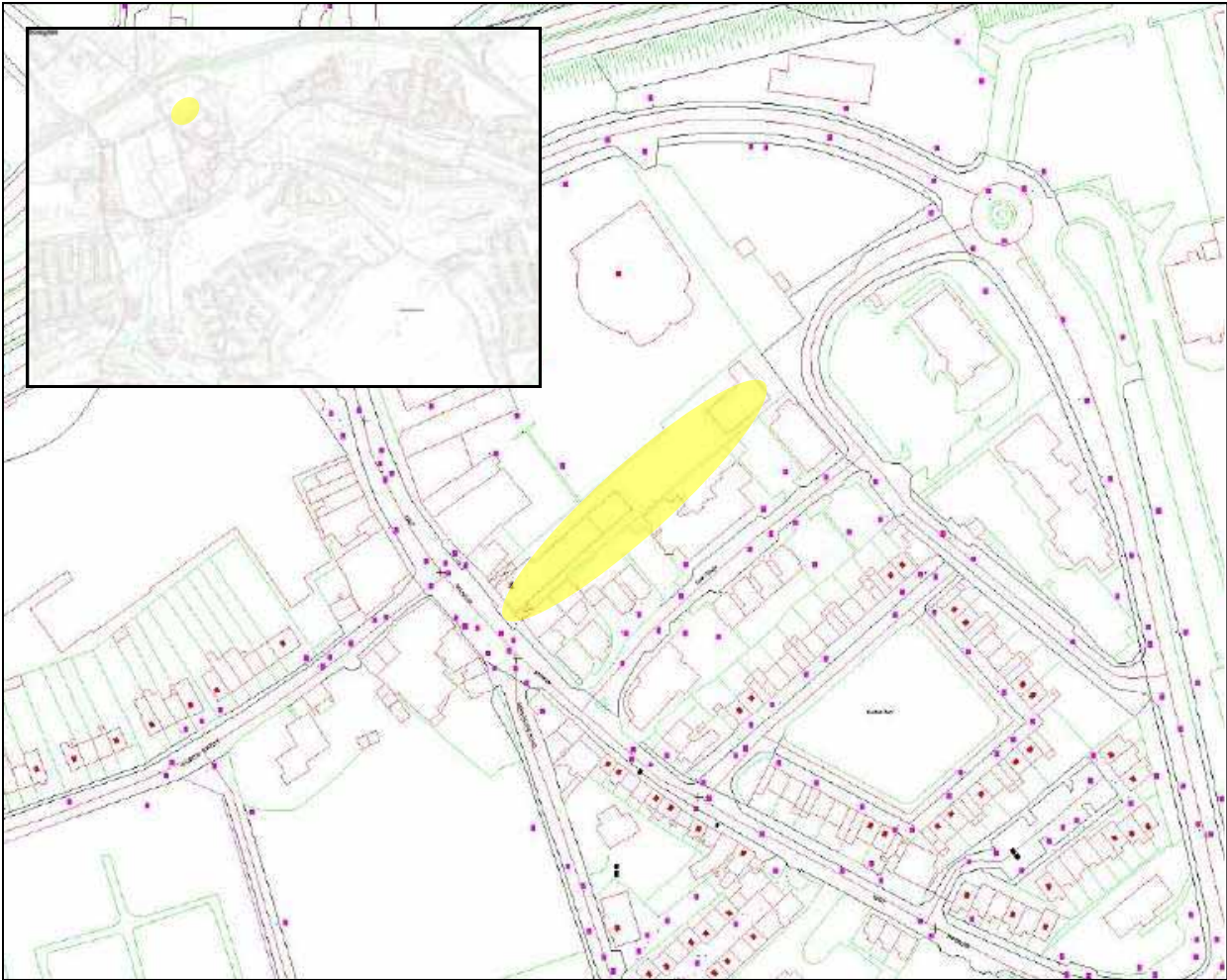


Fig. A4.7.10 Lands at East Douglas Street opportunity site location



Fig. A4.7.11 View of Douglas opportunity site 2 frontage to East Douglas Street



Fig. A4.7.11 View of Douglas opportunity site 2 showing buildings to rear of site

A4.8 Midleton

A4.8.1 There are a number of opportunity sites in Midleton which would benefit from redevelopment. The development of these sites for retail purposes would contribute to the retail offer of core retail area. These opportunity sites are outlined below:

Site 1: Riverside Way

A4.8.2 The Riverside Way area between Goose's Acre and Broderick Street and the backland areas between Riverside Way/Main Street and Broderick Street / the Dungourney River (including Cuddigan's Yard) is noted as a key opportunity area within the Revised Draft Midleton Town Plan 2012. These lands which are encompassed by the Riverside Way Framework Plan are identified within the Draft Midleton Plan as being *"the priority area for town centre development over the lifetime of this plan"*.

A4.8.3 The extent of the lands identified within the Framework Plan are significant and illustrated in Figure A4.8.1 below. These lands are all zoned for Town Centre/Mixed Use purposes within the Revised Draft Midleton Town Plan 2012.

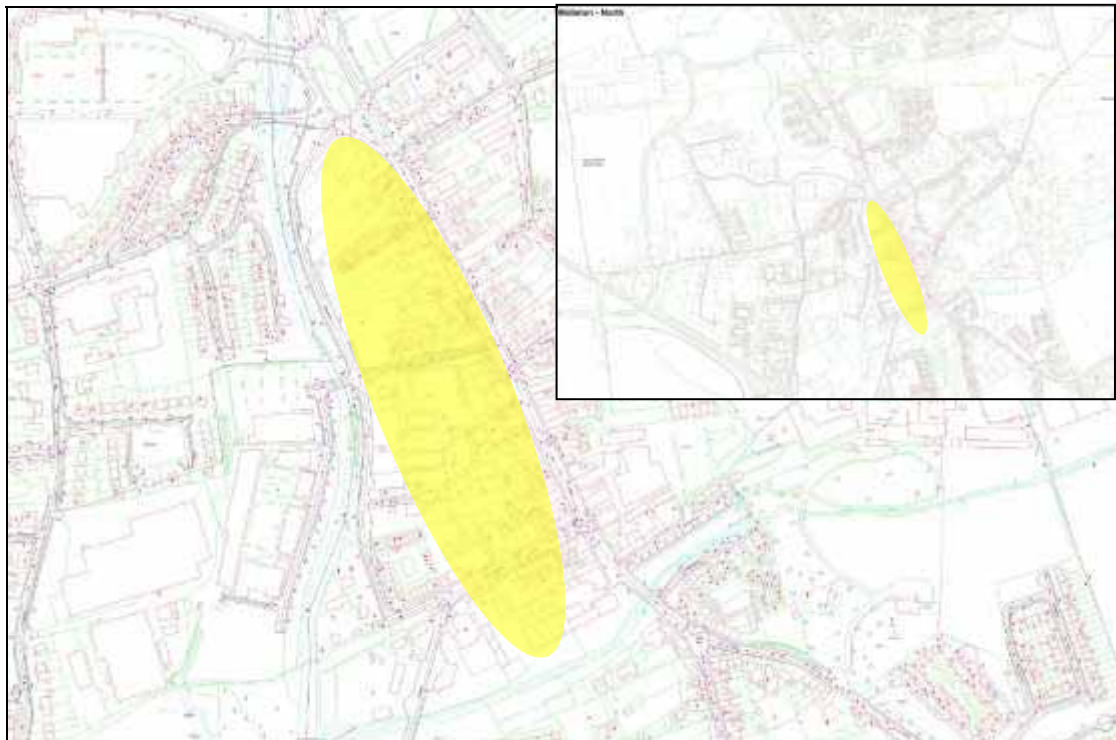


Fig. A4.8.1 Riverside Way opportunity site location

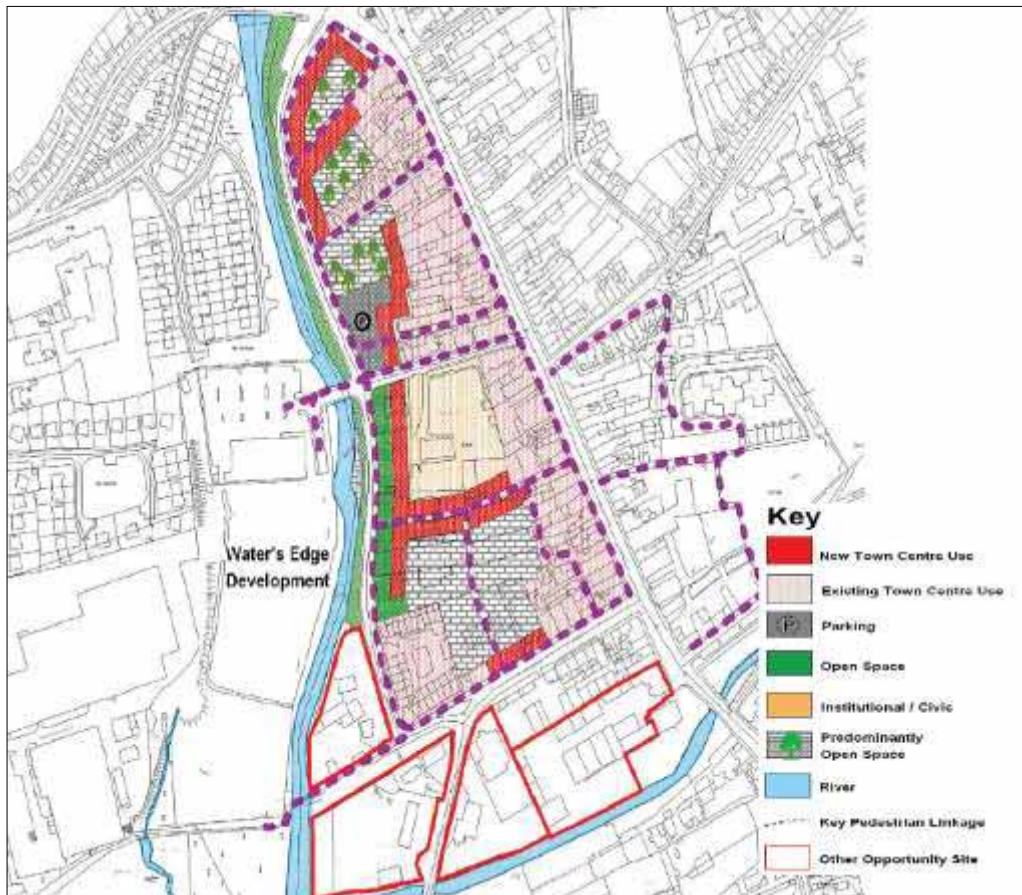


Fig. A4.8.2 Extract from Draft Development Framework and Masterplan for the Riverside Way area of Midleton

A4.8.4 The Riverside Way area is defined by the backland car parks, sites and ad hoc retail warehouse units to the rear of Main Street. The Riverside Area is split into 3 character areas within the Development Framework. These areas include:

- Gooses Acre/Fair Green at the northern end of Main Street and Riverside Way
- Church Lane and the area around the Church of Saint John the Baptist
- Broderick Street/Cuddigan's Yard at the southern end of Main Street

A4.8.5 The Draft Development Framework sets out a vision for each of the above character areas which will guide the nature of future development on these sites. The entire area is underutilised and its redevelopment to accommodate town centre uses would strengthen the role and function of Midleton Town Centre.

A4.8.6 The Development Framework notes that between these areas, the Riverside Way area is dominated by backland surface car parking which offers considerable potential to be more intensively redeveloped for town centre uses. The merits of the redevelopment of the area to accommodate town centre uses include the potential to augment and reinstate the core retail area of the town centre.

A4.8.7 The size of the backland plots within the Riverside Way area is varied and fragmented ownership of existing landholdings within the Framework Development may render it timely to assemble appropriate sites for

development. Achieving the redevelopment of the Riverside Area will require active co-operation between landowners and a supportive proactive approach from the Town Council.

A4.8.8 Sites within the Development Framework which may be available for development within the short term include Cuddigan’s Yard and adjoining lands at the southern end of Main Street and the former cinema site on Broderick Street. These sites are considered briefly below.

Site 2: Cuddigan’s Yard and adjoining lands

A4.8.9 Cuddigan’s Yard is located at the southern end of Main Street and on the northern bank of the Dungourney River. The site accommodates an old mill house and a number of retail warehouse and enterprise units. The area is run down and neglected in appearance and represents a significant eyesore in the town. Access to the site is provided from Main Street. Cuddigan’s yard is adjoined by Atkins Yard which has a frontage of c. 200m onto Coolbawn Road.

A4.8.10 The site is enclosed by a range of buildings accommodating various small-scale business and storage uses, including two large, extended late-18th/early-19th century former grain stores (constructed of stone and three and five storeys high), and some lower utilitarian structures built of modern materials. The yard has a run-down, semi-derelict character.



Fig. A4.8.3: Cuddigan’s Yard and adjoining lands opportunity site location



Fig. A4.8.4: Former Mill House on the site



Fig. A4.8.5: View of site from Main Street

A4.8.11 Planning permission was been granted for the redevelopment of the site under Register Reference 07/56056 (PL71.230100) on the 23rd of March 2010. The permitted development provided for demolition of the existing buildings on site with the exception of the 2 no. large stone former grain storage buildings and the construction of a mixed use development comprising an anchor supermarket (c.5,200 sq. m.) 23 other retail units (c. 3,262 sq. m.), office (2,749 sq. m.) and 33 no. residential units. The application site extended to include Atkins site to the rear of Cuddigan’s yard. Access to the permitted development was proposed via Coolbawn.

A4.8.12 The permitted development would be laid out in the form of a new town plaza and associated shopping lane with the supermarket sited towards the middle of the site and acting as anchor. The development would be divided into 6 no. blocks, five of which would be grouped together within Cuddigan’s Yard to form the shopping precinct. The sixth would be a separate, non-retail building within Atkins’s Yard. The permitted development has not been implemented on site to date.

A4.8.13 These lands are a major opportunity area for investment directly located with ease of access to the town centre and the potential to complement the Midleton Distillery. The site is well located within the town to provide for the natural extension of the core retail area of Midleton Town Centre and assist in reinstating the role of Main Street.

A4.8.14 The merits of the redevelopment of the site are clearly acknowledged within the Inspectors report which accompanied the decision of An Bord Pleanála to grant permission for the proposed development:

“Having regard to the scale and nature of the proposed development, the zoning objectives for the site, the delivery of significant regeneration benefits, and measures to restore the historic buildings on the site, it is considered that, subject to compliance with the conditions set out below, the proposed development would not seriously injure the amenities of the area or of property in the vicinity, would not be prejudicial to public health or safety, and would be acceptable in terms of traffic safety and convenience. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area”.

Site 3: Former Ormonde Cinema, Broderick Street

A4.8.15 The site of the old Ormonde Cinema on Broderick Street is also considered as a significant opportunity site. It comprises a former cinema building which is rectangular in form with a barrel corrugated roof. There is a small rear yard and a passageway down the western side of the building. The site is currently derelict and surrounded by hoarding and presents a significant eyesore on Broderick Street. The site is zoned for town centre mixed use development within the Revised Draft Midleton Town Plan 2012.

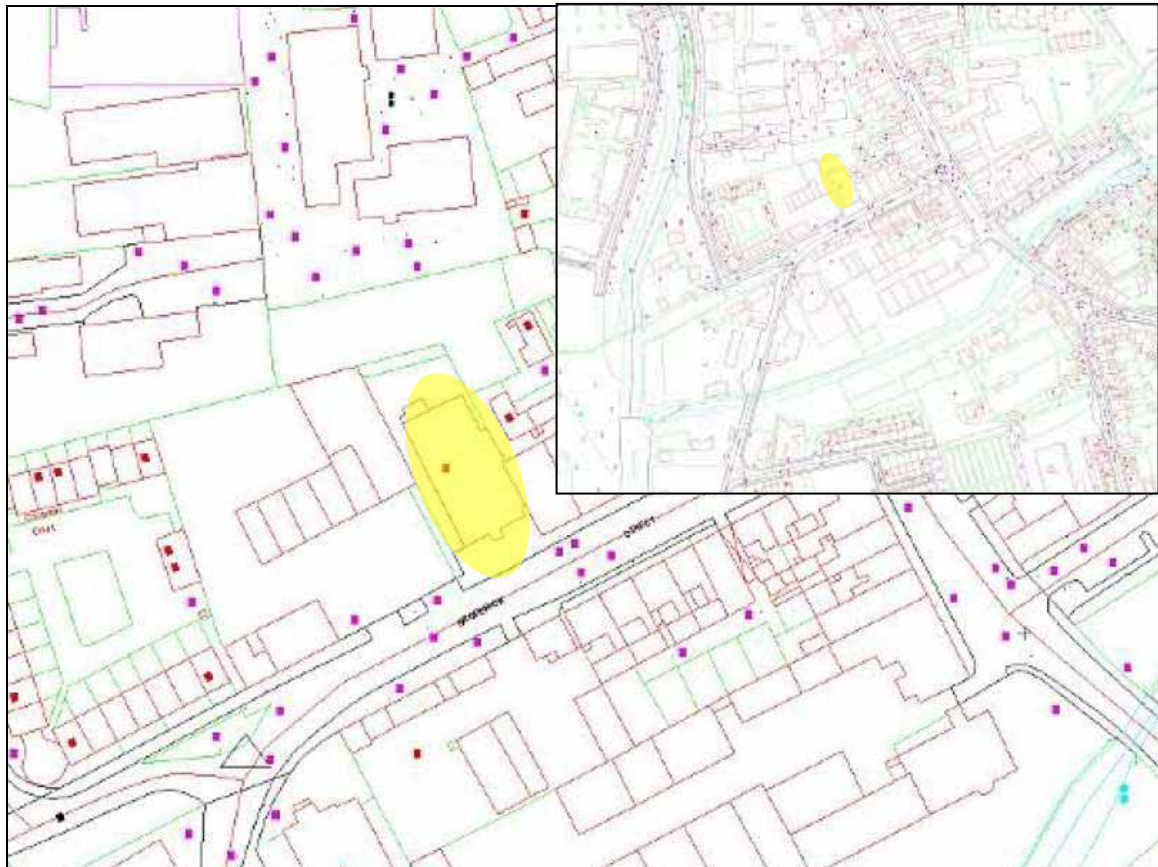


Fig. A4.8.6: Former Ormonde Cinema, Broderick Street opportunity site location



Fig. A4.8.7: Former Ormonde Cinema site

A4.8.16 Under Register Reference 09/56018 (PL 71.235739) planning permission was granted for the renovation of the existing cinema building for use as a multi-use music, dance and entertainment centre. The permitted development also included the provision of a permanent coffee dock/ shop with outdoor tables and chairs. This development has not been implemented to date.

A4.8.17 The site is zoned for Town Centre/Mixed Uses purposes within the Revised Draft Midleton Town Plan 2012. The redevelopment of the site would enhance the streetscape of Broderick Street and could provide a catalyst for further public realm improvements along Broderick Street.

4.9 Carrigaline

A4.9.1 The health check assessment of Carrigaline identifies a number of derelict sites within the town centre which detract from the overall appearance of the town centre. Notable sites include the site of the Old Carrigaline Pottery business between AIB and the Carrigaline Court Hotel and the site at the junction of Kilmoney Road/Church Road.

Site 1: Site to the rear of AIB on Main Street

A4.9.2 There exists substantial opportunity for redevelopment of areas around the town centre including lands to the rear of AIB on the Main Street i.e. between the Carrigaline Court Hotel and the Carrigaline Shopping Centre/Supervalu car park.

A4.9.3 The area between AIB and Carrigaline Court Hotel includes a number of ad hoc retail warehousing uses and derelict areas. This area provides a poor visual entrance to the town and would benefit from redevelopment.

A4.9.4 Existing uses within this area include the Old Carrigaline Pottery premises which is now occupied by a range of uses including an Auto Services Centre, a furniture and carpet centre and other bulky uses. The extent of the opportunity site extends to include the greenfield site which lies adjacent to the Old Pottery premises and has frontage onto Main Street and land to the rear of AIB on Main Street which include the former Carrigaline library.



Fig. A4.9.1: Site to Rear of AIB



Fig. A4.9.2: Former Carrigaline Pottery premises

A4.9.5 The site is zoned for town centre/neighbourhood centre purposes within the Carrigaline Electoral Area Local Area Plan 2011. Objective T-02 pertains to the lands. This objective notes that *“The area shall be subject to an Action Area Plan or Development Plan Brief which shall include comprehensive proposals for a variety of town centre type uses including retail and business services, community uses and some limited residential proposals.”*

A4.9.6 In terms of access to the lands the EALAP notes that *“It is desirable that the inner western relief road is delivered prior to any further development”*. The Plan includes a clause on this which outlines that in order to prevent any undue

delays applications for limited development can be considered where they are accompanied by a detailed traffic management and access proposal. Pedestrian access can be provided via Main Street.

A4.9.7 The EA LAP notes that community uses which are considered appropriate for the site include youth facilities, theatre, cinema, town hall, multi-purpose building and town square. The brief for the site shall be accompanied with proposals for appropriate high quality street furniture and landscaping.

A4.9.8 The site represents a significant opportunity within Carrigaline and its redevelopment for a mix of town centre and community uses would enhance the overall vitality and viability of the town centre and provide a more appropriate entrance into the town.

Site 2: Site at the junction of Kilmoney Road/ Church Road

A4.9.9 The second opportunity site within Carrigaline is located at the junction of Kilmoney Road and Church Hill. The site is currently occupied by a derelict property at the junction of Kilmoney Road and Church Hill and 2 further vacant buildings along Kilmoney Road. The derelict building at the junction of Church Hill and Kilmoney Road is run down and detracts from the amenity of the town. This area is in need of future investment.



Fig. A4.9.3: Site at the junction of Kilmoney Road/ Church Road



Fig. A4.9.4: Derelict site at the junction of Church Hill/Kilmoney Road

A4.9.10 The site is zoned for town centre/neighbourhood centre purposes within the Carrigaline Electoral Area Local Area Plan. The site is a significant block in the core of the town centre and significantly detracts from the visual appearance of the town. Its redevelopment should be actively encouraged by the Council.

A4.10 Carrigtwohill

A4.10.1 Retail provision within Carrigtwohill is limited and provides for the day to day top up shopping needs of the town. Existing convenience stores within the core retail area comprise symbol groups and there are no comparison stores within the town centre. It is considered that there are significant opportunities for expansion of the retail profile of the town within the retail core. In this regard lands to the south of Main Street in particular provide a key opportunity for development.

Site 1: Backland Site to the south of Main Street

A4.10.2 The site includes 2 narrow plots with frontage onto the Main Street and a field with various outbuildings to the rear of the existing buildings on the south side of the Main Street.



Fig. A4.10.1: Location of **Backland Site** to the south of Main Street



Fig. A4.10.2: Site at Main Street, Carrigtwohill

A4.10.3 Under Register Reference 10/5712 (PL.04.237635) planning permission was granted for a mixed use development on the site comprising an anchor retail unit with a gross floor area of 4,500 sq. m., 10 no. retail units (1,415 sq. m. gross), a coffee shop, 3 no. office units and 21 apartments. This development has not been implemented to date.

A4.10.4 The site is zoned for Town Centre/Neighbourhood Centre purposes within the Midleton Electoral Area Local Area Plan 2011. The development of the site for retail purposes would enhance the overall retail profile of the town, improve the visual amenity of Main Street and strengthen the role of the core retail area.

APPENDIX 5: HEALTH CHECK ASSESSMENT

A5.1 Introduction

A5.1.1 This section of the report provides an overview of the retail profile and health check assessment of Cork City Centre and the main urban centres in the Metropolitan Area. At the outset of the preparation of the Strategy, Cork County Council and Cork City Council identified the following centres where health checks should be undertaken. These include:

- 1 Cork City Centre
- 2 Mahon Point
- 3 Blackpool
- 4 Wilton
- 5 Ballyvolane
- 6 Douglas
- 7 Middleton
- 8 Cobh
- 9 Ballincollig
- 10 Carrigaline
- 11 Blarney
- 12 Carrigtwohill
- 13 Glanmire
- 14 Passage West

A5.1.2 A brief survey of the principal neighbourhood centres and retail warehouse parks in the City suburbs was also undertaken.

A5.1.3 Annex 2 of the Retail Planning Guidelines 2012 sets out the matters that should be taken into account when determining the vitality and viability of City and town centres. A health check assessment essentially analyses the strengths and weaknesses of city/town centres and is based on a qualitative analysis of factors such as the range and quality of activities in the centre, its mix of uses, its accessibility to people living in the area and its general amenity appearance and safety.

A5.1.4 The Retail Planning Guidelines 2012 provide a comprehensive checklist of information to be included in a health check assessment. It is stated in the guidelines that a healthy town centre, which is vital and viable, balances a number of qualities including:

Attractions: These underpin a town and comprise the range and diversity of shopping and other activities which draw in customers and visitors.

Accessibility: Successful centres need to be both accessible to the surrounding catchment area via a good road network and public transport facilities, and to encompass good local linkages between car parks, public transport stops and the various attractions within the centre.

Amenity: A healthy town centre should be a pleasant place to be in. It should be attractive in terms of environmental quality and urban design, it should be safe and have a distinctive identity and image.

Action: To function effectively as a viable commercial centre, things need to happen. Development and improvement projects should be implemented efficiently; there should be regular and effective cleaning and maintenance and there should be co-ordinated town centre management initiatives to promote the continued improvement of the centre.

A5.1.5 In addition to the above factors the Guidelines also recommend a number of other indicators that can be used to determine the vitality and viability of existing town centres. However, some of the information set out in the guidelines is not available for centres outside of the main cities and towns, for example- shopping rents, pedestrian flows and pattern of movement in retail rents within primary shopping areas. Where this data is available for centres, it is commented upon in the analysis.

A5.1.6 In order to determine the vitality and viability of existing city and town centres in the Metropolitan Area the following indicators were utilised.

- Attractions
- Accessibility
- Environmental Quality/Amenity
- Diversity of Uses
- Multiple Representation
- Levels of Vacancy

A5.1.7 Factors such as the extent of recent development and the suitability of existing floorspace were also considered. In addition the health check analysis also includes a clear definition of the core retail area. Maps indicating the extent of the core retail area in each centre are contained in Appendix 2 of this report.

A5.1.8 In relation to vacancy, the report includes a map of the vacant units in the core retail area within each town centre. The core area vacancy maps are contained in Appendix 3 of this report. The overall approximate vacant floor area in each centre is expressed. Vacancy rate is expressed as a percentage of the total retail floorspace within a town centre. A vacant unit was considered to be any property that had a ground floor retail or commercial unit which was available or suitable for future retail use. In some instances the number of vacant units in the town core is also provided and is expressed as a percentage of the total number of retail units within the core area.

A5.1.9 Diversity of use refers to the representation of different types of floorspace in a town centre. It is an important factor in considering the vitality and viability of a town/city as non retail uses such as cafes, restaurants, leisure attractions etc. can equally play an important role in contributing to the life and vibrancy of a centre. A successful town/city centre is a place where retail activity is combined with other attractions and things to do. The night time economy is also important in this regard. Equally however, certain land uses and activities can detract from the amenity and attractiveness of a town centre.

A5.1.10 It should be noted that key actions and recommendations for each is set out in Section 8 of the report. Potential retail opportunity sites are identified in Appendix 4.

A5.1.11 A detailed analysis of individual towns was also carried out by the PPU Cork County Council on 12 towns in the county in 2012. This study has informed the health checks for Carrigaline, Midleton, Cobh and Ballincollig.

A5.2 Cork City Centre

Introduction

A5.2.1 Cork City is the second largest urban centre in the Republic and according to the census 2011 has a population of 119,203 persons. The Metropolitan area including the City has a population of 289,739. The City has been designated as a gateway in the National Spatial Strategy. In this regard it serves not just a county catchment, but a regional one.

A5.2.2 Cork City is one of the oldest cities in Ireland and has a rich archaeological record. The city's unique character derives from the combination of its plan, topography, built fabric and its location on the River Lee at a point where it forms a number of waterways. Medieval Cork was a walled city. The shadow of the wall remains today, influencing the streetscape and street pattern. The City Centre is predominantly contained in the central 'island' flanked on both its north and south sides by the Lee River Corridor. At the eastern end of the city centre they converge and the Lee flows around Lough Mahon to Cork Harbour, one of the world's largest natural harbours. The city is a major port and there are quays and docks along the banks of the Lee on the city's east side. This docklands area of the City has significant redevelopment opportunities and has been subject to a number of applications in recent years.

Core Retail Area

A5.2.3 The Core retail area is indicated in Appendix 2. It is focused around St. Patrick's Street and Oliver Plunkett Street and the streets that run perpendicular to these include Carey's Lane, Frenchurch Lane, Academy Street, Opera Lane, Maylor Street, Caroline Street, Cook Street, Marlborough Street, and Princess Street. Retail activity is also found on Cornmarket and Castle Street and Paul Street. St. Patrick's Street is the principal retail thoroughfare and it is here that the majority of the major significant retail anchors and department stores are located. There is also a high level of international and national multiple representation here. It is noted that there is a contrast between the eastern and western ends of St. Patrick's Street with its western end having a greater representation of independent retailers. Oliver Plunkett Street provides a more localised retail function and has a high representation of independent and indigenous retail operators. With the exception of Opera Lane, the side streets are generally characterised by smaller independent retailers, cafes, bars and restaurants. These nonetheless contribute significantly to the vitality of the City and in particular the night time economy. Opera Lane accommodates a number of significant international retail anchors.

A5.2.4 Retail activity is also present on Grand Parade Street and on North Main Street. Grand Parade's retail function has somewhat eroded in recent years. It is noted however that there are two extant permissions for retail development which if implemented would significantly improve the retail attraction of this street. North Main Street also has an important retail role albeit lower grade providing

more localised services and retail activity. There is a small retail mall anchored by Dunnes Stores located here. There is some limited retail representation on Washington Street. To the north of the River, McCurtain Street also has a retail and service role, although commercial activity on this street is generally more characterised by retail services and food and beverage outlets. Shandon Street, also to the north also plays an important localised retail and service role.



Fig. A5.2.1 and A5.2.2: Oliver Plunkett Street

Attractions

- A5.2.5** Cork City Centre accommodates a diverse range of uses which enhances its role as the commercial centre of the County and broader region. These include a wide variety of shops, pubs, restaurants and cafes along St. Patrick's Street, Oliver Plunkett Street and the streets in their environs. There are also a large number and variety of independent boutiques, financial institutions hotels and service providers. The City Centre accommodates a range of cultural and entertainment activities with a wide variety of theatres, cinemas and art galleries which enhance the overall vitality of the area. The Crawford College of Art and Design and the Cork Opera House are both within walking distance of the prime retail core and are a significant attraction. The Gate Cinema and the Everyman and Cat Club Theatres are also within easy reach of the City Centre. University College Cork is also located within close proximity to the City Centre.
- A5.2.6** Cork City Centre is the primary retail centre in Cork City and County. The floorspace study undertaken as part of this report reveals that there is 88,407 sq. m. of comparison goods floorspace and 16,201 sq. m of convenience floorspace in the City Centre.
- A5.2.7** The City Centre performs a regional role and contains a higher order of retail representation than other centres in County and indeed region. The existing retail profile of the City is substantial and varied. Debenhams and Brown Thomas operate as major department stores, whilst Dunnes, Penneys and Marks and Spencer as well a wide range of well know high street brand names are also a significant attraction. A flagship Dunnes stores is located on St. Patrick's Street. A wide range of international retailers and specialist stores help to increase the range of goods and retail offer. A unique feature of the City is also the high

representation of independent and local retail operators who are in particular represented on Oliver Plunkett Street. This adds to the uniqueness and character of the City.

A5.2.8 Significant new retail development has been recently completed in the City Centre including large developments at Opera Lane, Half Moon Street/Lavitts Quay and Cornmarket Street. These developments which have opened in the last few years, have significantly improved the retail attraction and offer of the City Centre. A large retail unit has also been developed as part of the Elysian development, it remains however, unoccupied. The development at Opera Lane is a significant attraction and accommodates a number of high profile retail anchors including Gap, Top Shop, New Look and H & M. The Merchants Quay Centre is also an important retail attraction, providing easily accessible car parking within walking distance of the city and connections from the bus station through to St. Patrick’s Street. It is anchored by Dunnes Stores and Marks and Spencers.



Fig. A5.2.3: Merchants Quay SC



Fig. A5.2.4: St. Patrick’s Street

A5.2.9 In addition there is planning permission for a range of new convenience and comparison floorspace in the City and Docklands. Whilst much of this development has not come on stream due to market conditions, these redevelopment sites nonetheless offer a significant opportunity to further enhance and consolidate the retail role and function of the City and strengthen the City’s retail offer. A summary of significant extant permissions is provided below:

Grand Parade: Application Reference 07/32307: This permission relates to the comprehensive redevelopment of an urban block bound by Grand Parade, Tuckey Street and South Main Street and includes a new City Library, retail, office and residential development. The development included 7 no. retail units on 3 floors with a net floor area of 8,216 sq. metres. There was a subsequent application in 2009 for the partial development of this block including 51-54

Grand Parade, 34-39 South Main Street, Kift's Lane and Old Post Office Lane. This application (reference: 09/33685) includes 3,900 sq. metres net retail floor area.

[Grand Parade: Application Reference 08/33581](#): There is a further extant permission relating to the redevelopment of the Capitol Cinema Building and no. 55-57 St. Patrick's Street including 5,363 sq. metres net retail floorspace.

[Sullivans Quay/Cove Street: Application Reference 08/32886](#): Mixed use development including office, hotel and retail facilities including 3,592 sq. metres net retail floorspace.

[Beamish and Crawford: Application Reference: 10/34698](#): Mixed use development including event centre/arena, office, student accommodation, cinema and 3,526 sq. metres net retail floorspace.

[Andersons Quay/Oliver Plunkett Street: Application Reference: 09/34001](#): Mixed use office and retail development including 1,356 sq. metres (net) retail floorspace.

[Pine Street/Camden Quay: Application Reference 08/33049](#): Mixed use development including 1,316 sq. metres (net) retail floorspace.

[Albert Quay: Application Reference: 09/33900](#): Office and retail development including 1,848 sq. metres (net) retail floorspace.

[Former Brooks Builders Merchants South Terrace: 09/34049](#): Mixed use development including 1,253 sq. metres net retail floorspace.

A number of significant developments including retail floorspace have also been permitted in the Docklands area of the City. These include:

[Topaz Energy Terminal: Application Reference 10/34336](#): Mixed use retail/commercial development including 4,634 sq. metres net retail floorspace.

[Marina Park, Centre Park Road: Application Reference 10/34546](#): Mixed use residential, office, business and technology, retail and commercial development including: 7,566 sq. metres (gross) of retail development and a further 7,232 sq. metres (net) of retail warehouse development.

[Old Ford Distribution Site, Centre Park Road, Cork: Application Reference: 08/32919](#): Mixed use development including residential, office, hotel, events arena commercial and net retail floorspace of 1,745 sq. metres.

A5.2.10 The City has an attractive ambience and is popular with tourists, particularly since being included in the Lonely Planet's top 10 "Best in Travel 2010". It is noted that in a recent survey carried out by Retail Excellence Ireland, Cork ranked 23 in the top 100 towns in Ireland. Another significant attraction in the City Centre is the English Market. This enclosed market located on Princess Street sells locally produced foods, including fresh fish, meats, fruit and vegetables, eggs and artisan cheeses and breads. It is popular with both tourists and locals.

A5.2.11 The City hosts a number of festivals and events throughout the year that attract significant visitors including the choral festival, the Cork Jazz festival and the Ocean to City Maritime Festival. Other attractions in the City include Lifetime Lab at the Old Cork City Waterworks, the Cork Vision Centre, the Cork Public Museum, the Lewis Glucksman Gallery, the Triskel/Christchurch Arts Centre and the Cork Butter Museum. There are also a number of ecclesiastical and historic attractions.

A5.2.12 It is noted that permission has recently been granted by An Bord Pleanala for a large mixed use development on the former Beamish and Crawford site located on South Main Street. The development includes an event centre area of over 11,000 sq. metres as well as an 8 screen cinema, shops, exhibition areas, restaurants, bars, viewing gallery and artists' studios. The development also includes office floorspace and student accommodation. This development would provide a significant event and entertainment facility in the City Centre area and provide a further attraction, drawing people into the City.



Fig. A5.2.5: Crawford Gallery

Environmental Quality/Amenity

A5.2.13 Cork City has an attractive and distinctive streetscape. The city centre has retained much of its original form along its principal streets and is attractive to the pedestrian in both scale and use with a series of high quality public spaces. St. Patrick's Street in particular which is the main retail thoroughfare has a number of buildings of significant architectural merit. Oliver Plunkett Street and the adjoining areas have largely retained their fine urban grain with many traditional shop fronts and fascias intact. This adds to the ambience and character of the streetscape.



Fig. A5.2.6: Buildings of architectural merit St. Patrick's



Fig. A5.2.7: Opera Lane development



Fig. A5.2.8: Cornmarket development

A5.2.14 Recent works by the City Council to improve the public realm in parts of the city centre have added greatly to the overall attractiveness of the main shopping area. These include significant improvements to the public realm including widening of pavements on St. Patrick's Street and the pedestrianisation of Oliver Plunkett Street (during core business hours) and adjacent streets. This has made the City a much more attractive place to shop.



Fig. A5.2.9: Public realm improvements, Crawford Gallery

A5.2.15 Significant hard and soft landscaping works have been undertaken with the use of high quality materials through out. Street furniture, public lighting and bicycle parking have been provided. On Grand Parade a number of kiosks have been provided which are currently being utilised as coffee pods. These include outdoor seating areas which contribute to the vitality of the City. At Cornmarket further smaller kiosks have been provided to facilitate casual traders, creating animation of this urban space. The City Centre now has a very high quality public realm on the principal shopping streets. It will be important to maintain these street improvement works and to ensure their continued roll out to other parts of the City Centre including North Main Street and beyond.



Fig. A5.2.10 and A5.2.11: Public realm improvements at Grand Parade and Cornmarket

A5.2.16 Litter bins are provided throughout the city and there did not appear to be a significant problem with litter at the time of the survey. Shop front presentation was generally good throughout the City Centre with limited inappropriate signage or clutter noted. Modern shop fronts have in the main been respectful of the traditional idiom. Bishop Lucy Park on Grand Parade is also an important amenity within the City Centre. This is used for temporary events throughout the year including the Christmas Market.

A5.2.17 Notwithstanding the high quality of the environment in the City Centre, it is noted that there are some signs of vacancy and obsolescence, particularly on the secondary retail streets. There has also been a loss of some independent

retailers which erodes the character and diversity of the City. Vacancy in non retail streets such as South Mall is also evident. In this regard the City will need to continue to invest in the public realm and proactively address the issue of vacancy to ensure that the City continues to compete effectively.

Accessibility

- A5.2.18** The City Centre is highly accessible by a range of public transport modes. Cork's Kent Station is the main train station in the city. The main line train from Cork to Dublin has hourly departures and a number of connecting services. The Cork Suburban Rail system also departs from Kent Station and provides connections to parts of Metropolitan Cork, including Little Island, Midleton, Fota and Cobh. The train station is within walking distance of the City. It is recognised however, that there is significant room for improvement in terms of non car access to the City Centre. Measures such as a greater use of the Black Ash park and ride facility as well as further pedestrianisation within the City Centre should be considered. The City Council are currently undertaking a City Centre Movement Strategy which seeks to improve access to and around the City Centre by public transport, walking and cycling.
- A5.2.19** Public bus services within the city are provided by the national bus operator Bus Éireann. City routes are numbered from 2011 through to 226 and connect the city centre to the principal suburbs, colleges, shopping centres and places of interest. Two of these bus routes provide orbital services across the northern and southern districts of the city respectively. Buses to the outer suburbs, such as Ballincollig, Glanmire and Carrigaline are provided from the city's bus terminal at Parnell Place in the city centre. Suburban services also include shuttles to Cork Airport, and the Black Ash Park and Ride facility in the south suburbs. The bus station at Parnell Place is located adjacent to the Merchants Quay Shopping Centre in immediate proximity to the City Centre.
- A5.2.20** Long distance buses depart from the bus terminal in Parnell Place to destinations throughout Ireland. Hourly services run to Killarney/Tralee, Waterford, Athlone and Shannon Airport/Limerick/Galway and there are six services daily to Dublin.
- A5.2.21** A wide range of parking facilities are provided within the City Centre including Merchants Quay, Kyle Street, Paul Street, Grand Parade Car Park, Carroll's Quay Car Park and City Hall Car Park. On street disc parking is also available throughout the City. A park by text system is in operation. In addition improvements to the bus station and the introduction of the park and ride scheme have made the city more accessible. Parking and directional signs are provided on the approach to the City, however, it was noted that a number of the parking information signs were not operational. In this regard, directional signage and parking information systems could be improved.
- A5.2.22** The City Centre is very compact and is walkable with all of the core facilities being located within a compact retail area. The pedestrianisation of Oliver Plunkett Street and the peripheral streets off St. Patrick's Street including Opera Lane, Frenchchurch Street, Careys Lane and Rory Galagher Place have significantly improved the retail environment in the City Centre area. The new pedestrian bridge – Shandon Bridge linking Pope's Quay and Kyril's Quay has

improved connectivity across the river. Bicycle parking facilities are provided on St. Patrick’s Street and Rory Gallagher Place. However, accessibility for cyclists is generally poor with no dedicated cycle paths in the city centre. Taxi facilities are also well provided for in the City with a number of taxi ranks located on St. Patrick’s Street.



Fig. A5.2.12: Pedestrianised Rory Gallagher Place



Fig A5.2.13: Pedestrian Shandon Bridge

A5.2.23 Activity is a key measure of the health of city centre and is a factor of both the uses of that centre and its attractiveness as a destination. However, activity brings with it a range of challenges such as street maintenance and cleansing and the need to efficiently and effectively accommodate large numbers of pedestrians. As with any shopping area, proactive and engaged management of the public realm is required in order to fully realise the potential of the area and promote its continued improvement. At the time of the survey it was evident that the City Centre is well maintained with regular street cleaning and litter management. City Centre ambassadors were also noted providing information to tourists and visitors to the City.

Diversity of Uses/Multiple Representation

A5.2.24 Cork City Centre has a diverse range of retail, service, entertainment and recreational functions within the City Centre. This creates a diverse and vibrant retail environment. On St. Patrick’s Street, there are a number of significant department stores including Debenhams and Brown Thomas as well as the independent Modern Department Store. There are a wide range of national and international multiples represented including Marks and Spencers, Laura Ashley, Easons, Schuh, Awear, Ecco, Penneys, Clarkes, Evans, Monsoon, French Connection etc. The new development at Opera Lane has allowed the development of a number of flagship retail stores that typically require larger floorplates including Tommy Hilfiger, The Gap, Next, River Island, New Look and H & M.

A5.2.25 As noted above, Oliver Plunkett Street is in general characterised by independent retailers with a high level of service and ancillary functions including bars, restaurants, cafes etc. The representation of independents is an important factor as it diversifies the retail profile of the retail core and differentiates the City Centre from any typical homogenous High Street. The mix of independent, specialist retailers as well as the high street brands provides a

diverse and interesting retailing environment in the City. It will be important to retain this character and continue to reinforce the character, individuality and diversity of the City.



Fig. A5.2.14: Independent retailer Oliver Plunkett Street



Fig. A5.2.15: Independent retailer Oliver Plunkett Street

A5.2.26 It is noted that areas such as Grand Parade and the western end of St. Patrick's Street have begun to erode in terms of their retail role. This is a worrying trend as such decline can detract from the retail ambience and discourage higher order retailers from locating in the City. This is a trend that will need to be reversed.



Fig. A5.2.16 and A5.2.17: Erosion of retail activity St. Patrick's Street and Grand Parade

A5.2.27 Mc Curtain Street, Shandon Street and North Main Street have a more localised retail role than the prime retail streets. Mc Curtain Street is evolving to function more as a retail service and food and beverage location, primarily due to its proximity to the Everyman Palace Theatre. North Main Street is characterised by low order comparison and convenience shopping and also a high representation of charity shops. In nonetheless has an important local retail role in the City.

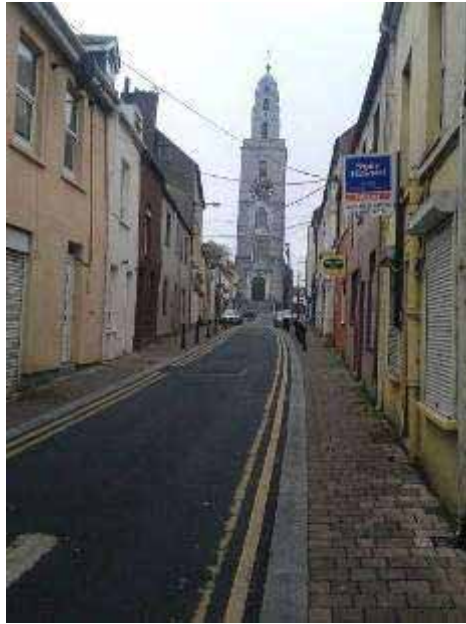


Fig. A5.2.18: St. Anne's Church Shandon

- A5.2.28** Convenience retailing is also represented in the City Centre with Dunnes Stores located in the Merchants Quay development and on North Main Street. There is a Tesco on Paul Street and also a Marks and Spencer's on St. Patrick's Street.

Levels of Vacancy

- A5.2.29** The floorspace study reveals that there is 33,754 sq. metres of vacant floorspace in the City. This represents 23.2% of the total retail floorspace in the City. Much of this is however, located in secondary retail areas. Vacancy levels within the prime retail area are generally low. A map indicating vacancy within the core retail area is included in Appendix 3. Within the core retail area of Cork City it is estimated that the percentage of vacant units is 18%. The western end of St. Patrick's Street had some evidence of vacancy with the recent closure of some retail units in this area. Vacancy was also notable on Grand Parade. This area did not have the same level of footfall and the retail function of this area is beginning to erode. Vacancy was also noted on North Main Street and Washington Street. North Main Street was characterised by the clustering of lower grade retail functions such as charity shops and cash for gold shops and again some vacancy was prevalent.
- A5.2.30** It was also noted that significant vacancy was present within the Cornmarket development. This may be due to the location of the anchor store TK Maxx within the development which is located at the front of the development. This has meant that there is a lack of footfall to those units to the rear thus effecting their viability. Vacancy on the upper floors of the Merchant Quay development were noted and some of the smaller more dated malls including the Winthrop Arcade are clearly experiencing decline. There are also a number of significant retail development opportunity sites both within and adjacent to the retail core. These are discussed further in Appendix 4 of this study.

Rental Levels

- A5.2.31 The October 2012 IPD Market Bulletin identifies that Cork City rental levels have contracted by 2.5% and Limerick by 3.5% during the first half of 2012. Rents in Cork and Limerick City are noted as being down 52% from the peak and as a result Cork and Limerick offer good value for prospective tenants.

Pedestrian Flows

- A5.2.32 The areas with the greatest footfall were on Patrick Street and Oliver Plunket Street. On Patrick Street, higher levels of footfall were noted at its eastern end. High levels of footfall were also evident around Paul Street, particularly around the Tesco development. North Main Street was also clearly an important retail destination with good footfall levels.

Surveys

- A5.2.33 A household telephone survey and on street shopper's survey were undertaken by Demographics Ireland to inform the retail strategy, the results of which are summarised in Chapter 4. The following key results were obtained in Cork City:

Telephone Survey

- 8.1% of all respondents within the metropolitan area carry out their main food and grocery shopping in Cork City. There is an inflow of 0.4% to the city from areas within the County outside of the Metropolitan area.
- 59.8% of all respondents who live within the Metropolitan Area carry out their main comparison shopping within Cork City. There is an inflow of 41.8% to the city from areas within the County outside of the Metropolitan area.

Shoppers Survey

- 14.2% of respondents stated that their main reason for visiting the City was for main grocery shopping.
- 34.2% of respondents stated that their main reason for visiting the City was for clothing and footwear shopping.
- In terms of attractions, 35.8% stated the attractive shopping environment was a key attraction whilst 37.7% stated that the choice of clothing and footwear shops was a key attraction.
- In terms of improvements more shops (22.6%) and more cafes (18%) and cheaper parking (31.5%) ranked as some of the key improvements respondents felt was required in the City.

Conclusion

- A5.2.34 Cork City Centre has an attractive cityscape which is being significantly enhanced by the ongoing public realm improvements. The principle shopping streets have a pleasant shopping environment with good shop front presentation, attractive paving and high quality public realm. The City Centre is compact and pedestrian friendly and car parking is well provided for.

- A5.2.35** There has been significant investment in the City Centre in recent years with new developments such as Opera Lane and Cornmarket significantly adding to the retail attraction of the City Centre. The City Centre has a broad range of international, national multiples as well as a strong representation by the indigenous sector. The English Market is a unique attraction. This mix of retailing gives Cork a distinctive character. The role of the indigenous retail sector should be encouraged as this plays a significant role in the character and diversity of the City. Retail provision is complemented by a broad range of retail service, cafes and restaurants, which also contribute to the night time economy. It is envisaged that the cultural and entertainment profile of the City will be further enhanced with the development of the Beamish and Crawford site.
- A5.2.36** Whilst undoubtedly there have been a number of successes in the City in recent years, particularly in terms of the urban realm and retail attractions, there is a need to continue to enhance and reinforce the function of the retail core. Signs of some erosion of retail activity and obsolescence are evident on Grand Parade and the western end of St. Patrick's Street. Some vacancy was also noted on the more peripheral side streets such as Frenchchurch Street and Academy Street, whilst streets such as Washington Street and Mc Curtain Street are struggling to retain a retail function. There has been a loss of a number of indigenous local retailers and such a trend could continue to erode the character and diversity of the City centre. These issues are matters that will need to be addressed in order to stem the further decline of the City centre. There are also a number of large undeveloped and underutilised sites within the city area that have the potential to contribute in a significant way to the strengthening of the retail core.
- A5.2.37** In terms of public realm improvements, these have significantly enhanced the ambience of the City. These works need to be maintained and continued to be rolled out to the more peripheral areas of the retail core including North Main Street. The continued upgrade and enhancement of the public realm will be an important factor in ensuring that the City retains its competitive edge particularly when faced with increasing competition from the outlying district centres, most notably Mahon.
- A5.2.38** Whilst the accessibility of the City is generally good, there is scope for improvements to directional signage in the city centre and for improvements to signage regarding parking locations and space availability. Cycling facilities in the City could be improved with the provision of further dedicated parking and cycle paths. The development of a Cork Bike scheme would be very beneficial. It is noted that the City is currently preparing a City Centre Movement Strategy which will address some of these issues and identify measures to improve and enhance non car access to the City centre. The City would benefit from further pedestrianisation, particularly of St. Patrick's Street. There will also be a need to continue to positively promote the City to tourist and retail businesses. Further specific measures to improve the retail offer and competitiveness of the City Centre are addressed in section 8 of this report.



Fig. A5.2.19: Further environmental improvements required

A5.3 Cork Suburban District Centres

Mahon Point District Centre

Introduction

A5.3.1 Mahon Point Shopping Centre is one of the designated district centres for the southern suburbs primarily serving the south eastern catchment and is located on the northern side of the N40 South Link Road, immediately east of the Mahon Road grade-separated interchange, approximately 7km to the south east of the City Centre. It comprises of a purpose built standalone shopping centre. Whilst designated a district centre, the centre serves a broad catchment area and is primarily a comparison shopping destination. The importance of the centre as a comparison shopping destination is clearly evidenced in the household and shopper survey results detailed in Chapter 4. The comparison shopping role significantly exceeds that usually represented within a district centre. This reflects the origins of the centre. It was permitted at a time where there were difficulties with site assembly and delivery in the city centre for significant additional comparison shopping.

A5.3.2 Mahon is the largest district centre in Cork with 16,808 sq. m. net sales of comparison floorspace. Mahon also accommodates just under 3,000 sq. m. net sales of convenience retail floorspace. It is estimated that there is 1,632 sq. metres of vacant floorspace in the centre. This represents 4.7% of the total retail floorspace in the centre and is a very low vacancy rate. The current City Development Plan allows for a limited expansion of up to 10% net comparison floorspace on top of that existing and permitted in Mahon. This was based on an estimate of existing floorspace in 2008 of 14,000 sq. metres. The current comparison floorspace, therefore exceeds the ceiling based on current policy. The adjacent Mahon Point Retail Park contains 13,384 sq. m. of retail warehousing floorspace.

Attractions

A5.3.3 Mahon Point Shopping Centre is an internalised shopping mall containing modern large units. It consists of two levels of retail and is anchored by Tesco, at

the western entrance, and Debenhams, at the eastern entrance. It is easily accessible by car and has free surface level car parking adjacent to the centre.



Fig. A5.3.1: Internalised two level mall



Fig. A5.3.2: Main entrance

A5.3.4 The shopping centre forms part of a more extensive commercial complex, which includes a retail warehouse park and office developments to the north and west.

A5.3.5 Mahon Point Shopping Centre offers a wide range of shops and includes cafes, fast food outlets and restaurants and a multi-screen cinema with good road access via the N40 to much of the metropolitan area. The accessibility, type and range of offer at Mahon Point result in a high pedestrian footfall both during the day and evening. A farmers market is also held in the car park of the centre from 10 am to 3pm every Thursday. There is limited provision of retail services, social and community uses and an absence of residential use within the Mahon Point commercial area.



Fig. A5.3.3: Food Hall Mahon SC

A5.3.6 The centre accommodates a range of national, international and independent retailers. In addition to Debenhams and Tesco these include Next, Zara, Tommy Hilfiger, Monsoon, Oasis and River Island.

Surveys

A5.3.7 The Household Survey indicates that 15.7% of respondents in the Metropolitan Area carry out their main clothing and footwear shopping in Mahon District Centre; it attracts 13.5% of respondents from the rest of County Cork and 3.2% from the surrounding Counties of Waterford, Tipperary, Limerick and Kerry. This

illustrates that Mahon District Centre is the main clothing and footwear location in the Metropolitan Area outside of the City Centre.

- A5.3.8 The Household Survey indicates that only 2.7% of respondents in the Metropolitan Area carry out their main food / grocery shopping in Mahon. This is considerably below the other district centres.

Amenity

- A5.3.9 The design of the shopping centre and cinema complex is contemporary; However, the internalised mall and adjacent surface car parking does not result in a high quality urban design or public realm albeit well landscaped.

- A5.3.10 The adjoining residential area to the north of the district centre zoned lands is divided from the district centre by an extensive steel palisade security fence (with openings).

- A5.3.11 Although the strong comparison retail offer results in a busy and vibrant centre during the day there is a limited range of evening uses and absence of residential use in the Mahon Point area, which is dominated by commercial uses. The centre has a limited provision of retail and community services, particularly those that would serve local needs. The centre primarily acts as a comparison retail destination rather than acting as a local district centre to serve its local catchment.

Accessibility

- A5.3.12 The Shopping Centre is located on the northern side of the N40 South Link Road, immediately east of the Mahon Road grade-separated interchange, to the south east of the City Centre. Access to the centre is provided via the Jack Lynch Lee Tunnel and the N40 South Ring Road. The shopping centre has over 2,000 free parking spaces which surround the building. Congestion on the approach roads to the centre is an issue particularly during peak times. Results from the shopper survey reveal people accessing the centre by foot are much lower than other district centres with only 7.8% stating that they walk to Mahon as opposed to over 21% at Blackpool, 15% at Wilton and 14% at Douglas. This reflects its car dominated attraction.



Fig. A5.3.4, A5.3.5: Surface and undercroft (below Tesco) car parking

A5.3.13 The centre is also served by a number of bus routes which provide connections to and from the City Centre and adjoining suburban areas. At present the No. 10 and 10A serve Mahon Point District Centre. The No. 2 bus from Parnell Place and the No. 19 orbital route from Bishopstown and Douglas both travel to the Skehard Road, which is within reasonable walking distance of the Mahon Point area. It is noted however, that the bus stop is not particularly accessible from the shopping centre.

A5.3.14 It is noticeable that there is no direct vehicular access to the shopping centre from the residential areas to the north. In addition the accessibility of the centre for pedestrians and cyclists could be improved, particularly from the north and west.

Actions and Opportunities

A5.3.15 Mahon remains the largest district centre in Cork, notwithstanding the recent expansion of Douglas and the extant permission for the redevelopment of Wilton District Centre.

A5.3.16 As the Shoppers Survey illustrates, it is an attractive location for main clothing and footwear shopping.

A5.3.17 Any future development proposals for Mahon Point Shopping Centre on the district centre zoned lands should seek to develop the area as a mixed use urban centre, with urban design and access improvements, particularly from the residential areas to the north. It will be important to also improve the range of retail services and community facilities on offer to ensure that the centre fulfils its role as a district centre serving the needs of its local catchment rather than acting primarily as a comparison shopping destination.

Conclusion

A5.3.18 Mahon Point Shopping Centre is designated as a district centre for the south east suburbs and is located on the northern side of the N40 South Link Road, immediately east of the Mahon Road grade-separated interchange, approximately 7km to the south east of the City Centre. Mahon is the largest district centre in Cork. It has a greater range of higher order comparison floorspace than would be typically found in a district centre. In this regard its

role has somewhat evolved and it represents a significant competitor to the City Centre due to the high order nature of its comparison retail representation.

- A5.3.19 The centre accommodates a range of national, international and independent retailers. The centre has a strong representation of national and international comparison multiples. The centre however, has a limited provision of other complementary facilities such as retail services, community and cultural facilities that contribute to the vitality of district centres. It therefore has a different nature to the other district centres in Cork.
- A5.3.20 The centre has an attractive retail and leisure offer and its accessibility by private car makes it an attractive destination for shoppers from a wide area. The approach roads to the centre can become congested, particularly at peak time. Whilst the centre is served by public transport, the bus stops are not well connected to the centre. The centre also has limited accessibility by other sustainable modes such as cycling and has poor pedestrian connections with the surrounding residential communities. Any future development should deliver urban design improvements, a greater mix of non retail uses and improvements to the connectivity and accessibility from surrounding residential areas, particularly those to the north, should be prioritised.

Blackpool District Centre

Introduction

- A5.3.21 Blackpool is a designated District Centre serving the northern suburbs of Cork City. Blackpool District Centre is centrally located within Blackpool Valley, which traditionally has been the economic / industrial heart of the northside of the City and where significant commercial and retail development has taken place in recent years. The District Centre zoned land is made up of the Blackpool Shopping Centre, Blackpool Retail Park, Millfield Service Station, the former Sunbeam lands and Millfield Industrial Estate.
- A5.3.22 Blackpool is an important gateway to the city and is well served by the N20 & R365 roads. It has good bus public transport links. The re-opening of the Kilbarry station planned for the future also has the potential to substantially improve accessibility to Blackpool. Blackpool Village, a designated neighbourhood centre, is located to the south of the district centre.
- A5.3.23 Blackpool District Centre contains 11,198 sq. m. of net sales comparison floor space and 4,011sq. m. of net sales convenience floorspace. There is in the region of 3,408 sq. m. of bulky household floorspace within the retail park, which functions as part of the district centre. There are significant extant permissions for comparison, convenience and retail warehouse floorspace in Blackpool District Centre. In the order of 4,027 sq. m. net of retail warehousing floorspace has been permitted on the former Sunbeam site, under Reg. Ref.: 08/33476 (ABP Ref.: PL28.233299). In the order of 2,815 sq. m. net of retail warehousing floorspace and 519 sq. m. net of comparison floorspace has been approved on the Millfield Industrial Estate site, under Reg. Ref.: 0833465, as part of a mixed use development ranging in height from 5 to 8 storeys. It is estimated that there is 2,971 sq. metres (13.9%) of vacant floorspace in Blackpool.

Attractions

A5.3.24 The District Centre contains Blackpool Shopping Centre and a Retail Park. In addition there are a number of cafes, retail service uses, office, residential, a cinema and a library in Blackpool District Centre. There is good provision of surface and multi-level car parking. There were only two vacant units in the shopping centre at the time of the survey. A modern unit to the east of the shopping centre was also vacant.

A5.3.25 The shopping centre is anchored by Dunnes Stores. The Shopping Centre has a lack of national and international multiple retailers. A further weakness is the absence of a second anchor store. Notwithstanding this, the centre has a good range of local independent retailers which provide a good mix and offer to the local catchment. The centre is highly internalised with no significant streetscape interaction or animation. This weakness should be addressed in any further expansion. The retail park is anchored by Woodies DIY, with a good mix of modern convenience, comparison and bulky goods operators.



Fig. A5.3.6: Shopping Centre



Fig. A5.3.7: Western elevation of Shopping Centre

A5.3.26 The retail floorspace in the northern part of the district centre includes the retail park and ground and first floor units within the mixed use development fronting Commons Road. The retail park is anchored by Woodies DIY and contains a significant element of floorspace that would be considered closer to pure comparison floorspace than bulky floorspace, including Lifestyle, Boots and Argos. The retail park also contains an Aldi discount foodstore. There are also a number of retail outlets located in the adjacent mixed use block to the west of the retail park, which includes Next Home, Heatons / Sportsworld and a number of smaller retail and retail service units at street level. The northern part of Blackpool District Centre contains larger format retailers, and presence of national and international retailers, than the shopping centre. There were three vacant units in the northern part of the district centre zoned lands, one of which is a large retail warehouse unit formerly occupied by Carpet Right.



Fig. A5.3.8 & A5.3.9: Mixed use multi level buildings in the northern part of Blackpool District

Surveys

- A5.3.27** The Household Survey indicates that approximately 8.5% of respondents in the Metropolitan Area carry out their main food / grocery shopping in Blackpool District Centre. It attracted only 0.4% of respondents from outside the Metropolitan Area.
- A5.3.28** The Household Survey indicates that Blackpool District Centre attracts 3.1% of respondents from the Metropolitan Area for their main clothing and footwear shopping, with an additional 0.8% of respondents from the remainder of the County area. The Household Survey illustrates that Blackpool District Centre is the least attractive district centre (other than the newly designated Ballyvolane) for main clothing and footwear shopping and that the centre has a poor trade draw from the Metropolitan Area and County.

Amenity

- A5.3.29** The shopping centre, which is located on the southern part of the district centre zoned lands, is a part single storey, part two storey, internalised mall with limited active street frontage and is surrounded by surface car parking and the adjacent road network.
- A5.3.30** The northern part of the district centre is a mixed use development ranging from 4 to 9 storeys in height and contains retail warehouse, retail, commercial and residential uses. It is of a contemporary good quality design, with active street level frontage and a good standard of architecture, of an urban scale in terms of height, massing and uses.
- A5.3.31** The wider area could be considered to be in a state of transition with high quality mixed use schemes adjacent to brownfield sites. The more recent development has been of an urban scale and mix thus giving the area a more vibrant urban feel. There are more significant vacancy levels in the northern, more recently developed, part of the district centre, where the larger units are located.

- A5.3.32 There are poor pedestrian connections between the southern and northern part of the district centre. The centre is surrounded by a busy road network and has poor connections and accessibility to the residential areas it serves.



Fig. A5.3.10, A5.3.11 Vacant Uses in the Northern Part of Blackpool District Centre

Accessibility

- A5.3.33 The Shopping Centre and Retail Park are located on the eastern side of the N20, the western side of the Dublin to Cork rail line and Redforge Road and to the north and south of Brothers Delaney Road. Thus, whilst the district centre is readily accessible by car, the existing road and rail infrastructure and the topography of the area results in the district centre being poorly connected to the surrounding residential areas it serves.
- A5.3.34 The centre is also served by a number of bus routes which provide connections to and from the City Centre and adjoining suburban areas. There are also plans to open a railway station at Kilbarry, adjacent to Blackpool District Centre, on the Dublin to Cork line. This would significantly enhance public transport accessibility to the area.

Action and Opportunities

- A5.3.35 The southern part of the district centre lacks a coherent urban form, is dominated by surface car parking and has a lack of public space, which would be beneficial in terms of creating a 'sense-of-place.' Any future development on the southern part of the district centre zoned lands could provide a building form and massing which define and create a more attractive public realm that enhances the physical appearance of the area and the experiences of residents and visitors, alike.
- A5.3.36 Blackpool Village, which is located to the south of the district centre, is a designated neighbourhood centre, and although benefiting from recent public realm improvements, it also has a number of vacant and derelict sites / buildings resulting in poor quality streetscapes. Creating improved linkages and connectivity between the district centre and Blackpool Village is extremely important in order to reinvigorate the older areas of Blackpool. In addition improving linkages and connectivity between the district centre and surrounding residential areas through the introduction of better pedestrian linkages across the Commons Road and Redforge Road should be investigated.

- A5.3.37 The redevelopment of the former Sunbeam and Millfield Industrial Estate sites' offers a suitable opportunity to expand the retail floorspace of the district centre.
- A5.3.38 The proposed reopening of the Kilbarry rail station as part of the Midleton - Mallow rail corridor and Blackpool's designation as a 'key development area' and 'district centre' provides a real opportunity to further rejuvenate the Blackpool Valley and create an accessible mixed-use urban centre to serve the northside of Cork City and environs.

Conclusion

- A5.3.39 Blackpool is a designated District Centre serving the northern suburbs of Cork City. Blackpool District Centre is centrally located within Blackpool Valley, which traditionally has been the economic / industrial heart of the northside of the City and where significant commercial and retail development has taken place in recent years. The District Centre zoned land is made up of the Blackpool Shopping Centre, Blackpool Retail Park, Millfield Service Station, the former Sunbeam lands and Millfield Industrial Estate.
- A5.3.40 The District Centre contains Blackpool Shopping Centre and a Retail Park. In addition there are a number of cafes, retail service uses, office, residential, a cinema and a library in Blackpool District Centre. There is good provision of surface and multi-level car parking. There are low levels of vacancy in the centre at present.
- A5.3.41 The shopping centre is anchored by Dunnes Stores. The Shopping Centre has a lack of national and international multiple retailers. A further weakness is the absence of a second anchor store. Notwithstanding this, the centre has a good range of local independent retailers which provide a good mix and offer to the local catchment. The centre is highly internalised with no significant streetscape interaction or animation. This weakness should be addressed in any further expansion. The retail park is anchored by Woodies DIY, with a good mix of modern convenience, comparison and bulky goods operators.
- A5.3.42 Any future expansion of the district centre, possibly including a second retail anchor in the shopping centre, should provide significant urban design improvements such as greater external activity and animation and much improved linkages and integration with the northern part of the district centre in particular for pedestrians. The redevelopment of the Sunbeam and Millfield Industrial Estate sites in the northern part of the district centre zoned lands also provides further opportunities for expansion of Blackpool District Centre.
- A5.3.43 Blackpool's accessibility would be significantly enhanced through the opening of Kilbarry Rail Station. Proposals which result in improvements in the urban design and connectivity of the district centre lands with surrounding areas would be welcome in the ongoing regeneration of the area.

Wilton District Centre

Introduction

- A5.3.44** Wilton is the designated District Centre for the south west suburbs of Cork City. It consists of Wilton Shopping Centre and a parade of shops, retail service and other commercial units on the Bishopstown Road / Cardinal Way. Wilton Shopping Centre is located to the south of Bishopstown Road, Wilton Roundabout and Cork University Hospital, west of Sarsfield Road and to the north of the N40 South Ring Road, where the interchange is currently being upgraded. It serves the retail and service needs of the Bishopstown and Wilton area and the wider southwest catchment and is located approximately 5 km from the City Centre.
- A5.3.45** The majority of the shopping centre dates from the late 1970's and comprises a single storey internalised mall surrounded by surface car parking with a lack of active external frontage. The southern part of the shopping centre, which includes a Tesco store and 10 retail units, was constructed in the past ten years.
- A5.3.46** In total, the centre comprises of approximately 7,272 net sq. m. of comparison floorspace and 4,022 net sq. m. of convenience floorspace. . It is estimated that there is just over 1,000 net sq. m. (8.2%) of vacant floorspace at Wilton. A significant planning permission, Reg. Ref.: 09/34191 & ABP Ref.: PL28 .238279, for the redevelopment of the 1970's shopping centre and adjacent surface car parking comprising retail and retail services, cinema, hotel, conference centre, student accommodation, medical services and offices was approved by Cork City Council and An Bord Pleanála upheld the decision in May 2011. This permission provided for an additional 8,296 sq. m. net of comparison floorspace and 2,313 sq. m. net of convenience floorspace.

Attractions

- A5.3.47** The shopping centre comprises of two anchor stores, Penney's and Tesco, and around 60 retail shops that range from medium sized units to smaller outlets. The bulk of the retail units in the existing shopping centre are operated independently with a limited representation of either national or international multiples. The broad range of independent retailers however, provides a range of local services to the local community. There were five vacant units in the shopping centre at the time of the survey. Notwithstanding the dated appearance of the centre, it appears to be trading well.
- A5.3.48** The extension of the shopping centre took place in approximately 2004, to the south of the original centre, and included the provision of a Tesco store and 10 no. adjoining retail units in a more open and spacious internalised mall.
- A5.3.49** There is a library, a public house, a community centre and church located on lands within and adjacent to Wilton District Centre.



Fig.A 5.3.12: Wilton Shopping Centre



Fig. A5.3.13: Wilton Library

Surveys

- A5.3.50** The Household Survey indicates that approximately 7.6% of the population of the Metropolitan Area carry out their main food / grocery shopping in Wilton District Centre.
- A5.3.51** The Household Survey indicates that 5.4% of respondents from the Metropolitan Area and 4.4% of respondents from the remainder of the County carry out their main clothing and footwear shopping in Wilton District Centre. This illustrates that Wilton is performing reasonably well as a district centre, despite its outdated retail offer.

Amenity

- A5.3.52** The northern part of the shopping centre dates from the 1970's and provides a poor quality shopping environment. The centre has blank external facades, surface car parking and a dated internal shopping environment containing a one storey mall.
- A5.3.53** The existing Tesco and 10 no. adjoining retail units provide for a more modern retail offering and although not of the highest urban design standards, are trading well at present. The district centre would benefit from the introduction of a greater mix of uses.



Fig. A5.3.14, A5.3.15: Poor quality urban environment dominated by surface car parking

Accessibility

A5.3.54 Wilton District Centre is located approximately 5 km from Cork City Centre. Sarsfield Road is located to the immediate east of the site and connects to the N40 South Ring Road to the south and Wilton Road to the north. Bishopstown Road is located to the north of the subject site and connects to the Glasheen Road to the east. Cardinal Way provides access to the subject lands via the Bishopstown Road while there is direct access to the Tesco Car Park from Sarsfield Road.

A5.3.55 Wilton District Centre is located adjacent or in close proximity to the No. 1, 8, 10, 19 and 14 bus routes. Bishopstown Road is also a designated green route in the Cork City Development Plan. It is also an objective of the updated Cork Area Strategic Plan (July 2008) and the Cork City Development Plan to provide a Rapid Public Transport system which would connect CUH, Cork Institute of Technology and Wilton District Centre to the City Centre and on to the Docklands.

Action and Opportunities

A5.3.56 Wilton is the largest retail centre in the south west suburbs and trades well; however, it is apparent from the Street Shoppers Survey that Wilton is considered to have a poor retail offering and environment compared to the other district centres in the southern suburbs, Douglas and Mahon. The existing centre is outdated and provides a limited size and standard of retail unit for potential tenants, such as national retailers, and also results in a poor quality urban environment.

A5.3.57 There is potential for redevelopment of the shopping centre, as illustrated by the significant extant permission for the subject lands. Due to the ambitious nature of this project and the current economic downturn it is unlikely this scheme will be progressed.

Conclusion

A5.3.58 Wilton is the designated District Centre for the south west suburbs of Cork City. It consists of Wilton Shopping Centre and a parade of shops, retail service and other commercial units on the Bishopstown Road / Cardinal Way.

- A5.3.59** The majority of the shopping centre dates from the late 1970's and comprises a single storey internalised mall surrounded by surface car parking with a lack of active external frontage. The southern part of the shopping centre, which includes a Tesco store and 10 retail units, was constructed in the past ten years.
- A5.3.60** The shopping centre comprises of two anchor stores, Penney's and Tesco, and around 60 retail shops that range from large and medium sized units to smaller outlets. The bulk of the retail units in the existing shopping centre are operated independently with a limited representation of national and international multiples. Wilton District Centre is a busy shopping centre which trades well. However, it is of a poor quality urban design and would be complemented by a greater range of uses including a greater range of lower order comparison offer. There is a significant extant permission for the redevelopment of the northern part of the shopping centre. However, this permission is unlikely to be implemented.

Ballyvolane District Centre

Introduction

- A5.3.61** Ballyvolane District Centre is located in the north east of Cork City at the junction of the Ballyvolane Road and the New Ballyhooly Road and to the north of the R635 North Ring Road. The district centre consists of lands in the administrative areas of both Cork City Council and Cork County Council. The lands are located to the north of the Glen River Valley. Whilst Ballyvolane is designated as a district centre in the Cork City Development Plan 2009-2015, it currently does not effectively operate as one and was previously designated as a neighbourhood centre. Retail representation is effectively limited to the Ballyvolane Shopping Centre which is anchored by a Dunnes Stores. Ballyvolane will need further development and consolidation including the development of a broader range of retail service and community facilities in order to truly function as a District Centre.
- A5.3.62** The District Centre zoned lands in Cork City Council's area contain the Dunnes Stores anchored shopping centre. The shopping centre is accessed from Ballyhooly Road and the Ballyvolane Road. The shopping centre contains 2,011 sq. m. net of comparison goods floorspace and 4,001 sq. m. net of convenience floorspace. There is estimated to be 390 sq. metres of vacant floorspace. There is extensive car parking available on site.
- A5.3.63** Planning permission for the extension of the shopping centre, Reg. Ref.: 07/32606, was granted in 2008 and provides for an additional 1,893 sq. m. of net sales comparison floorspace.
- A5.3.64** The lands in the Cork County Council area are zoned 'Town Centre / Neighbourhood Centre' and are located to the north and south of the Fox & Hounds junction / Ballyvolane Road. The northern part of the zoned lands contain a Lidl Discount Foodstore with a net retail area of approximately 1,000 sq. m and an adjacent retail warehouse unit with a net retail area of approximately 924 sq. m.

A5.3.65 The lands to the south of the Fox & Hounds junction contain the Fox & Hounds Neighbourhood Centre which includes a convenience store, a public house, a bookmakers and a number of retail service units.

A5.3.66 There is an additional area of ‘Town Centre / Neighbourhood Centre’ zoned land further to the south of the Fox & Hounds Neighbourhood Centre and to the north of the Glen River. No development has taken place on these lands to date. A significant planning permission for a superstore and 9 no. retail units, Reg. Ref.: 12/4725, on these lands was submitted to Cork County Council and is currently at FI stage. However, as the subject site straddles both administrative areas the application was also submitted to Cork City Council, under Reg. Ref.: 12/35230, and they refused planning permission for 8 no. reasons. This decision was appealed to An Bord Pleanála, Reg. Ref.: PL28 .240764, and has since been withdrawn.

Attractions

A5.3.67 The shopping centre is a dated suburban-format internalised shopping centre anchored and operated by Dunnes Stores with six smaller retail units located centrally within the shopping centre, separating the comparison and convenience parts of Dunnes Stores. It has a poor quality visual appearance externally.

A5.3.68 The Fox and Hounds Neighbourhood Centre contains the original Fox and Hounds Pub and a modern group of buildings to the rear which are of a good quality design.

A5.3.69 Ballyvolane District Centre serves a catchment area which includes much of the North-East of the city and includes housing areas in the County Council’s administrative area. The County Council have identified the Ballyvolane area as a suitable location for significant population expansion.



Fig. A5.3.16: Ballyvolane Shopping Centre



Fig. A5.3.17: Internal view of the Shopping Centre

Surveys

A5.3.70 The Household Survey indicates that 9.5% of respondents in the Metropolitan Area carry out their main food / grocery shopping in Ballyvolane District Centre and that 1.6% of respondents from the County, outside the Metropolitan Area.

These figures indicate that Ballyvolane is the strongest performing District Centre in terms of main food shopping.

A5.3.71 The Household Survey indicates that only 1.4% of respondents in the Metropolitan Area and 1.2% of respondents in the County area carry out their main clothing and footwear shopping in Ballyvolane. This illustrates that Ballyvolane is the poorest performing district centre in Cork City in comparison shopping terms.

Amenity

A5.3.72 The Dunnes Stores anchored shopping centre is one storey in height and is surrounded by surface car parking, which results in a poor quality urban environment. External finishing includes large metal panelling over brick.

A5.3.73 The retail floorspace in the Cork County Council area, which consists of the Lidl, a retail warehouse unit and the Fox and Hounds Neighbourhood Centre, has been more recently constructed and is of a higher quality design.

A5.3.74 There is a lack of connectivity between the retail floorspace in the County Council and City Council administrative areas. The area is dominated by the surrounding road network with poor legibility and a lack of urban scale buildings and frontage.



Fig. A5.3.18: Lidl and retail warehouse



Fig. A5.3.19: Surface car parking at Dunnes Stores

Accessibility

A5.3.75 The shopping centre is located to the north of the R625 regional route, the North Ring Road. The shopping centre is immediately west of Ballyhooly Road and south of Ballyvolane Road from which vehicular access is provided. Car parking surrounds most of the building.

A5.3.76 The retail floorspace in the County Council area is located to the east of the Ballyhooly Road and north and south of Ballyvolane Road.

A5.3.77 Ballyvolane has limited public transport services. Any significant expansion of the retail offer of Ballyvolane should be accompanied by improvements in the public transport infrastructure in the area.

- A5.3.78 The district centre lands are within walking distance of a number of nearby residential estates.

Action & Opportunities

- A5.3.79 There is significant scope for redevelopment on the District Centre lands located in the City Council administrative area, which currently contain the Dunnes Stores anchored shopping centre, in order to develop Ballyvolane into a fully functioning district centre. Any redevelopment should provide for an urban scale development, with a mix of uses and good quality urban design and public realm.

- A5.3.80 Any further expansion of retail floorspace on the 'Town Centre / Neighbourhood Centre' zoned lands in Cork County Council's area will need to be carefully considered in terms of the requirement for additional retail floorspace in the overall Ballyvolane District Centre, the suitability of the lands to accommodate retail floorspace and the urban design and public realm benefits they would deliver for the area.

- A5.3.81 Both planning authorities should consider mechanisms to deliver greater connectivity and legibility between the existing retail floorspace at Ballyvolane. Improvements to the pedestrian and cyclist network in the area should be facilitated. Upgrading of existing public transportation services and other green modes of infrastructure would be beneficial.

Conclusion

- A5.3.82 Ballyvolane District Centre is located in the north east of Cork City at the junction of the Ballyvolane Road and the Ballyhooly Road and to the north of the R635 North Ring Road. The district centre consists of lands in the administrative areas of both Cork City Council and Cork County Council. The lands are located to the north of the Glen River Valley.

- A5.3.83 The District Centre zoned lands in Cork City Council's area contain the Dunne's Stores anchored shopping centre. The shopping centre is accessed from Ballyhooly Road and the Ballyvolane Road.

- A5.3.84 Planning permission for the extension of the shopping centre was granted in 2008. There is an additional area of 'Town Centre / Neighbourhood Centre' zoned land further to the south of the Fox & Hounds Neighbourhood Centre and to the north of the Glen River. No development has taken place on these lands to date. Any redevelopment or expansion on the District Centre lands located in the City Council administrative area, which currently contain the Dunne's Stores anchored shopping centre, should provide significant urban design improvement to create animated external frontages, with a mix of uses and good quality urban design and public realm.

- A5.3.85 Any further expansion of retail floorspace on the 'Town Centre / Neighbourhood Centre' zoned lands in Cork County Council's area will need to be carefully considered in terms of the requirement for additional retail floorspace in the overall Ballyvolane District Centre, the suitability of the lands to accommodate

retail floorspace and the urban design and public realm benefits they would deliver for the area.

Douglas

Introduction

- A5.3.86** Douglas is designated as a District Centre in the Cork City Development Plan 2009 – 2015 and is located to the south of the city, south of the N40 South Ring Road. The majority of the centre is located in the administrative area of Cork County Council. A more detailed health check is provided for Douglas, as it includes a traditional village centre and two shopping centres, with a wide range of uses, and not just a purpose built shopping centre.
- A5.3.87** The 2011 Census of Population indicates that the population of the Douglas suburb of Cork is 19,787 in 2011, increasing from 17,581 in 2006.
- A5.3.88** Douglas comprises of two shopping centres, Douglas Village Shopping Centre and Douglas Court Shopping Centre, between which is the traditional village of Douglas, consisting primarily of retail service uses and non-retail uses.

Core Retail Area

- A5.3.89** There are two distinct retail areas in Douglas. These comprise of Douglas Village Shopping Centre, which was refurbished in circa 2008, extending to the south to include part of the traditional village centre of Douglas. The second core retail area comprises of Douglas Court Shopping Centre, located to the east of Douglas. A third retail area, although offering a lesser attraction than the two shopping centres, is St. Patrick's Woollen Mills. A map showing the core retail area for Douglas is attached at Appendix 2. It is noted that St. Patrick's Woollen Mills is included on the Record of Protected Structures in the Cork County Development Plan 2009-2015.
- A5.3.90** The presence of these three shopping districts results in a lack of a defined retail core in Douglas, with each district acting as independent destinations to an extent, with a lack of integration between the three areas.
- A5.3.91** There are secondary streets, such as Church Street and a relatively new street near the Watergold apartments running on an east-west route between the Douglas Court Shopping Centre and the traditional village centre of Douglas, which provide mainly retail service uses and non-retail uses. There are however a number of comparison uses near Watergold Street. St. Patrick's Woollen Mills, located off Church Street near Douglas Village Shopping Centre, whilst primarily a light industrial area, also provides a number of retail uses, including a schoolwear shop and a convenience store. The floorspace study undertaken as part of this report reveals that there is 12,435 sq. metres of convenience floorspace, 12,253 sq. metres of comparison floorspace and 2,431 sq. metres of bulky household floorspace in Douglas.



Figure A5.3.20: Main Street (East Douglas Street), with Douglas Village Shopping Centre in background



Figure A5.3.21: Douglas Court Shopping Centre



Figure A5.3.22: Street between East Douglas Street and Douglas Court Shopping Centre



Figure A5.3.23: St. Patrick's Woollen Mills

Attractions

A5.3.92 The primary attraction of Douglas is the two shopping centres, the refurbished and extended Douglas Village Shopping Centre and the more dated Douglas Court Shopping Centre. Together these Shopping Centres provide a good range of both convenience and comparison retail uses.

Accessibility

A5.3.93 Access to Douglas by way of private car is good. Douglas is located to the south of the city, south of the N40 South Ring Road from which access is provided from. The R610 route circles around Douglas, enclosing the majority of the area to the west. The Douglas Court Shopping Centre is however located to the east of the R610. The R610 provides convenient access to Cork City Centre, approximately 4 kilometres to the north.

A5.3.94 However, the road network in Douglas can become congested during morning and evening peak hours, particularly in the vicinity of both Shopping Centres.

- A5.3.95** There is a large quantity of free car parking. Free surface car parking is provided at Douglas Court Shopping Centre and circa 1,000 free multi-storey car parking spaces are provided at Douglas Village Shopping Centre. In addition, there is a large surface car park providing free parking located at the cinema, between the two shopping centres. There is also a County Council operate pay and display car park to the rear of St. Patrick's Woollen Mills.
- A5.3.96** In terms of on-street parking, a pay and display system was introduced in May 2012 and operates on the streets in the village, including in the retail core. Time restrictions also apply in some locations (one or three hours).
- A5.3.97** In terms of public transport, Bus Eireann operates the 206 and 207 services which provide frequent service to Douglas between Grange and South Mall (206) and between Donnybrook and Ballyvolane. Bus Eireann also operates a service between Mahon and Bishopstown, serving Douglas. The frequency of service is approximately every one hour, Monday to Friday.
- A5.3.98** Pedestrian accessibility throughout Douglas is relatively good. Footpaths are generally in a good condition.
- A5.3.99** However, there are no dedicated cycle lanes. In addition, connectivity for pedestrians between the Douglas Village Shopping Centre and the traditional village of Douglas to Douglas Court Shopping Centre is poor. Pedestrians need to negotiate the busy R609 to gain access to Douglas Court Shopping Centre.

Environmental Quality and Amenity

- A5.3.100** The village centre comprises primarily of traditional two storey buildings, which are well maintained and which typically contain generally well maintained and good quality shopfronts.
- A5.3.101** The refurbishment of the Douglas Village Shopping Centre has improved the visual appearance of the traditional Douglas Village and integrates relatively well with the village area, encouraging movement between the Shopping Centre and the village area. The Shopping Centre also provides connectivity to Church Street to the west of the village core area.
- A5.3.102** Throughout the village core area, there are sufficient litter bins provided and there is no evidence of excessive litter or graffiti. Whilst the public realm is relatively basic, with an absence of high quality landscaping and lighting, it is typical of a centre such as this.
- A5.3.103** However, there are a number of areas of Douglas which would benefit would improvement or refurbishment. In particular, the Douglas Court Shopping Centre has an internal focus with very limited external animation. It is of a dated appearance and is dominated by surface car parking. Furthermore, the area opposite the main entrance to the Douglas Village Shopping Centre, comprising of a petrol filling station, a dated cinema building and surface car parking, would benefit from redevelopment and / or refurbishment. St. Patricks Woollen Mills area is also of low quality appearance due to its mix of uses and changing land use, but would benefit from improved connectivity to the Douglas Village Shopping Centre and redevelopment.



Figure A5.3.24 Good quality shopfronts in Douglas



Figure A5.3.25: Dated appearance of Douglas Court Shopping Centre



Figure A5.3.26: Under-utilised land opposite Douglas Village Shopping Centre

A5.3.104 Further improvements could also be sought to improve the retail experience, such as widening of footpaths in the village core, which may be facilitated by the removal of on-street car parking and increasing pedestrian priority through the introduction of traffic calming measures and additional pedestrian crossings in the village core.

Diversity of Uses/Multiple Representation

A5.3.105 Retailing in Douglas is primarily provided by way of the two shopping centres, Douglas Court Shopping Centre and Douglas Village Shopping Centre. Together these shopping centres provide a wide range of both convenience and

comparison retail services. There is relatively good retailer representation in Douglas, particularly in terms of national retailers.

- A5.3.106** Convenience retail is provided by way of Tesco Extra, Marks and Spencers (both Douglas Village Shopping Centre), and Dunne's Stores (Douglas Court Shopping Centre), supplemented primarily by a Supermax convenience store at St. Patrick's Woollen Mills and a Topaz Express and Centra in the traditional village area. There are also a range of smaller independent convenience operators.
- A5.3.107** There is a wide range of comparison retailers present in the District Centre, including Espirit, Next, Vera Moda and New Look in Douglas Court Shopping Centre. There is also a good range of independent comparison retailers in both Douglas Court Shopping Centre and Douglas Village Shopping Centre. Some comparison uses, primarily independent fashion outlets, are also present on a relatively new street near Watergold apartments, which connects the traditional village area to Douglas Court Shopping Centre.
- A5.3.108** It is noted that planning permission was granted (Reg. Ref: 10/4256 and An Bord Pleanala Ref: PL04.237415) in respect of Douglas Court Shopping Centre for an extension to comprise of circa 4,000 sq. m. gross comparison floorspace (circa 2,100 sq. m net floorspace), comprising circa 500 sq. m net convenience floorspace and circa 1,600 sq. m net comparison floorspace. This permission has not been implemented.
- A5.3.109** Planning permission was recently refused by Cork County Council (Reg. Ref: 11/5885) for another proposed extension to Douglas Court Shopping Centre, comprising of a two storey extension to provide an anchor retail unit and a number of additional retail units, with a total of circa 2,829 sq. m. net retail floorspace. Reasons for refusal related to the retail impact on the city centre and prematurity pending the preparation of a Land Use and Transportation Study for Douglas.
- A5.3.110** A farmers market is held at Douglas Court Shopping Centre every Saturday.
- A5.3.111** It is also noted that there are some bulky goods retailing uses present in St. Patrick's Woollen Mills, such as The Kitchen Centre Showroom, Celtic Interiors Showroom, and Rugs Showroom. St. Patrick's Woollen Mills also contains some comparison and convenience uses, mixed with more traditional light industrial uses.
- A5.3.112** The main locations for retail were observed to be the two shopping centres, Douglas Village Shopping Centre and Douglas Court Shopping Centre. The Main Street in Douglas, and peripheral streets such as the street near Watergold apartments which links between Main Street and Douglas Court Shopping Centre, display relatively few retail uses and comprise mainly and retail service uses. It is noted however that there are a number of comparison retail uses on the street near Watergold apartments.

Pedestrian Flows

- A5.3.113** There are relatively good rates of pedestrian flow between Douglas Village Shopping Centre and the traditional village core area. Both the Douglas Village

Shopping Centre and Douglas Court Shopping Centre were observed to have good pedestrian flows throughout.

- A5.3.114 However, there would appear to be poor pedestrian flow between the Douglas Village Shopping Centre, the traditional village core, Douglas Court Shopping Centre and St. Patrick Woollen Mills.. In particular, the new street near the Watergold apartments was observed to have low pedestrian numbers.

Surveys

- A5.3.115 A household telephone survey and on street shopper's survey were undertaken by Demographics Ireland to inform the retail strategy, the results of which are summarised in Chapter 4. The following key results were obtained in Douglas:

Household Survey

- 14.9% of all respondents within the metropolitan area carry out their main food and grocery shopping in Douglas. There is an inflow of 2.4% to the town from areas within the County outside of the Metropolitan area.
- 5.8% of all respondents who live within the Metropolitan Area carry out their main comparison shopping within Douglas. There is an inflow of 0.8% to the town from areas within the County outside of the Metropolitan area.

Shopper Survey

- 45.8% of respondents stated that their main reason for visiting Douglas was for their main grocery shop. 10.2% stated that the main reason was for browsing shops.
- 5.9% of respondents stated that their main reason for visiting Douglas was to carry out clothing and footwear shopping.
- In terms of improvements needed, 36.4% identified a need for more shops in Douglas, 8.4% identified the requirement for improved access by car and 18.7% identified a need for more cafés and restaurants.

Rates of Vacancy

- A5.3.116 The largest number of vacancies was observed at Douglas Village Shopping Centre. It is estimated from the floorspace study that there is 6,010 sq. metres of vacant floorspace in Douglas. Within the core retail area it is estimated that there is 4,820 (20%) of vacant floorspace.
- A5.3.117 It is noted that some of the units in Douglas Village SC may have been affected by recent flooding in Douglas and may be re-opened in the short term.

Conclusions

- A5.2.118 Douglas performs well in terms of its role as a District Centre particularly in terms of convenience shopping. It is noted however, that it does not perform as well as other centres in terms of comparison shopping and ranks below Mahon and Wilton in this regard. The centre also has notable rates of vacancy. The retailing needs of the catchment population are well provided for in terms of both convenience and comparison retailing by way of the two shopping centres,

Douglas Village Shopping Centre, which integrates well with the traditional village centre of Douglas, and Douglas Court Shopping Centre.

A5.3.119 Douglas provides a good range of convenience retailing, such as Tesco Extra, Dunne's Stores and Marks and Spencer's, and also provides a range of national and independent comparison retailers. There is a wide range of retail services provided throughout the District Centre.

A5.3.120 Douglas is easily accessible by car and is also accessible by public transport in the form of relatively frequent bus services. There is a good provision of car parking. However, the local road network can become congested at peak times. Pedestrian movement is generally well provided for. However, there is a disconnect between Douglas Court Shopping Centre and the traditional village area which acts to discourage pedestrian movement between these areas.

A5.3.121 Whilst the Douglas Village Shopping Centre has improved the visual appearance of the area, and the traditional village centre area is attractive and well maintained, there are a number of areas which would benefit from redevelopment and / or refurbishment, most notably the area opposite the main entrance to Douglas Village Shopping Centre, currently comprising primarily of a dated cinema building and surface car parking. Douglas Court Shopping Centre is also dated in appearance, internally focused, and is dominated by surface car parking and would benefit from refurbishment, including improvements in terms of pedestrian connectivity and public realm improvements. St. Patrick's Woollen Mills could benefit from redevelopment including pedestrian and public realm improvements.

A5.4 Cork City and County Suburban Neighbourhood Centres, Local Centres and Retail Warehouse Parks

A5.4.1 There are thirteen designated neighbourhood centres in suburban Cork. Four are located in the northern suburbs and eight are located in the southern suburbs. The majority of neighbourhood centres consist of a group of shops and non-retail uses anchored by a convenience store. However, a number of neighbourhood centres consist of standalone supermarkets. The following provides a summary of the neighbourhood centres in suburban cork.

Northern Suburbs

Hollyhill

A5.4.2 Hollyhill is a neighbourhood centre to the north of Cork City. The centre is located to the west of the Northside Campus learning centre and community campus. The centre provides principally day-to-day convenience and retail service needs and is anchored by a SuperValu store.

A5.4.3 Hollyhill accommodates approximately 1,015 sq. m. of convenience floorspace primarily in the form of a SuperValu. Hollyhill is served by a relatively large car park which provides two access points, via Harbour View Road and Courtown Drive. This site is within easy walking distance of the surrounding residential areas. The site has potential for expansion and consolidation in order to provide a greater range of retail facilities and services to its local catchment. It is

envisaged that Hollyhill has the potential to develop to a district centre over the lifetime of the study.

Mount Agnes Road

A5.4.4 Mount Agnes Road neighbourhood centre is located to the north of Cork City. The centre is located to the south of an industrial estate.

A5.4.5 The centre consists of a Lidl Discount Foodstore only, with a net retail area of approximately 1,000 sq. m., which provides for the convenience retail needs of the surrounding area.

Blackpool Village

A5.4.6 Blackpool Village is a large neighbourhood centre to the north of the city. The centre spans from Cathedral Walk in the south to Spring Lane in the north and is located to the south of Blackpool District Centre.

A5.4.7 This centre provides a range of goods and services for the local community, however, there are also a number of vacant sites and derelict buildings, particularly in the northern part of the centre, and the area as a whole would benefit from further urban regeneration and public realm improvements. The main convenience offer in the village is provided by Centra and a Polonez convenience store.

A5.4.8 The neighbourhood centre is easily accessible through main roads such as the N20 primary route and Gerald Griffin Street, a regional route. There are strong public transport links in and around the village. Off-street parking is limited, with on-street being the main provision.

Mayfield

A5.4.9 Mayfield neighbourhood centre is a purpose built parade of shops located in the north east suburbs of Cork City and is located at the junction of Old Youghal Road regional route and Mayfield Park / Silversprings Road regional route.

A5.4.10 Mayfield comprises a series of small retail and service units, including a Mace convenience store. A modern Aldi store, with a net retail area of approximately 1,074 sq. m. is located to the east of the more dated parade of shops.

A5.4.11 Access to the smaller retail units is provided at Silversprings Road and Old Youghal Road while the car park for the Aldi store is accessed further north on the Old Youghal Road.

Southern Suburbs

Avenue de Rennes

A5.4.12 Avenue de Rennes neighbourhood centre is situated in the south east suburbs of Cork City along Avenue de Rennes, between the junctions of Ringmahon Road and Mahon Drive.

A5.4.13 This centre provides a broad mix of retail service units and includes two pubs, however, there is no convenience store present.

A5.4.14 A relatively small car park can be accessed from Avenue de Rennes, while pedestrians and cyclists can easily reach the centre due to its location within a mainly residential area.

Blackrock Hall (Ballinure)

A5.4.15 Blackrock Hall is a recently developed neighbourhood centre to the south east of Cork City. The centre is situated adjacent to Blackrock Avenue and to the south of Skehard Road.

A5.4.16 The retail and service units are located at ground floor level below a 3 storey primary care centre. The centre is anchored by an Aldi Discount Foodstore with a net retail area of approximately 815 sq. m. The centre also contains a pharmacy, an opticians and a health food shop. Situated in close proximity to residential areas, this centre is accessible to pedestrians and cyclists.

Skehard Road

A5.4.17 Skehard Road neighbourhood centre is situated in the South East suburbs of the city to the south of the Skehard Road junction with Church Road.

A5.4.18 SuperValu is the anchor convenience store in this centre. There is also an off licence, a beauty salon and a pharmacy in the centre as well.

A5.4.19 Vehicular access is from Skehard Road with surface level car parking in front of the SuperValu store. The centre is also within walking distance of extensive residential areas.

Tory Top Road/Curragh Road

A5.4.20 This neighbourhood centre, located to the south of the City Centre, is situated at the junction of a number of roads and is located to the north and south of Tory Top Road and to the east of Curragh Road and Kinsale Road.

A5.4.21 The centre contains two convenience stores, a Mace and an Aldi Discount Foodstore, comprising of approximately 973 sq. m net of convenience retail floorspace in total. The centre also contains a public house, a bank and a bookmakers.

The Lough

A5.4.22 The Lough neighbourhood centre is located to the south of Cork City Centre on the Toghher Road. The centre is within an extensive residential area.

A5.4.23 The Lough is made up of a number of small retail units and is anchored by a larger SuperValu store which contains approximately 1,330 sq. m. net of convenience goods.

Togher / Clashduv Road

- A5.4.24 Togher is a neighbourhood centre to the south west of Cork City. The centre is located to the west of Togher Road and to the north of Clashduv Road and is accessed from Elm Road, to the south. The neighbourhood centre comprises of a standalone Lidl Discount Foodstore with a net retail floorspace of 1,290 sq. m.
- A5.4.25 The nearby N40 South Ring Road provides convenient access to the locality. The centre is located in a substantial residential area.

Bishopstown (Curraheen Road)

- A5.4.26 Bishopstown is a neighbourhood centre to the south west of Cork City Centre and is located approximately 1km from Wilton District Centre. The centre is situated to the north and south of Curraheen Road. The site is surrounded to the north, east and west by residential areas and local access roads such as Westgate Road and Firgrove Avenue.
- A5.4.27 The retail floorspace in Bishopstown neighbourhood centre is focused on a Dunnes Stores anchored parade of shops to the north of Curraheen Road. It has a dated appearance and is in need of reinvestment. The smaller shop units are closed and the Dunnes Stores has been consolidated into a smaller unit comprising of convenience floorspace only.
- A5.4.28 Situated within an established residential area, Bishopstown Neighbourhood Centre is within easy walking distance of surrounding neighbourhoods.

Bishopstown Court

- A5.4.29 Situated less than one kilometre from Bishopstown Neighbourhood Centre and Wilton District Centre, on the southern side of the Bandon Road Roundabout, is Bishopstown Court Shopping Centre. This is a more modern, free-standing Dunnes Stores containing convenience and comparison floorspace.
- A5.4.30 Cork County Council granted permission for an extension of duration on a previous planning application to extend to the eastern side of the shopping centre for non food retail use, to include sale and consumption of alcohol off the premises. This permission has not been implemented to date.
- A5.4.31 Situated next to the N71 and N40 national routes, Bishopstown Court is highly accessible. Extensive surface car parking surrounds the centre. The upgrade of the N40 South Ring Road and the Bandon Road Interchange is currently under construction.

Cork Suburban Local Centres

- A5.4.33 At the lowest level of the retail hierarchy in Cork City are a number of local centres located across the north and south suburbs. In total there are 16 designated local centres in the Cork City Development Plan 2009-2012 at the following locations: Old Youghal Road, Dillon's Cross, Ballintemple, Ballinlough, Turner's Cross, Denroche's Cross, Cathedral Road, Castle Road, Douglas Road, Pearse Square, Ardfallen, Ballinlough Road, Tory Top Road, Dennehy's Cross,

Victoria Bridge, Wellington, Curraheen Road and Baker's Road.

- A5.4.34 These centres mainly comprise of a small parade of shops containing a convenience unit and a number of retail service outlets which serve the day to day needs of a localised catchment area.

Cork County Neighbourhood Centres / Village Centres

Little Island

- A5.4.35 East Gate Village is a neighbourhood centre serving Little Island. It is located to the east of Cork City and is located in the Cork County Council administrative area. This centre is situated in a light industrial / commercial area and adjacent to Eastgate Retail Park. The centre is located to the west of the R623 regional route, approximately 3 kilometres east of the Jack Lynch Tunnel.

- A5.4.36 A relatively small amount of retail floorspace is provided in Eastgate Village. There is 162 sq. m. of comparison goods and 396 sq. m. of convenience floorspace, which includes a Spar store.

Tower

- A5.4.37 Tower is located approximately 11 kilometres north west of Cork City and approximately 3 kilometres to the west of Blarney. Tower can be accessed from Blarney by way of the R617. In 2006, Tower had a population of 3,102 persons. This increased to 3,306 persons in 2011.

- A5.4.38 In terms of retailing, Tower accommodates a purpose built retail centre comprising of a large Centra store, a pharmacy, a florist, a beauty clinic and a number of office units. There is ample surface car parking surrounding the centre. There was one vacant ground floor unit, which was previously in use as a County Council office. The total retail floorspace in Tower is 978 sq. m. convenience and 191 sq. metres comparison net floorspace.

- A5.4.39 It was observed that the retail centre was generally well used, with a relatively large number of visitors using the Centra store. The appearance of the retail centre is typical of a purpose built centre such as this.

- A5.4.40 It is considered that the centre provides for the day to day needs of the local community and supplements the wider range of retail services and facilities available in Blarney and in Cork City.

Grange Road

- A5.4.41 Grange Road is a neighbourhood centre located in the southern part of Cork City, to the west of Douglas and is located in the Cork County Council administrative area. This centre is situated to the north of Grange Road and comprises a significant element of convenience floorspace, supported by a good mix of retail service and commercial uses. There is significant surface car parking also located in this centre which is surrounded by substantial residential neighbourhoods.

- A5.4.42 The centre contains an Aldi discount foodstore and a SuperValu convenience store.

Cork Suburban Retail Warehouse Parks & Floorspace

- A5.4.41 There are only two purpose built retail parks of significant scale in the metropolitan area at Eastgate and Mahon. There are a number of other locations with smaller scale purpose built retail warehouse floorspace and other locations with ad hoc retail warehouse floorspace.

Eastgate Retail Park

- A5.4.42 Eastgate Retail Park is located in a large industrial area. The retail park is situated off the N25 national primary road and the R625 regional road, 1 kilometre east of the Jack Lynch Tunnel.

- A5.4.42 There are 11 no. units in this retail park comprising of 16,533 sq. m. of retail warehouse floorspace. However, only 5,115 sq. metres is occupied.

- A5.4.43 The existing tenants include Harvey Norman, Cost Plus Sofas. There is also a Costa Coffee and KFC in the retail park. There are five vacant units, including the anchor units, in the retail park at present.

Mahon Point Retail Park

- A5.4.44 Mahon Point Retail Park is located to the west of Mahon Point Shopping Centre and is accessed from the R852 regional route, which provides direct access to the N40 South Ring Road to the south of the retail park.

- A5.4.45 Mahon Point Retail Park contains ten retail warehouse units and provides for mainly bulky goods retailing and contains 13,384 sq. m. (net) floorspace. The retail park is anchored by B&Q and also contains Homestore and More, Argos and Home Focus.

Blackpool Retail Park

- A5.4.46 Blackpool Retail Park is located to the north of Cork City centre and is situated within the northern part of the Blackpool District Centre zoned lands, to the east of the local access road. The retail park functions as part of the district centre and is not restricted to bulky goods floorspace. The retail park can be accessed from Commons Road to the west or Redforge Road to the east.

- A5.4.47 The units in the retail park provide for a mix of bulky goods, comparison goods and convenience goods floorspace, which is reflective of the district centre designation of the area. The retail park is anchored by Woodies DIY store, and also contains Argos, Aldi, Maplin's, Boots and Lifestyle Sports. The Carpet Right unit is currently vacant.

Kinsale Road

- A5.4.48 There is a small purpose built retail warehouse park to the east of the Kinsale Road which contains two no. units, Woodies DIY and Harry Corry. This

development has a total gross floor area of approximately 5,091 sq. m. and is of a good quality design.

A5.4.49 In addition to the above there is a broad range of medium sized retail warehouses units located within the industrial areas on the Kinsale Road and the Tramore Road.

A5.4.50 The retail warehousing uses at Kinsale Road are located in existing industrial estates concentrated around the Kinsale Road, the N27 South City Link Road and to the north of the N40 South Ring Road. It is estimated that there is approximately 4,555 sq. m of retail warehousing in various units in this location. Harvey Norman and Smyths Toys are the only national retail warehouse operators in this location, the remainder are independent operators, most likely availing of the lower rents which would apply to these areas than to a purpose built retail warehouse park.

A5.4.51 There are also a number of retail warehouse units located in industrial units along the Tramore Road.

Other Locations

A5.4.52 There are also a number of other locations in the suburbs where ad hoc retail warehousing units exist. This includes the following locations in the north suburbs: Northpoint Business Park, Boland's Industrial Estate, Fitz's Boreen, Ballyvolane, Hollyhill Industrial Estate, Hollymount Industrial Estate and Mayfield Industrial Estate; and the following locations in the south suburbs: Doughcloyne Industrial Estate, Sarsfield Road, South Cork Industrial Estate, Pouladuff Road, Southside Industrial Estate and Togher Industrial Estate.

A5.4.53 A number of these locations include an ad hoc and excessive level of signage and poor quality urban environments with a lack of landscape treatment, in particular the Tramore Road and Kinsale Road area. The Planning Authority may need to investigate measures which could be taken, such as the enforcement of planning laws in relation to uses and signage, and the upgrade of public realm in such areas, in particular improvements in landscaping.

A5.5 Midleton

Introduction

A5.5.1 Midleton is a satellite town of Cork City, located in the south east of the county. The town is approximately 23 km east of Cork City Centre. Midleton is a similar distance to the west of Youghal. The town is served by the N25 which runs from Cork City to Rosslare Europort via Waterford City. The R630 regional route runs in a north south direction through Midleton.

A5.5.2 According to the census 2011, the town and its environs had a population of 8,268 persons. This is a significant rise of 35% when compared to the previous census (2006).

A5.5.3 Midleton evolved as a market town serving a large rural hinterland. The establishment in 1825 of Cork Distilleries brought with it great investment. The

distillery is now an integral part of the town, being one of the largest and most modern in the country.

- A5.5.4 Traditionally, the main commercial and retail area of the town was on the Main Street, which continues to offer retailing needs, primarily with independent retailers and businesses. The commercial extent of Midleton has, in recent years, extended to the old site of Midleton Mart to the north west of the town centre and to the west with the Water's Edge development. Market Green shopping centre was developed on the former mart site in 2005.

Core Retail Area

- A5.5.5 Midleton town centre has a well-defined structure which is focused on a central spine in the form of the Main Street with a series of radial lanes and side streets. The core retail area of Midleton is concentrated around Main Street and associated secondary streets including Broderick Street, Distillery Walk and Connolly Street and laneways radiating from Main Street including Distillery Lane and Church Lane. The core retail area is identified in Appendix 2.

- A5.5.6 Outside of the identified core retail area, edge of centre retail activity within Midleton extends to the north west of the town centre to include the Market Green Shopping Centre and to the north east to include the SuperValu anchored Riversdale Shopping Centre. The Water's Edge development which accommodates a Lidl, Aldi and McDonalds is located to the west of the town centre.

- A5.5.7 Retail warehouse uses within the town are provided within Market Green Retail Park and additionally along Bailick Road where a number of individual retail warehouse units are provided.

Attractions

- A5.5.8 Midleton is part of Metropolitan Cork and is the central hub of business for the East Cork Area. Midleton is the principal market town of East Cork and has a strong retail and commercial base. The town also retains a strong manufacturing and services sector. Food production is an important component of the local economy with the Midleton Farmers Market well known across the country. This market acts as a significant attraction to the town.

- A5.5.9 Tourism is an important contributor to the economy of Midleton, with the Old Distillery acting as a major attraction. The town's location in East Cork close to other historic towns and attractions, as well as the coastline, draws significant tourist numbers. The town is situated on the major tourist route between Rosslare Port and West Cork, as well as having a suburban rail service.



Figure A5.5.1: Jameson Distillery, Midleton

Accessibility

A5.5.10 Midleton is accessible by all modes of travel. The N25 national route serves Midleton. The R630 regional route runs through the town, making up the Main Street. The 241 bus provides frequent daily services between Cork City and Trabolgan, passing through Midleton en route. Bus stops are located along Main Street. The newly reopened railway station is located to the north of the town centre. Services run from here to Cork Kent Station.



Figure A5.5.2: On Street Car Parking Along Main Street

A5.5.11 There is good on street car parking availability within the town centre, with parallel parking on both sides of Main Street. Footpaths are generally in good condition.

A5.5.12 Main Street would benefit from enhanced pedestrian crossing facilities. Only one pedestrian crossing is provided along the length of Main Street and pedestrians and traffic movements through the town often inhibit pedestrian movements.

Environmental Quality and Amenity

A5.5.13 Main Street operates as the core retail spine of Midleton town centre. On an overall basis Main Street is clean and well maintained and existing buildings on the street have a good physical appearance. Tree planting is provided along the length of Main Street and a number of retail units provide hanging baskets which contributes to enhancing the overall amenity of Main Street. Shop fronts are generally of a traditional nature and well maintained. The street is enhanced by the presence of the impressive former market building which now accommodates Midleton library. There are a small number of units within Main Street which would benefit from refurbishment.



Figures A5.5.3 and A5.5.4: Attractive signage and shop fronts provided on Main Street

A5.5.14 The amenity of Main Street could be further enhanced through the continuation of the street lighting which is currently provided along Broderick Street and Connolly Street. The amenity of the street would also be enhanced by the undergrounding of overhead wiring within the core retail area.

A5.5.15 Attractive shop fronts and signage are provided along the extent of Broderick Street which adjoins Main Street but the environmental quality of the street deteriorates as one walks along the extent of the street. The presence of the vacant cinema site, which is currently enclosed by hoarding, detracts from the overall amenity of the street and there are some instances of inappropriate signage.

A5.5.16 Both Broderick Street and Connolly Street would benefit from some further environmental improvements such as improvement's to the footpaths and enhanced landscaping.



Figure A5.5.5 Attractive heritage style lighting on Connolly Street.



Figure A5.5.6 Attractive shop fronts and signage on Broderick Street

A5.5.17 A number of laneways radiate from Main Street providing linkages to backland car parks. These historical laneways are an attractive feature of the town and enhance the overall vitality and viability of the centre. Many of these laneways have a commercial function while others remain in residential use. The environmental quality of these laneways vary throughout the town. Established laneways such as the Mall which links Main Street and Riverside Way car park show high levels of occupancy and diversity of use. Church Lane would benefit from environmental improvement works such as paving.

A5.5.18 Sufficient litter bins are provided and the town centre generally appears clean and well maintained. The area around the Jameson Midleton Distillery is particularly attractive, well landscaped and presented. This area could be further enhanced through the provision of further linkages into adjoining areas.

Diversity of Uses/Multiple Representation

A5.5.19 Midleton accommodates a diverse range of retail and non- retail uses in line with its role as a Market town serving east Cork. These include a wide variety of pubs, restaurants and cafes along Main Street which complement the retail and tourism roles of the town. There are also a large number and variety of independent boutiques, financial institutions and service providers. Other facilities in the town include the Gate Cinema at Market Green. The town also has a number of sports clubs and facilities.

A5.5.20 The floorspace survey undertaken identified a total of 8,529 sq. m. net convenience, 9,423 sq. m. comparison floorspace and 7,407 sq. metres of bulky household floorspace within the town. A number convenience retailers have located in the town in recent years. The majority of these Tesco, Aldi, SuperValu and Lidl are located outside of the retail core. The convenience sector of the town contains a large number of retail multiples including Tesco, Lidl, Aldi and

SuperValu. There are also a number of ethnic convenience stores within the town.

A5.5.21 The comparison retail sector of the town primarily comprises of independent stores. A number of comparison retailers including Heaton's are located in the Market Green Shopping Centre.

A5.5.22 Retail Warehousing within Midleton is provided within the Market Green Retail Park. Existing uses provided within the retail park include Minogue Furniture, World of Wonder, Co-op Superstores, Arcade Boutique and Nursery Boutique. Other ad hoc retail warehouses uses are provided within the Business Park on Bailick Road.

Pedestrian Flows

A5.5.23 Pedestrian flows observed to be strongest on the Main Street and the side streets and laneways which radiate from Main Street such as Church Lane and Broderick Street. Little pedestrian flow was observed between Main Street and the Beorg development on Distillery Lane owing primarily to the high levels of vacancy within this development.

A5.5.24 Footfall within Market Green Shopping Centre was also high on the survey date but little pedestrian flow was observed between Market Green Shopping Centre and Main Street.

Rates of Vacancy

A5.5.25 The floorspace study indicates that there is 9,399 sq. metres (27%) of vacant floorspace in Midleton. It is estimated that within the core retail area, the vacancy rate is 28%. The town generally does not give an overall impression of vacancy or dereliction. Vacancies in within the core retail area are shown in Appendix 3.

A5.5.26 The highest concentration of vacancy is in the Beorg development off Main Street at Distillery Lane, the Water's Edge development and a number of retail warehousing units at Market Green Retail Park. Many of these retail units have never been occupied.

A5.5.27 It is evident that a number of retailers within Main Street have relocated to the Market Green area. For example, the Dealz unit on Main Street was previously occupied by the comparison retailer Arcade which has now relocated to a retail warehouse unit in Market Green.

A5.5.28 Key premises which are vacant include the old Cinema Site on Broderick Street and Cuddigan's yard to the south of the town centre. Planning permission has been granted for an 8,400 sq. m. retail development at Cuddigan's yard but this development has not been commenced to date. The redevelopment of these sites would further reinforce the retail core of the town centre and enhance the vitality and viability of the town centre. These sites are identified as opportunity sites within Appendix 4 of the retail strategy.

Surveys

A5.5.29 A household telephone survey and on street shopper’s survey were undertaken by Demographics Ireland to inform the retail strategy, the results of which are summarised in Chapter 4. The following key results were obtained for Midleton:

Household Survey

- 8.9% of all respondents within the metropolitan area carry out their main food and grocery shopping in Midleton. There is an inflow of 6.9% to the town from areas within the County outside of the Metropolitan area.
- 1.4% of all respondents who live within the Metropolitan Area carry out their main comparison shopping within Midleton. There is an inflow of 0.8% to the town from areas within the County outside of the Metropolitan area.
- Midleton is located within the Metropolitan Area East zone (Zone 2A) identified within the telephone survey. 56.8% of respondents from this zone carry out their main food and grocery shopping within Midleton and an inflow of 54.3% is observed from the zone which is located further east of Midleton (Zone 3A).

Shoppers Survey

- The majority of respondents (60.7%) were visiting Midleton to carry out their main grocery shopping.
- Suggested improvements for the town centre include “improvements to the streetscape/environment” (17.0%), “more shops” (28.3%) and “more events” (15.1%).

Conclusion

A5.5.30 Midleton is a satellite town of Cork City, located in the south east of the county. The town is approximately 23 km east of Cork City Centre.

A5.5.31 Traditionally, the main commercial and retail area of the town was on the Main Street, which continues to offer retailing needs, primarily with independent retailers and businesses. The commercial extent of Midleton has, in recent years, extended to the old site of Midleton Mart to the north west of the town centre and to the west with the Water’s Edge development. Market Green shopping centre was developed on the former mart site in 2005.

A5.5.32 Midleton is the principal market town of East Cork and has a strong retail and commercial base. The town also retains a strong manufacturing and services sector Tourism is an important contributor to the economy of Midleton, with the Old Distillery acting as a major attraction.

A5.5.33 Midleton accommodates a diverse range of retail and non- retail uses in line with its role as a Market town serving east Cork. These include a wide variety of pubs, restaurants and cafes along Main Street which complement the retail and tourism roles of the town. There are also a large number and variety of independent boutiques, financial institutions and service providers. Midleton town centre is considered vibrant, with a range of independent, national and international operators. The town has a good mix of retail and service facilities in

line with its role as a market town serving east Cork. A notable feature in the retail offer of the town is the number of independent retailers, particularly in the comparison sector.

- A5.5.34 The public realm and physical environment of the laneways radiating from Main Street would benefit from a continuation of improvement works and further investment. In addition the traditional town centre would benefit from better and more integrated pedestrian linkages and pedestrian crossing facilities would enhance the character and accessibility of the town centre.

A5.6 Cobh

Introduction

- A5.6.1 Cobh is a relatively large settlement located on the south side of Great Island in Cork Harbour. It is approximately 25 km from Cork City. According to the census 2011, the town has a population of 6,500 people. A further 7,534 people live in the Cobh rural area.

- A5.6.2 The town has a significant maritime history and was the main embarkation point for emigration during the Nineteenth and Twentieth Centuries. Today, the Irish Naval Service is based on Haulbowline Island facing Cobh.

- A5.6.3 The town was formerly named Queenstown in honour of the visit of Queen Victoria to the town in 1850. It was renamed Cobh in 1920. The town began to develop significantly in the 18th century due to its deep natural harbour. By 1830 the town had become an important health and holiday resort.



Fig. A5.6.1: Cobh Town Centre

Core Retail Area

- A5.6.4 Within the town centre, the core retail area is focussed on West Beach, East Beach and Harbour Row. There is also some retail representation on Church Street and Middleton Street. Retail uses in this area tend to be characterised by small independent units. The main convenience provision in the town is located at an out of centre location on the Cork Road (R624) at Ticknock. Here Supervalu, Aldi and Lidl are represented, as well as a number of retail warehouse

units and some smaller comparison units. The floorspace study estimates that there is 5,408 sq. metres of convenience floorspace, 3,248 sq. metres of comparison and 1,533 sq. metres of bulky household floorspace in the town.

Attractions

- A5.6.5** Cobh is a very attractive town with a number of significant tourism attractions. Within the town centre there are a number of places of historic interest including most notably St. Coleman’s Cathedral, one of the tallest buildings in Ireland and seat of the diocese of Cloyne.



Fig. A5.6.2: St. Coleman’s Cathedral

- A5.6.6** The town was also the final stop off for Titanic on its fatal voyage; 123 passengers boarded the ship in Cobh. The Titanic Experience, a new permanent visitor attraction, is situated in the original offices of the White Star Line at Westbourne Place. This facility opened in 2012 and is a significant addition to the tourism attractions of the town.



Fig. A5.6.3: The Titanic Experience

- A5.6.7** The town also accommodates the Cobh Heritage Centre and Railway Station which includes a multimedia exhibition at Cobh’s Victorian Railway Station. Other significant tourist attractions in the town include the Sirius Arts Centre,

Philip Gray Gallery of Fine Art and the Cobh Museum. There are also other features of historic interest including the Lusitania Peace Memorial, Titanic Memorial, old church cemetery and the library building. Cobh is also in close proximity to Fota Wildlife Park and Fota House and Gardens.



Fig. A5.6.4: Cobh Heritage Centre

A5.6.8 Given its coastal location, Kennedy Pier is also a base for tours of Cork Harbour, Spike Island and Sea Angling.

A5.6.9 Cobh has a very attractive and grand streetscape with many buildings of historic and architectural merit. Its unusual streetscape and topography includes many fine Victorian buildings up to four stories in height. However, many of the important terraced Victorian buildings on the seafront have a run down appearance due to poor maintenance and have in particular suffered from the loss of their sash windows and their replacement by inappropriate upvc windows which undermine their architectural character. A number of traditional shop fronts are intact. There are two fine squares in the town centre – Pearse Square and Roger Casement Square. There is also an attractive promenade and a pleasant urban park – the John F. Kennedy Park which includes a Victorian band stand and children’s playground.



Fig. A5.6.5: Traditional streetscape and shop front



Fig A5.6.6: Memorial Statue Cobh Town Centre



Fig A5.6.7: Commodore Hotel



Fig. A5.6.8: Market House

A5.6.10 There are a number of events and festivals in the town throughout the year including the Maritime Song festival, the International Deep Sea Angling Festival and the Cobh Blues Festival. The town also hosts a number of sailing and regatta events including the Cobh Peoples Regatta. Cobh is also cruise liner destination. On average 50 liners call to Cobh each year bringing in excess of 100,000 passengers and crew to the town.

A5.6.11 In retail terms however, the town has limited attractions. There is a paucity of retail representation particularly in the town centre. There is a notable lack of clothing and footwear retailing particular for women and children. The town would also benefit from further tourist related infrastructure particularly further deli/café, craft and speciality shops. There is a high level of vacancy.

Accessibility

- A5.6.12** The island and the town are linked to the mainland by the R624, which runs southwards from the N25. The town is also served by a direct rail link to Kent Station in Cork City. Regular commuter services run between Cork City and Cobh, calling at Fota Railway Station, Carrigaloe Railway Station and Rushbrook. Trains run at half hour intervals during peak hour times and hourly thereafter. The station is within easy walking distance of the town centre. 2.5 km north of the town, the Cross River Ferry provides a convenient link service from Glenbrook to Carrigaloe.
- A5.6.13** Within the town centre on street parking is provided for a limit of two hours. Parking is provided on a pay and display basis with 1 hour of free parking permissible. There are also a number of small car parks on the surrounding streets such as that at Cathedral Place, Whitepoint Moorings and West View which are within walking distance of the town. Within the town centre, good quality footpaths are provided and there are two pedestrian crossing points in the core retail area. A taxi rank is also provided on Pearse Square.

Environmental Quality/Amenity

- A5.6.14** Cobh has a distinctive if poorly maintained streetscape. It is evident that the town has benefited from environmental improvements in recent years, most notably the John F. Kennedy urban park. Traditional lamp standards have been installed and hard and soft landscaping works undertaken. The public realm would benefit from upgrading including the replacement of brick paving with paving materials more consistent with the architectural heritage of the town centre.



Fig. A5.6.9: Harbourside Promenade: Public realm in need of upgrading



Fig. A5.6.10 and A5.6.11: John F. Kennedy Park

A5.6.15 Notwithstanding these environmental works, the town would benefit from further investment in this area. Pearse Square is dominated by a taxi rank and this area would benefit from some further soft landscaping works. Wirescape could also be improved in the town centre, particularly on Middleton Street.

Actions

A5.6.16 Regular street cleaning is evident in the town centre and Cobh is a well-maintained town. High-quality information signs regarding the town's key historic attractions are provided and the tourist office provides a walking trail map. A Farmers Market takes place every Friday on the promenade.

Diversity of Uses/Multiple Representation

A5.6.17 The diversity and range of retail representation in the town centre is poor. Retail representation in the retail core of the traditional town centre is limited to independent operators, primarily serving a local service role. Many are small with a limited range of goods. There is also a proliferation of lower-grade retail uses including discount stores and charity shops. There are no national or international multiples in the town centre area with the exception of a small Centra. There are some gift, craft and jewellery stores to cater for tourists, but generally representation in this regard is limited. There is also a limited provision of high-quality restaurants, cafes and delis for a town with such tourism potential. There is a notable clustering of non-retail land uses in the traditional town centre area including fast food outlets, bookmakers and casino.

A5.6.18 A significant amount of retail activity is now located outside the town at Ticknock, in an out-of-centre location. There are three convenience operators located there including Supervalu, Lidl and Aldi. They are located at Ticknock in response to the practical difficulties of accommodating modern-format retailing within the town centre due to its tight urban grain and historic streetscape. The Supervalu also accommodates some ancillary units including a bakery, coffee shop, toy shop, pharmacy, optician and hairdresser. There is also a retail park accommodating an electrical store, pets store and DIY store. There are a number of vacant units within the retail park. Integration between the developments is poor and the developments are car-dominated. Ticknock is an out-of-centre location and is relatively isolated from the core of the town and many residential areas.

Levels of Vacancy

A5.6.19 Levels of vacancy in the town centre are notable. The floorspace study estimates that there is 4,031 sq. metres (28.3%) of vacant floorspace in the town. Vacant units in the town centre are indicated in Appendix 3. Within the core retail area it is estimated that 23% of units are vacant. The majority of vacancy is located on East Beach and Harbour Row, although it was also prevalent on the two squares in the town centre.

A5.6.20 The vacant units tend to be small in scale. It is noted that Harbour Row has a number of vacant units. Many of these properties appear to have been converted back to residential use and it is unlikely that they will have a future retail role or function.

Surveys

A5.6.21 A household telephone survey and on street shopper's survey were undertaken by Demographics Ireland to inform the retail strategy, the results of which are summarised in Chapter 4. The following key results were obtained in Cobh:

Household Survey

- 3.5% of all respondents within the metropolitan area carry out their main food and grocery shopping in Cobh.
- 0.2% of all respondents who live within the Metropolitan Area carry out their main comparison shopping within Cobh.
- Cobh is located within the Metropolitan Area East zone (Zone 2A) identified for the purposes of the telephone survey. 19.8% of respondents from Zone 2A carry out their main food and grocery shopping within Cobh.

Shoppers Survey

A5.6.22 The key results from the shoppers survey for Cobh are as follows:

- 28.8% of respondents stated that their main reason for visiting Cobh is to carry out their main grocery shopping. This was followed by 25% for banking / financial services and 19.2% for browsing shops.
- In terms of improvements, 40.9% identified the need for more shops, 18.2% identified a need for cheaper car parking and 13.6% identified the need for more cafes and shops.

Conclusion

A5.6.23 Cobh is an attractive coastal town with a strong maritime tradition that is reflected in its fine streetscape and architectural heritage. Its unique topography, grandiose architecture and unusual streetscape give the town a distinctive character. It has however a somewhat run down appearance due to poor maintenance, the loss of sash windows, clustering of inappropriate non retail uses and high vacancy levels. The town has a number of significant tourist attractions and has benefited from significant environmental improvements in recent years.

- A5.6.24** Notwithstanding this, the town has poor retail representation with a notable lack of clothing and footwear shops (particularly for ladies and children). There is no large convenience store in the town centre. Whilst there are some attractive small specialist retailers there was generally a limited provision of cafes, delis and craft shops. Vacancy levels in the town centre were notable which detract from the ambience and character of Cobh. It was also noted that there has been a proliferation of non-retail uses in the town centre including fast food takeaways, bookmakers and a casino. The retail character of the town is generally low grade with little diversity, character or attraction.
- A5.6.25** Cobh has an important tourism role and untapped potential in this regard. Tourism infrastructure has significantly improved with the opening of the Titanic Experience Museum and the introduction of boat trip tours to Spike Island. Large cruise ships often dock in the town, but the expenditure from these tourists does not seem to be harvested to its full potential. Clearer signage and way marking would be beneficial to encourage greater movement and circulation of tourist around the town. The development of further events and festivals as well as co-ordinated marketing initiatives and a clear branding image for the town will also be important to secure Cobh's role and function as a tourist destination. Investment and continuing upgrade to the public realm will be important and such works should respect the Victorian character of the town. The council should encourage the reinstatement of traditional sash windows in the important seafront terraces.
- A5.6.26** It is important that the retail primacy of the town centre is restored and retail development, and comparison in particular, outside of the town centre needs to be carefully controlled. Given its isolation for the town centre, additional expansion of the retail base at Ticknock is not desirable as it could undermine the town centre. If further convenience retail is to be provided then it would be preferable to have it within the town centre which would be capable of accommodating smaller 'express' type stores or by developing other sites closer to the main residential areas. There are opportunities available within the environs of the town, in areas such as Newtown for example, to redevelop and expand existing shopping facilities and to provide a more modern style supermarket serving a local residential catchment.
- A5.6.27** It is acknowledged that the accommodation of larger store formats is more challenging within the historic core of the town. However, creative solutions should be considered in order to facilitate the amalgamation/redevelopment of units and infill schemes to accommodate some modern retail developments within the core of the town. There is ample opportunity within the town core for niche and specialist retail provision and the historic fabric of Cobh can provide an attractive setting for such retailers.
- A5.6.28** In terms of retail warehousing it is important that only bulky goods retailed at Ticknock and that development complies with the minimum/maximum requirements for retail warehousing in order to protect the primacy of the town centre for comparison shopping.

A5.7 Ballincollig

Introduction

- A5.7.1 With a population of 17,368 in 2011, increasing from 15,760 in 2006, Ballincollig is the largest town in the County. Ballincollig is located approximately 10 kilometres to the west of Cork City.
- A5.7.2 The R608, which passes through Ballincollig is connected to the N22 at junctions to both the east and south-west of the town.
- A5.7.3 Ballincollig developed along the R608 regional route, which now forms the Main Street in the town and the main shopping area. Lands to the north and south of Main Street have been developed for retail purposes.

Core Retail Area

- A5.7.4 The core retail area for Ballincollig is identified in Appendix 2. The core retail area extends along Main Street in Ballincollig, from Times Square Shopping District to the east, to Ballincollig Shopping Centre to the west, incorporating Ballincollig Shopping Centre, Old Quarter, Times Square Shopping District, and Main Street. The floorspace study undertaken as part of the report finds that the town has 9,782 sq. metres of convenience floorspace, 11,445 sq. metres of comparison floorspace and 2,784 sq. metres of bulky household goods.

Attractions

- A5.7.5 The primary attraction of Ballincollig is as a service town to the surrounding population. Ballincollig offers a relatively wide range of services and facilities, including a good range of comparison and convenience retailing and retail services.
- A5.7.6 Retailing in Ballincollig is primarily concentrated along Main Street and in the recent redevelopment of the north side of Main Street, comprising the Old Quarter development and Ballincollig Shopping Centre. This development, has increased the attractiveness of retailing in Ballincollig and has also resulted in the introduction of welcome public realm improvements along Main Street.

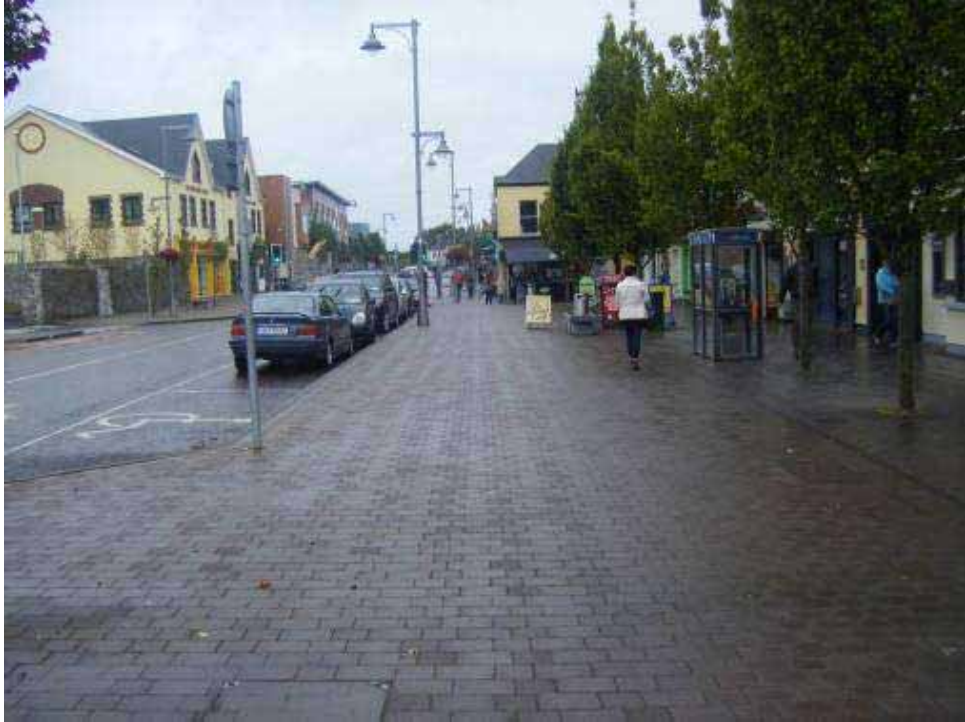


Figure A5.7.1: Ballincollig Main Street

Accessibility

- A5.7.7** Road infrastructure improvements, in particular the N22 Ballincollig Bypass, in the recent past have assisted with removing through-traffic from the town centre and have improved the appearance and accessibility of the town centre.
- A5.7.8** Public realm improvements, including traffic calming measures primarily in the form of speed ramps, are apparent in the town centre on Main Street and assist with encouraging pedestrian movement through the town centre. Vehicular movement through the town centre is generally slow and this assists with encouraging the use of the town centre by pedestrians.
- A5.7.9** Facilities are available in the town centre for bicycle parking. There are regular bus services to and from Cork City, with stops on Main Street. There are sufficient pedestrian crossing facilities available.



Figure A5.7.2: Bus lay-by and Traffic Calming in Ballincollig

- A5.7.10** A sign on the approach to the town advertises over 2000 free car parking spaces in Ballincollig. The Times Square Shopping District to the south of Main Street has a significant quantum of surface car parking available. Although there is no pay and display parking in operation in the town, this car parking has a three hour limit.
- A5.7.11** Furthermore, there is a car park in the Old Quarter north of the Main Street offering both surface and multi-storey car parking. This car park is free and offers direct access to the town and shopping centre. Car parking is also available along Main Street and on secondary streets, with a one hour limit between 8am and 6pm Monday to Friday.
- A5.7.12** There are further smaller areas of parking available at the Village Shopping Centre, for example, and also at local centres to the east and west of the town centre.

Environmental Quality and Amenity

- A5.7.13** Main Street has been redeveloped and upgraded in the recent past. The Main Street now benefits from traffic calming, generously wide footpaths, high quality planting, seating lighting and other street furniture, all contributing to a good quality public realm and encouraging pedestrian movement.
- A5.7.14** The public plaza at the entrance to Ballincollig Shopping Centre acts as a focal point in the town and the high quality landscaping, including seating and street furniture, encourages pedestrians to use and congregate in this area.



Figures A5.7.3 and A5.7.4: Public Plaza at Ballincollig Shopping Centre

A5.7.15 Whilst the pedestrian streets provided as part of the Old Quarter development, and particularly the inclusion of links back to Main Street, are a welcome addition, the current high rate of vacancy at the ground floor units results in a lack of pedestrian movement in this area.

A5.7.16 In addition, whilst the north side of Main Street has recently been redeveloped to a high quality, with appropriate linkages and frontages to Main Street, the south side of Main Street, whilst displaying a traditional and attractive frontage to Main Street, is of a lesser quality. In particular, the areas to the rear of Main Street, particularly the Times Square Shopping District and the Village Shopping Centre, are somewhat dated in appearance and attract low levels of footfall. The pedestrian environment at these locations is in need of improvement as they are currently dominated by surface car parking.

A5.7.17 In terms of litter and general cleanliness the town has a positive overall appearance. Sufficient litter bins are provided and the town centre appears clean and well maintained in the main street. Shopfronts are generally of a traditional nature and are of high quality.



Figure A5.7.5: Traditional Properties at Ballincollig Main Street



Figure A5.7.6: Times Square Shopping District

Diversity of Uses/Multiple Representation

- A5.7.18** Ballincollig Town Centre accommodates a range of retail facilities and an additional range of non-retail facilities and activities.
- A5.7.19** The town centre has a predominance of independent stores. Main Street displays a healthy range of convenience, comparison and retail service uses, including a good range of independent retailers.
- A5.7.20** Convenience retailing is primarily provided for by Supervalu on Main Street, Dunne's Stores at Ballincollig Shopping Centre, two Aldi stores (at East Gate and at Times Square Shopping District) and a Lidl at Westpoint Business Park. An additional Supervalu is provided at West Village Shopping Centre and a Horgan's convenience store is located to the east of the town centre. These convenience providers are supplemented by a range of independent convenience outlets, including a fish shop, a health food store, butchers, and off-licences.
- A5.7.21** The modern Ballincollig Shopping Centre complex predominantly attracts a mix of national and international multiples, including Dunne's Stores, New Look, Hallmark, Lifestyle Sports, and Eason's. There is a limited provision of comparison international retailers in the town.
- A5.7.22** The primary location for out of centre retailing is at a neighbourhood centre at West Village Ballincollig. The centre is anchored by Supervalu, and includes a number of smaller units including a bookmakers and a hardware store. A smaller centre to the east of the town provides uses such as a convenience store and a pharmacy. A farmers market takes place every Wednesday in the Old Quarter.
- A5.7.23** There has been a notable proliferation of fast food developments in the town in recent years. Permission has been granted for a drive through restaurant at the Barracks Quarter. A further application by Mc Donalds was refused permission at the Old Fort Barracks Quarter, but is currently under appeal.

Pedestrian Flows

- A5.7.24** It was observed that pedestrian flows were greatest on the Main Street in the area in the vicinity of Ballincollig Shopping Centre. This area of the core is well used and there is a relatively high degree of footfall in particular between the Supervalu store on Main Street and Ballincollig Shopping Centre.
- A5.7.25** Footfall throughout the Times Square Shopping District was poor. This area lacks appeal when compared to the more recent developments to the north of Main Street. Furthermore, pedestrian movement through the centre and eastern part of Old Quarter very limited, owing to the high rates of vacancy at this location.

Surveys

- A5.7.26** A household telephone survey and on street shopper's survey were undertaken by Demographics Ireland to inform the retail strategy, the results of which are summarised in Chapter 4. The following key results were obtained in Ballincollig:

Household Survey:

- 9.7% of all respondents within the metropolitan area carry out their main food and grocery shopping in Ballincollig. There is an inflow of 3.7% to the town from areas within the County outside of the Metropolitan area. In terms of comparison shopping 2.1% of those in the Metropolitan area carry out their clothing and footwear shopping in Ballincollig.
- Ballincollig is located within West Metropolitan Zone (Zone 2C). 65.1% of respondents who live within this zone carry out their main food and grocery shopping within Ballincollig. There is an inflow of 23.5% from respondents in Zone 3D which is located directly to the west of Zone 2C to Ballincollig.

Shoppers Survey:

A5.7.27 The main results of the shopper survey relating to Ballincollig are as follows:

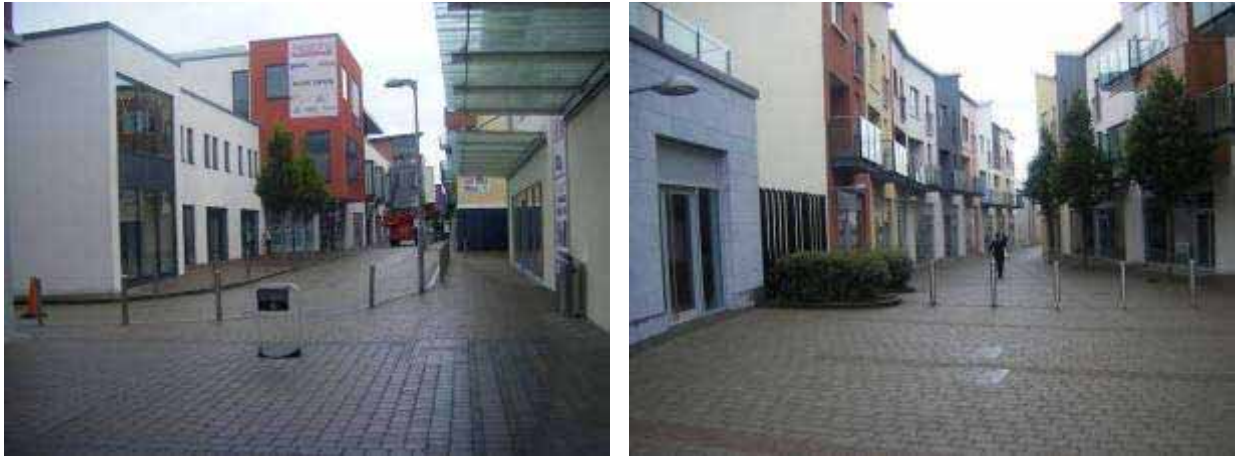
- 21.7% of respondents stated that their main reason for visiting Ballincollig is for their main grocery shopping. 15.1% stated that their main reason for visiting was for clothing shopping. 13.3% stated that their main reason for visiting was for eating out.
- In terms of improvements needed, 51.7% identified a need for more shops, and 30% the need for more cafes and restaurants. 31.7% also identified the need for more boutiques and designer shops.

Rates of Vacancy

A5.7.28 There are a number of vacant units recorded in the core retail area, for example along Main Street, at Ballincollig Shopping Centre and in the Times Square Shopping District. These vacancies primarily relate to smaller retail units and are not considered to be significant.

A5.7.29 However, there is significant vacancy at ground floor of the Old Quarter development where there is estimated to be approximately 34 no. vacant units. The only notable occupiers at this location are Toymaster and Heatons (including Sports World). It is noted that this development has recently been completed and that other units may be occupied in due course. It is estimated that the vacancy rate in the retail core is 19%. However, when one looks at the percentage of vacant units as a percentage of the total number of retail units in the core, the rate is 47%.

A5.7.30 The floorspace study estimates that overall there is 11,765 sq. metres (32.9%) of vacant floorspace in the town.



Figures A5.7.8 and A5.7.9: Vacant Properties at the Old Quarter, Ballincollig

Conclusions

- A5.7.31** Ballincollig performs an important function for the surrounding population in providing a good range of convenience, comparison and retail services. The popularity of neighbourhood centres, for example Supervalu at West Village Shopping Centre and Lidl at Westpoint Business Park is counter-acted by a good range of convenience outlets in the town centre (Supervalu, Dunne’s Stores and two Aldi stores, as well as independent retailers).
- A5.7.32** There is a good range of convenience retail provision and there is a significant representation of independent comparison outlets. There is a high vacancy rate in the new town centre scheme on the former Barrack site with a number of newly developed pedestrianised streets comprising of primarily vacant retail units.
- A5.7.33** The town core area has a positive overall appearance owing in particular to the public realm improvements associated with new developments to the north of Main Street. Pedestrian movement in the core area is good and is assisted by traffic calming measures in the town centre. There is generous free car parking available in the town centre.
- A5.7.34** The area south of Main Street would benefit from investment and other public realm improvements, in particular Times Square Shopping District.
- A5.7.35** The town presents a positive experience generally with ample space for pedestrians to move freely around the town centre with wide footpaths, good urban spaces and good linkages to key parking areas, etc. The core area of the town centre has benefited significantly in visual terms from its recent regeneration.
- A5.7.36** It is noted that there is an extant permission for development at an edge of centre site located to the west of the town on a site located to the west of the Dunne’s Stores car park under Reg. Ref: 11/4633 (An Bord Pleanála Reference: PL04.239452). This comprises permission for a retail anchor store to include comparison and convenience retail floorspace (net comparison floor area of 1,479 sq. m and net convenience floor area of 1,843 sq. m). The development also includes a customer café, staff/office facilities, storage, plant and service

areas, access, car parking at ground and lower ground floor level and landscaping.

- A5.7.37** The site is zoned T-03 'Town Centre / Neighbourhood Centre' in the Macroon Electoral Area Local Area Plan 2011, the objective of which is for the completion of the Ballincollig Town Centre (former Murphy Barracks) for town centre uses. The An Bord Pleanála Inspector, whilst determining that the nature and scale of the development would be acceptable, raised concerns in relation to the connectivity to the town centre, highlighting that pedestrian links would effectively be across and alongside the existing surface car park. The Inspector also raised concerns in relation to the design, which was considered to effectively be a stand-alone retail box. Planning permission was granted by An Bord Pleanála despite these concerns.

A5.8 Carrigaline

Introduction

- A5.8.1** Carrigaline is located approximately 14 kilometres south of Cork City. The R611 and R613 regional routes pass through the town. The R61, leads south towards Kinsale and north to the N28 national route between Cork City and Ringaskiddy.
- A5.8.2** According to the census 2011, the town and its environs had a population of 14,775 persons. This is a rise of 24% when compared to the previous census (2006).
- A5.8.3** Carrigaline began to develop at a rapid pace in the late sixties and early seventies in line with its designation as a growth centre for Cork City. The main commercial and retail area of the town is the Main Street and Cork Road.

Core Retail Area

- A5.8.4** The core retail area of Carrigaline is concentrated around Main Street and the SuperValu anchored Carrigaline Shopping Centre on Cork Road. The core retail area of Carrigaline is identified in Appendix 2.
- A5.8.5** Retail development outside of Main Street includes a Co-operative Superstore and parade of retail and retail service units along Kilmoney Road and Lidl and Dunnes Stores along the R612.
- A5.8.6** Outside of the town centre, although not retail warehouse developments, Carrigaline Industrial Estate, Ballinrea Business Park and Kilnagleary Business Park provide a focus for retail warehousing within the town. In recent years a number of convenience and comparison retailers have begun to locate within these areas. This trend may have a negative impact on the town centre retail core which is the most appropriate location for retail development.

Attractions

- A5.8.7** Carrigaline has a distinctive identity as a Metropolitan Town with a strong village character and unique natural setting. The town is located at the mouth of the Owenboy River and at the Head of the Owenboy Estuary which forms part of

Cork Harbour. The estuary itself is of considerable scenic beauty and is designated part of an extensive area of scenic landscape and much of it is a proposed Natural Heritage Area. The landscape of the town is dominated by the River and Estuary.

A5.8.8 The designation of the village in the 1970's as a growth centre for Cork City has resulted in significant expansion of population of the town and expansion of its retail profile.

Accessibility

A5.8.9 Carrigaline is easily accessed by car. The R611 and R613 regional routes run through the town. The R611 connects, to the north, to the N28 primary route between Cork City and Ringaskiddy and leads south towards Kinsale. The 222 bus provides services to and from Cork City approximately every half hour and runs as far as Fountainstown in the opposite direction.

A5.8.10 Main Street acts as a vehicular thoroughfare within the town and suffers congestion at peak times. The street is also dominated by car parking with limited pedestrian crossing points provided. Only two crossing points exist along the extent of Main Street.



Figure A5.8.1: Parallel parking provided along Main Street

A5.8.11 The town would benefit from an upgrade in the public realm to reduce the extent of car parking availability within the town centre, with parallel parking on both sides of Main Street. There are also a number of surface car parks in the town centre, although these are associated with the shops and supermarkets they serve.

Environmental Quality and Amenity

A5.8.12 Carrigaline town centre is compact in form with retail activity concentrated along Main Street. The town retains a village character notwithstanding its expansion since the 1970's. Main Street acts as the main traffic thoroughfare within Carrigaline and is defined by large carriageway widths and narrow footpaths. Pedestrian footpaths are provided through the town centre, however are quite narrow, and discontinued in places. Significant improvements could be made to Main Street in order to enhance the pedestrian experience both in terms of enhancements to the footpaths and the provision of additional landscaping.

A5.8.13 The quality of the streetscape varies at different locations throughout the town centre. While on an overall basis the traditional village streetscape of Carrigaline is respected, there are some poor quality design examples and developments which are considered incongruous with the retail core located throughout the town centre. Signage clutter, overhead wires, and utilities dominate the front facades of buildings leading to visual clutter along the street.



Figure A5.8.2: Attractive shopfront and signage Main Street

A5.8.14 Certain parts of the town in particular around the Kilmoney Road/Church Road Area and between the AIB and the Carrigaline Court Hotel are visually neglected and detract from the overall appearance of the town and Main Street. Adjoining the Carrigaline Court Hotel there are a number of very dated outbuildings and warehouse buildings which poor visual appearance at the entrance to the town. Such uses would be more appropriately located in the Carrigaline Industrial estate. This area would benefit from redevelopment and investment.



Figure A5.8.3: Retail Warehouse format uses at entrance to Town Centre along Cork Road

- A5.8.15** Additions to Main Street have not always been done in a sensitive and respectful manner which has resulted in a fragmented approach to the development of the town. Of the main convenience retailers within the town the SuperValu anchored Carrigaline Shopping Centre contributes most to the vibrancy of the town in terms of its connectivity with Main Street. However the car park is unfortunately surrounded by extensive metal palisade fencing which is visually intrusive and cuts off the town centre from the residential and undeveloped areas to the west.
- A5.8.16** By contrast, Dunnes Stores and Lidl are somewhat isolated from the town centre and provide little by way of pedestrian connectivity with Main Street. The Dunnes Stores development in particular represents a missed opportunity to provide important linkages with Main Street. This development is surrounded by palisade fencing and provides no connectivity with its site boundaries which adjoin Main Street.



Figure A5.8.4: Carrigaline Shopping Centre

A5.8.17 In terms of litter and general cleanliness the town has a positive overall appearance generally despite some neglected areas. The riverside walkway along the Owenboy River is attractive and well maintained and the provision of hanging baskets and landscaping along the bridge enhances the overall amenity of the river.



Figure A5.8.5: Landscaping and amenity along Owenboy River

Diversity of Uses/Multiple Representation

A5.8.18 Carrigaline accommodates a wide range of services including a Garda station, a fire station, churches, doctor surgeries, dentist surgeries, banks and a library. A number of restaurants, public houses and cafes are also provided within the town. Facilities currently not provided within the town include a cinema.

- A5.8.19** Existing retail provision within Carrigaline is made up of local stores as well as larger, national and international multiple uses. These include Super Valu, Dunnes Stores and Lidl. The comparison sector of the town primarily consists of independent retailers. The range and quantity of comparison retailers could be enhanced. The floorspace survey undertaken to inform the retail strategy identifies a total 6,881 sq. m. net of convenience and 5,352 sq. m. comparison floorspace within the town.
- A5.8.20** Retail warehousing in Carrigaline is accommodated within the Carrigaline Industrial Estate (1.6km) and the Kilnagleary Business Park (700m from the town centre) which occur on the Crosshaven Road. There are also a number of ad hoc retail warehousing uses provided within and adjacent to Main Street.. Likewise a number of convenience and comparison uses have located in Carrigaline Industrial Estate in recent years. This is an undesirable trend and such land uses, should be retained in the town centre as their loss to peripheral retail parks undermines the vitality and viability of the town centre. It is estimated that there is 6,154 sq. metres of bulky household floorspace in the town.
- A5.8.21** There are two petrol stations with some element of forecourt retailing to the north of the town centre.

Pedestrian Flows

- A5.8.22** Pedestrian flows throughout the traditional retail area were observed to be relatively high on the date of survey particularly between the SuperValu anchored Carrigaline Shopping Centre and Main Street. Limited pedestrian flow was observed between the Dunnes Stores development and Main Street. Traffic movements along Main Street appears to inhibit pedestrian permeability between both sides of the street.

Rates of Vacancy

- A5.8.23** The floorspace survey undertaken to inform the retail strategy identifies approximately 1,988 sq. metres (9.8%) of vacant floorspace in the town. Within the core retail area it is estimated that the vacancy rate is 23%.
- A5.8.24** A number of the notable vacancies within the town could be considered to be in the long term vacancy category. Vacant buildings of note include the old library building to the rear of the AIB, the Old Carrigaline Pottery business between AIB and the Carrigaline Court Hotel and the vacant premises at the junction of Main Street and Kilmoney Road.



Figures A5.8.6 and A5.8.7: Vacant building at Kilmoney Road and the former library building Main Street

Surveys

A5.8.25 A household telephone survey and on street shopper’s survey were undertaken by Demographics Ireland to inform the retail strategy, the results of which are summarised in Chapter 4. The following key results were obtained in Carrigaline:

Household Survey

- 5.6% of all respondents within the metropolitan area carry out their main food and grocery shopping in Carrigaline. There is an inflow of 0.4% to the town from areas within the County outside of the Metropolitan area.
- 1.9% of all respondents who live within the Metropolitan Area carry out their main comparison shopping within Carrigaline.
- Carrigaline is located within the South Metropolitan Zone (Zone 2D). 38.4% of respondents from Zone 2D carry out their main food and grocery shopping within Carrigaline. 42.5% of respondents who live in this zone carry out their main food and grocery shopping in Douglas.

Shoppers Survey

- 38.2% of respondents carry stated their main reason for visiting Carrigaline was to carry out their main grocery shopping. A further 16.4% were in the town on business and 14.5% were banking.
- Suggested improvements for the town centre include “improved access by car” (38.2%), “improved public transport” (16.4%), improved cleanliness” (20%).

Conclusion

A5.8.26 Carrigaline is located approximately 14 kilometers south of Cork City. The core retail area of Carrigaline is concentrated around Main Street and the SuperValu anchored Carrigaline Shopping Centre on Cork Road. Carrigaline has a distinctive identity as a Metropolitan Town with a strong village character and unique natural setting. Carrigaline town centre is compact in form with retail activity

concentrated along Main Street. The town retains a village character notwithstanding its expansion since the 1970's.

A5.8.27 Carrigaline performs an import function as a satellite town of Cork City Centre and accommodates a range of important retail and retail service functions. Existing convenience retailers within the town include SuperValu, Dunne's Store and Lidl and a number of symbol stores. The comparison sector of the town is defined by a number of independent retailers. The town centre would benefit from a more diverse range of comparison floorspace.

A5.8.28 Main Street acts as the focus for retail activity within Carrigaline. The health check assessment has identified a number of public realm improvements within Main Street which would enhance the overall amenity of the town. Significant improvements could be made to Main Street in order to enhance the pedestrian experience. These include upgrades to footpath and enhanced pedestrian facilities, enhanced landscaping along Main Street, the undergrounding of overhead wiring and regulation of shop front signage. More appropriate boundary treatment to the SuperValu car park would be a considerable improvement. The town includes a number of vacant premises and sites which would benefit from regeneration.

A5.9 Blarney

Introduction

A5.9.1 Blarney is located approximately 8 kilometres to the northwest of Cork City and is recognised as a tourist location. The historic town, Blarney Castle and Blarney Woollen Mills are significant tourist attractions and the principal attraction of the town is as a tourist destination.

A5.9.2 Blarney had a population of 2,437 persons, increasing marginally from a figure of 2,400 persons in 2006. The traditional town centre is dominated by the square, an area of open space in the town centre, around which are a variety of uses, including retail, residential, and hotels.

A5.9.3 It is noted that a significant residential development has been permitted at Stoneview, approximately 1.5 kilometres to the north-east of Blarney. As part of this development, permission has been granted for a neighbourhood centre which includes an anchor convenience unit of circa 3,600 sq. m. gross and approximately 32 no. retail units, with a total gross floor area of circa 4,286 sq. m. (Reg. Ref: 07/4669 / An Bord Pleanála Ref: PL04.226863). Development at this location has not yet commenced.

Core Retail Area

A5.9.4 There are two distinct retail areas in Blarney. An area in the traditional village centre, located opposite the square, forms one of these areas and comprises uses such as a SuperValu store, a number of tourist shops, a charity shop, a butchers, a café, take-away and a bookmakers. Blarney Woollen Mills, comprising a significant quantum of comparison retail floorspace, is located within a few minutes walking distance of the traditional village core, a short distance to the east.

A5.9.5 The secondary retail services area (separate from the core) is located at the corner of Sunberry Heights and St. Ann’s Road, approximately a two minute walk to the north-west of the traditional village core. This retail area comprises of a purpose built facility which comprises primarily of retail service uses and other commercial uses, such as a barbers, hair studio, accountants, a vet clinic, post office, credit union, opticians, and a restaurant. The floorspace study reveals that there is 954 sq. metres of convenience floorspace, 3,452 sq. metres of comparison floorspace and 764 sq. metres of bulky household floorspace in the town.



Figures A5.9.1: Retail area at Sunberry Heights & St. Ann’s Road



Figures A5.9.2: Traditional Town Centre retail area

A5.9.6 There is a further secondary retail cluster adjoining the R167 (east and west of the Blarney Filling Station) and comprises of dry-cleaners, pharmacist, flower shop, off-licence, restaurant, fast-food take-aways, beauticians and hairdressers. These are within purpose built complexes and largely target car-borne customers.

Attractions

A5.9.7 Tourism is a significant industry in Blarney and this is the primary attraction of the town. The attraction of Blarney in tourist terms owes to the traditional appearance of the town and attractions such as Blarney Castle, including the Blarney Stone, and Blarney Woollen Mills.

A5.9.8 The quantity and form of retail provision does not in itself attract visitors to the town. The retail provision is primarily aimed at visitors, notably the comparison retail provision at Blarney Woollen Mills and a number of tourist shops in the traditional town centre.



Figures A5.9.3: Blarney Woollen Mills



Figures A5.9.4: View from Blarney Woollen Mills to traditional retail area

Accessibility

- A5.9.9 The R617 links Blarney to the north and western fringes of the City and connects with the N20 a short distance to the east of the town. There is therefore good road accessibility to Blarney.
- A5.9.10 There is on-street parking available in the town centre, with a maximum stay of three hours. There is evidence of traffic congestion at times arising from lack of availability of car parking in the town centre, and double parking occurs. There can be congestion caused by lack of parking at the Sunberry Heights / St. Ann's Road area, particularly during peak hours. This may be associated with the use of the car parking spaces by the adjacent school.
- A5.9.11 There are large surface car parks provided at both Blarney Woollen Mills (and the associated Blarney Woollen Mills Hotel) and at Blarney Castle.



Figures A5.9.5: Parking at traditional retail area



Figures A5.9.6: Parking at Sunberry Heights / St. Ann's Road retail area

- A5.9.12 In terms of pedestrian movement, the traditional core area is relatively compact and promotes pedestrian movement. The key tourist attractions at Blarney Woollen Mills and Blarney Castle are within convenient walking distance of the town centre. The entrance and car park at Blarney Castle would benefit from

upgrading, including the replacement of palisade security fencing with a more sympathetic treatment.

A5.9.13 Footpaths are generally in a good condition and are sufficient to accommodate pedestrian movement. However, there are no pedestrian crossing facilities.

A5.9.14 Bus services from Parnell Place Bus Station in Cork City Centre to Blarney Village, operate Monday to Friday with frequency of services ranging from approximately every 90 minutes off-peak and every 35 minutes at peak times.

Environmental Quality and Amenities

A5.9.15 Blarney is a picturesque town which benefits from a traditional visual appearance and streetscape, centred around the attractive village square. There is generally a good quality of public realm, evidenced for example by the street furniture, including paving, landscaping, seating and lighting opposite the Church of the Resurrection on the square.

A5.9.16 The square also provides an attractive setting for the town. The grassed area, surrounded by a low stone wall, provides an area for congregation and adds to the visual appearance of the area.



Figures A5.9.7: Good quality public realm opposite Church of the Resurrection



Figures A5.9.8: The Square in Blarney

Pedestrian Flows

A5.9.17 Pedestrian flows throughout the traditional retail area were observed to be relatively low. There would appear to be little pedestrian movement through the town centre by tourists travelling the short distance between Blarney Woollen Mills and Blarney Castle. Better signage and improved pedestrian links would result in the town centre capturing a greater proportion of the tourist footfall.

A5.9.18 Most visitors to the traditional core area and to the area at Sunberry Heights / St. Ann's Road appear to travel by car. There is little pedestrian movement between the two centres.

Diversity of Uses/Multiple Representation

- A5.9.19 There is a strong comparison retailing element in the town provided by way of Blarney Woollen Mills. This provides a significant attraction to the town and stocks a wide range of Irish goods, including clothing and footwear, household goods, crystal, rugs and throws, novelty gifts, and accessories. The restaurant within the complex also contains a convenience element for specialist products.
- A5.9.20 There is little other comparison retail offer of note, with the exception of a number of relatively small gift shops in the traditional town centre.
- A5.9.21 In terms of convenience retail provision, the only notable provision is a Supervalu in the traditional town centre area. There is a range of typical retail services in the town.
- A5.9.22 A farmers market is held in the grounds of Blarney Woollen Mills Hotel every Thursday.

Rates of Vacancy

- A5.9.23 Vacancy in the town is low, as would be expected of a compact town such as Blarney which acts as a significant tourist destination. 2 no. vacancies were recorded, both in the traditional town centre area. Both of these units are relatively small. It is estimated that there is approximately 760 sq. metres (12.8%) of vacant floorspace in the town.

Conclusions

- A5.9.24 Blarney is a picturesque town which offers an attraction as a tourist destination, linked to Blarney Castle and the Woollen Mills. Retailing in the town is primarily targeted towards the tourist market, most notably by way of Blarney Woollen Mills and a number of tourist / gift shops.
- A5.9.25 Blarney has a relatively modest residential population and the town provides a range of services to support the catchment population. Notwithstanding this, there is only one convenience outlet of note in the town, the Supervalu in the traditional town centre.
- A5.9.26 There is a good quality public realm in the town, aided by the traditional appearance of the town and the town square, together with good quality seating, lighting and paving throughout the town. The town is compact and pedestrian friendly. However, there can be traffic congestion at times, as a result of limited car parking in the town centre.
- A5.9.27 There is somewhat of a disjoint between the two retail areas in the town, namely the traditional core retail area and the secondary retail area at Sunberry Heights / St. Ann's Road.

A5.10 Carrigtwohill

Introduction

- A5.10.1** Carrigtwohill is a Metropolitan Town within the County Metropolitan Strategic Planning Area (CASP) and is located in the south east of County Cork, 16 km to the east of Cork City. The town is in close proximity to the N25 which runs from Cork City to Rosslare Europort via Waterford City.
- A5.10.2** According to the census 2011, the town and its environs had a population of 4,551 persons. This is a significant rise of 63.6% when compared to the previous census (2006).
- A5.10.3** Due to a number of factors, Carrigtwohill's population has grown rapidly in recent years. One of these factors was the allocation to the town, in the Special Local Area Plan in 2005, of significant growth on the basis of the re-opening of the rail-line and a new commuter rail service to Cork City as part of the Cork Suburban Rail Network Project. This service opened in 2009 and included a park and ride facility at Carrigtwohill for commuters travelling to Cork.
- A5.10.4** The existing town centre and main commercial and retail area comprises the main street running through the town. There is also extensive retail warehousing to the west of the town, Carrigtwohill Shopping and Business Centre to the east of Main Street and the recently developed Aldi and Centra supermarkets. Carrigtwohill acts as a focus for retail warehousing.

Core Retail Area

- A5.10.5** The core retail area of Carrigtwohill is identified in Appendix 2 The core retail area of Carrigtwohill is compact and concentrated around Main Street and extends to the east to accommodate the Costcutter anchored Carrigtwohill Shopping Centre and to the west to include the Centra Supermarket.



Figure A5.10.1: Carrigtwohill Shopping Centre

- A5.10.6 Notwithstanding the extent of development on the periphery of the town Main Street has maintained a distinctive village character.

Attractions

- A5.10.7 The pharmaceuticals/healthcare industry is an important asset to Carrigtwohill's economy. Large corporations such as GE Healthcare, Stryker Corp., Merck Millipore, Abbott Laboratories and Gilead Sciences have located in the town.

Accessibility

- A5.10.8 Carrigtwohill is well served by national roads, frequent bus links and a rail service. Carrigtwohill is highly accessible by all modes of travel. The N25 Cork to Rosslare route passes to the south of the town. This primary route provides ease of access to car and bus users and links directly to the town's main street. Main Street acts as a main traffic thoroughfare through the town centre

- A5.10.9 Carrigtwohill is very well served by bus with the 240, 241, 260 and 261 services connecting the town with Cork City and other towns and villages throughout the county. Bus stops are located on Main Street. The newly reopened railway station is located to the north of the town. Services run from here to Cork Kent Station and in the return direction every hour, or every half hour during peak times.

Environmental Quality and Amenity

- A5.10.10 Carrigtwohill town centre is characterised by a linear pattern of development along Main Street, with a traditional single and 2-storey terraced streetscape. The Main Street has a mix of residential and commercial uses and maintains a village character.

- A5.10.11 Pedestrian footpaths are provided along the extent of Main Street. These footpaths are quite narrow and discontinued in sections of the Main Street and would benefit from upgrading. There is parallel parking along both sides of Main Street.



Figure A5.10.2: Parallel parking and parking on footpaths along Main Street inhibits pedestrian accessibility

- A5.10.12** In terms of litter and general cleanliness the town has a positive overall appearance generally despite some neglected areas and derelict sites. On an overall basis the traditional village streetscape of Carrigtwohill is respected.
- A5.10.13** Main Street in general would benefit from redevelopment and / or investment in the public realm such as upgrading of footpaths, provision of tree planting along Main Street and the upgrading of some shop fronts. The town would also benefit from the provision of enhanced off street parking facilities.

Diversity of Uses/Multiple Representation

- A5.10.14** The floorspace survey undertaken to inform the retail strategy identifies a total of 1,962 sq.m. of convenience and 1,678 sq.m. of comparison floorspace within the town centre. The town is largely made up of local and national “symbol” retailers such as Costcutter and Centra. Aldi is also represented to the west of the town centre. There is limited comparison floorspace provided in the town.
- A5.10.15** Retail warehousing in Carrigtwohill is provided in the Fota Retail Park to the west of the town centre. The Retail Park is currently occupied by retailers such as Cash and Carry Kitchens, Bella Baby, World of Interiors Outlet Centre, Lakeland Furniture and Ballyseedy Garden Centre. It is estimated that there is 5,029 sq. metres of bulky household floorspace in the town. The Ballyseedy Garden centre also accommodates Farrell and Brown and Meadows and Byrne clothing concessions.
- A5.10.16** In recent years a number of planning applications have been granted for retail developments within the town. Under Register Reference 10/5712 planning permission was granted by Cork County Council and An Bord Pleanála to Rossdale Limited for a mixed use development comprising a an anchor retail store with a gross floor area of 4,483 sq. m., 10 no retail units (1,416 sq. m. gross), café, and 21 no apartments on a backland site to the south of Main Street. This development has not been implemented to date.

A5.10.17 Further development has been permitted to the north of Main Street adjacent to the train station. Under Register Reference 11/4857 permission was granted for an extension of duration for development granted under Register Reference 07/5921 comprising of for 771 residential units, hotel, 7 no. commercial retail units, crèche, shopping centre with 4 no. retail and café/diner recreational amenities at Terryland. Permission has also been granted for extension of duration of development permitted at Castlelake under Register Reference 07/7407 for a mixed use retail/commercial and residential development. These developments have not been implemented to date.

A5.10.18 Carrigtwohill is generally well served with services provided for the wider community. These services include a childcare facility, a health centre, a family resource centre, a number of schools and a post office. The town also has a number of bars, cafes, restaurants, sports clubs and facilities. The development of an outdoor cinema adjacent to Fota Retail Park has enhanced the range of facilities provided within Carrigtwohill.



Figure A5.10.3.: Outdoor cinema adjacent to Fota Retail Park

Rates of Vacancy

A5.10.19 The floorspace survey undertaken to inform the retail strategy identifies that there is 1,928 sq. metres (18.2%) of vacant floorspace in the town. The overall level of vacant properties along Main Street is low given the presence of residential development at this location.

A5.10.20 A number of the notable vacant sites are located within the town centre which would benefit from redevelopment. These sites are identified in further detail in Appendix 4 of the retail strategy.

Pedestrian Flows

A5.10.21 Pedestrian flows along Main Street were observed to be high on the date of survey however this was primarily attributed to the presence of primary schools

along Main Street. The Centra supermarket at the western extent of Main Street provides a focus for pedestrian activity.

Conclusions

- A5.10.22** Carrigtwohill is designated as a Metropolitan Town within the CASP. Limited comparison floorspace is provided within the town and this is primarily concentrated within Fota Retail Park. The existing range of convenience floorspace within the town is primarily provided by “symbol” stores which provide for the day to day needs of the catchment population. The town would benefit from the provision of additional retail floorspace which has been permitted in recent years within the town.
- A5.10.23** The core retail area of Carrigtwohill is centred on Main Street which maintains a village like structure. Main Street is dominated by vehicular traffic and the presence of parallel parking at both sides of the street inhibits pedestrian movements throughout the town. The health check assessment has identified the need for additional off street car parking facilities and public realm improvements which would enhance the overall amenity of the town. The amenity of the town would furthermore be enhanced through the development of a number of key sites which are identified in Appendix 4 of this retail assessment.

A5.11 **Glanmire**

Introduction

- A5.11.1** Glanmire is located to the north-east of Cork City, approximately 7 kilometres from Cork City Centre, to the west of the M8. Glanmire is separated from the city suburbs by a short stretch of green belt.
- A5.11.2** The Glashaboy River is a significant feature to the south of the village. The population of Glanmire in 2011 was recorded at 15,498, a significant increase on the 2006 population of 8,385 persons.
- A5.11.3** In terms of retailing, the Hazelwood Centre (also known as the Crestfield Centre) in the neighbouring development of Riverstown, approximately one kilometre to the north of Glanmire via the R639, provides the main area of retailing for Glanmire and the surrounding catchment. There is a relatively small retail area located in the traditional centre of Glanmire at Old Court.

Core Retail Area

- A5.11.4** The Hazelwood Centre located in Riverstown is the main area of retailing for the area. The Hazelwood development comprises of a mix of single storey and two storey units arranged around surface car parking and an internal road network. The development also includes a large Supervalu store and associated multi-storey car parking.
- A5.11.5** The Hazelwood Centre represents the core retail area for Glanmire. There is a secondary retail area located at Old Court in the traditional centre of Glanmire. This contains primarily retail service uses. There is also a secondary area located

along the R639 near Fountainview, which again includes primarily retail service uses, together with Glanmire Business Park. The floorspace study reveals that the town has 2,707 sq. metres of convenience floorspace, 813 sq. metres of comparison floorspace and 175 sq. metres of bulky household floorspace.

Attractions

- A5.11.6** Glanmire itself is a traditional settlement which backs on to the Glashaboy River. There are two distinct areas of Glanmire, one located to the south of the settlement, comprising of a mix of residential, retail services and other uses such as public houses and an Irish Summer School. Uses such as hair and beauty clinic, banks, accountants and a hair studio are located at this location. Glanmire Business Park is also located here, providing uses such as Play Barn (Monkey Maze), a motor factors, a health and beauty clinic and a café.
- A5.11.7** To the north-east of Glanmire, adjacent to Sarsfields GAA Club, there is a second retail area located at Old Court. Uses such as retail services, public houses, take-aways and restaurants dominate this location. The Hazelwood development in Riverstown offers the only notable retail attraction for the area. This is a relatively expansive development which provides a good range of retail and non-retail services.



Figures A5.11.2 and A5.11.3: Hazelwood in Riverstown, near Glanmire



Figure A5.11.4: Old Court, Glanmire (near Sarsfields GAA Club)



Figure A5.11.5: Glanmire Business Park

Accessibility

- A5.11.8 Both Glanmire and Riverstown are accessed by way of the R639 regional road. The M8 motorway is easily accessible by way of the N8 to the south of Glanmire. The Lower Glanmire Road (N8) provides access to Cork City to the west.
- A5.11.9 Bus Eireann operates regular serves between Glanmire and Cork, Monday to Friday.

Environmental Quality and Amenity

- A5.11.10 The primary retail area at Hazelwood, whilst performing an important retail function, generally lacks a high standard of visual appearance.
- A5.11.11 The layout is functional in nature, with retail units surrounding an area of surface car parking. The area lacks any particular focal point and is largely dominated by traffic.
- A5.11.12 Whilst there is one pedestrian crossing, there is little or no landscaping or civic spaces. Footpaths are provided at most locations but at times provide poor connectivity, most notably throughout the southern part of the development (at the single storey units).



Figures A5.11.6: Surface car parking at Hazelwood, Riverstown

Diversity of Uses/Multiple Representation

- A5.11.13 Hazelwood neighbourhood centre is the focal point for retail provision in the town and provides a range of services which are generally considered to serve the day to day needs of the catchment population. The large Supervalu store is a valuable commodity at this location, providing for the convenience needs of the catchment population.
- A5.11.14 There is no other convenience provision of note at Hazelwood. A Mace convenience store is located at a petrol filling station to the south of Glanmire, and there is a further small convenience store located at a petrol filling station to the north of Riverstown.
- A5.11.15 In addition, comparison provision is limited. There are no clothing stores provided. Comparison provision is limited to a number of pharmacies, a pet store, and a discount store. There is a good range of services provided, such as a post office, banks, cafes, beauty clinics, barbers, hair studios, etc.

Pedestrian Flows

- A5.11.16 Pedestrian flows were greatest in the vicinity of the Supervalu store. Other pedestrian flows were greatest in the vicinity of services such as the post office and bank. Pedestrian flows between the upper and lower parts of the Hazelwood development were poor and generally there is little pedestrian movement throughout the centre.
- A5.11.17 Pedestrian movement in the other secondary centres at Old Court (near Sarsfield GAA Club) and to the south of Glanmire in the vicinity of Glanmire Business Park were poor.

Surveys

- A5.11.18 A household telephone survey and on street shopper's survey were undertaken by Demographics Ireland to inform the retail strategy, the results of which are summarised in Chapter 4. A shopper survey was not undertaken in Glanmire.

The following key results were obtained from the household survey in relation to Glanmire:

- 3.3% of all respondents within the metropolitan area carry out their main food and grocery shopping in Glanmire.

Rates of Vacancy

- A5.11.19 Vacancy at the Hazelwood Centre is generally low. This reflects the demand for retailing and retail services at this location. The floorspace study indicates that there is 1,325 sq. metres (26.4%) of vacant floorspace in the town.

Conclusions

- A5.11.20 The Hazelwood development at Riverstown near Glanmire generally provides for the day to day needs of the catchment population, by way primarily of the Supervalu store and a number of retail services. Other local centres in Glanmire, one at Old Court near Sarsfields GAA Club and a second on the R639 near Glanmire Business Park provide a small number of retail service uses.
- A5.11.21 Generally the Hazelwood development is functional in nature, and lacks any particular appeal in terms of visual amenity or public realm. The area in general would benefit from redevelopment and / or investment in the public realm.
- A5.11.22 Notwithstanding the above, vacancy rates are generally low which provides an indication of the good health of the centre in retail terms and points to the demand for retail provision at this location.

A5.12 Passage West

Introduction

- A5.12.1 Passage West is a small linear settlement located on the R160 route from Cork City to Ringaskiddy. The town is approximately 19km from Cork City Centre. The town is also in close proximity to the N28 which links the City to the industrial area at Ringaskiddy.
- A5.12.2 According to the census 2011, the town and its environs had a population of 5,790 persons.
- A5.12.3 Passage West has a significant maritime tradition and history. The former Royal Victoria Dockyard dominates the settlement. The industrial legacy of the town is evident in the architecture and layout of the town.
- A5.12.4 There has been relatively little investment in the town centre in recent years, with the exception of one new significant apartment development. Large areas of the town remain vacant, derelict and undeveloped and detract from the amenity of the town. The Royal Victoria Dockyard is underutilised and has significant potential to be redeveloped. Retail provision in Passage West is extremely limited. A neighbourhood scale retail development anchored by Eurospar has opened on the outskirts of the town in proximity to the new

residential communities that have emerged in the environs area of the settlement in recent years.

A5.12.5 In 2008 a significant mixed use development at Victoria Docks including over 6,600 sq. metres of retail floorspace (including a 2,543 anchor store and 19 retail units) was lodged by Maulbawn Limited. The application was refused permission by An Bord Pleanála. One of the reasons for refusal related to concerns regarding the scale of retail development proposed considering that Passage West was identified in the Cork Strategic Retail Study 2008 as a fourth tier town.



Fig. A5.12.1: Royal Victoria Dockyard



Fig. A5.12.2: Eurospar development

Core Retail Area

A5.12.6 The core retail area of Passage is concentrated around Strand Street, Main Street and Railway Street. Retail representation is limited in the town. The floorspace study undertaken reveals that there is 1,374 sq. metres of convenience floorspace in the town, 60 sq. metres of comparison floorspace and no bulky household floorspace in the town.

Attractions

A5.12.7 Passage West has limited attractions. The town primarily acts as a service centre for its immediate hinterland. The town accommodates a number of important local services such as a post office, credit union, a Bank, library, Town Hall, primary and secondary schools. The town also has a number of sporting clubs.

A5.12.8 The town also has a number of surrounding attractions and amenities including a number of scenic walks including the route of the old railway line from Hop Island in Rochestown to Passage West which has been surfaced and is now a popular walk.

Accessibility

A5.12.9 Passage West is very accessible and within easy commute of the City Centre. The town is served by regular bus service to the City Centre. During peak hours there is a bus to the city approximately every 25 minutes. The Cross River Ferry

operates from Glenbrook (located to the south of Passage West) to Carrigaloe. The ferry is used by commuters from Cobh and its environs and provides a convenient and shortened drivetime to the City. The ferry also provides easy access to Carrigaloe Train Station which is on the Cork to Cobh train line.

- A5.12.10 There is ample on street car parking availability. Pedestrian footpaths are provided throughout the town centre and these are generally in good condition. There is one pedestrian crossing point in the town centre.

Environmental Quality and Amenity

- A5.12.11 Passage West was once clearly an important and prosperous centre of trade of commerce focussed on the town’s significant dockyards and maritime industries. Since the decline of these industries and the closure of the railway in the 1930’s, the town fell into decline and suffered significant unemployment and economic deprivation. In recent years, however, the town has become a popular place to reside given its attractive setting and proximity to the City.

- A5.12.12 The town centre has many fine buildings dating to the 18th and nineteenth century and has an unusual streetscape and configuration. The historic importance of the town is acknowledged in the County Plan and much of the town centre area is designated as an architectural conservation area. The majority of building stock is three storey, with narrow plots and many buildings have intact traditional vernacular features. The town centre is dominated by the high walls of the old dockyards and these detract from the setting of the town and obscure views to the sea. There has been some sympathetic infill development in recent years, particularly on Strand Street and some urban regeneration through the development of a significant new apartment development, but overall the town has an appearance of decline with significant dereliction and underutilised sites in the town centre area



Fig. A5.12.3: Sympathetic Infill development Main St.



Fig. A5.12.4: Unusual Streetscape

- A5.12.13 Environmental works in the town centre are limited. There has been some hard landscaping and planting and a small park with children’s playground has been developed adjacent to the library. Litter bins are provided throughout the town centre. Regular street cleaning was evident at the time of the survey. The town would benefit from further enhancement works and improvements to the public realm.



Fig A5.12.5 and Fig. A5.12.6: Environmental improvements in the Town Centre

A5.2.14 One of Passage West’s strongest features is its coastal location. However, the town does not exploit this potential and there is poor connectivity and linkage to the waterfront areas. There are significant brownfield and derelict sites fronting onto the sea that have significant potential to be redeveloped.



Fig. A5.12.7: Towns fails to exploit its coastal location

Diversity of Uses/Multiple Representation

A5.12.15 There are no multiples in the town centre and there is limited retail representation. The majority of commercial representation is local services and retail activity is limited to a pharmacy, green grocer, butchers, newsagent and off licence. There is a notable lack of convenience representation on the town since the closure of the Gala store. There is a Eurospar neighbourhood centre on the outskirts of the town, and it is likely that this has diverted some footfall away from the town centre.

Rates of Vacancy

A5.12.16 Rates of vacancy in the town centre are high and there are a number of significant brownfield vacant and derelict sites most notably the old dockyard areas, the former Scoil Mhuire site on Main Street and also the block on Strand Street/Railway Street including the former Gala Store. It is estimated that there

is approximately 810 sq. m. (36.1%) of vacant retail floorspace in Passage West. It is estimated that 4 no. of the 8 no. retail units in the core retail area of Passage West are vacant. Vacancies within the core retail area are indicated in Appendix 3.

Conclusions

- A5.12.17** Passage West is evidently a settlement that has experienced decline due to the demise of traditional industries and the dockyards. It nonetheless remains a strategically located settlement within close proximity to the City and with an attractive setting adjacent to the coast. There are significant opportunities for redevelopment in the town centre which would help regenerate the core retail area which has suffered significant neglect. There are a number of buildings of architectural merit in the town centre that would benefit from re-use and upgrade.
- A5.12.18** There is a notable lack of a large convenience store in the town centre and such a use would attract greater footfall to the town centre area and have positive spin off benefits. It would also benefit those who do not have a car to access the more peripheral Eurospar development. The development of such a facility would also attract customer from other nearby settlements such as Monkstown which also have no notable convenience offer.
- A5.12.19** The town centre would also benefit from further environmental works including hard and soft landscaping particularly on Main Street. Future development should be encouraged to exploit the coastal location and provide greater linkages and connections to the waterfront areas. The architectural heritage of the town should be respected and fostered in any future development proposals.
- A5.12.20** It is envisaged that Passage West will retain a primarily service role for its hinterland and in this regard future retail development and expansion should be commensurate with the size of the settlement and its planned growth.

APPENDIX 6

A6.1 Key Recommendations for the Metropolitan Towns

A6.1.1 The retail hierarchy set out within Chapter 7 of the Retail Strategy categorises existing Metropolitan Towns as either Large Metropolitan Towns or Small Metropolitan Towns. Midleton, Ballincollig, Carrigaline and Cobh are classified as Large Metropolitan Towns and smaller settlements such as Carrigtwohill, Passage West, Glanmire, Blarney and the proposed centre at Monard are designated as Small Metropolitan Towns.

A6.1.2 The classification of the Metropolitan Towns within the retail hierarchy as either Large or Small Metropolitan Town reflects the existing role and function of these centres within the Metropolitan Area. Large Metropolitan Towns such as Midleton and Ballincollig currently serve wide catchment areas as evidenced from the results of the household survey undertaken to inform the retail strategy. There is potential for Carrigtwohill to grow from Small Metropolitan Town to a Large Metropolitan Town in line with planned population growth given its location on the suburban rail corridor. Future retail development in Monard should be provided in conjunction with and at a scale appropriate to serve its future population. The following guidance is provided for each of the existing Metropolitan Centres.

A6.2 Midleton

A6.2.1 The key recommendations for Midleton are as follows:

- Midleton serves a large rural hinterland and is noted as the second most popular location for convenience goods shopping within the Metropolitan Area as evidenced by the household survey results summarised in Chapter 4 of the retail strategy. However, the town attains only a limited market share for comparison shopping reflecting the limited range of this retail format within the town. There is potential for enhanced provision of middle and lower order comparison floorspace within the town over the lifetime of the Retail Strategy.
- Enhance and strengthen the core retail area of the town centre. The core retail area should form the primary focus and preferred location for new retail development.
- Ensure that retail development reinforces the primacy of the existing retail core along Main Street and connecting side streets.
- Central opportunity sites should be prioritised for development.
- Opportunities for enhancement of the pedestrian permeability of the retail core should be considered. The proportion of space devoted to pedestrians should be improved within the core retail area in order to enhance pedestrian permeability. Further pedestrian crossing facilities should be provided along Main Street.
- Public realm improvements within the retail core should be considered. Broderick Street and Connolly Street would benefit from enhanced landscaping

and pavement improvements. Main Street would also benefit from public realm improvements including pavement repairs and wirescape improvements.

- Expansion of retail to more peripheral and out of centre locations is potentially threatening the vibrancy and vitality of the town centre. Uses within Market Green Retail Park should be monitored.
- In order to protect the vitality and viability of the town centre and to counter-act the existing out of town retail facilities, the planning authority should seek to ensure that any new significant retail development proposals are located within the core retail area of Midleton, or at the identified edge of centre opportunity sites at Riverside Way and Cuddigan's Yard.
- Vacancy levels are notable in newer developments within the town. The development of these units for town centre uses should be prioritised.

A6.3 Cobh

A6.3.1 The key recommendations for Cobh are as follows:

- Rates of vacancy are a notable problem in Cobh town centre and significantly detract from the ambience and vitality of the town centre. The council should support proactive development initiatives including the use of temporary/pop up retail use and a rates reduction scheme in order to support the development and re-use of these vacant properties.
- Whilst the town has benefited significantly from environmental improvements in recent years, further improvements in this regard should be promoted and progressed. Pearse Square is dominated by hard landscaping and a taxi rank. The square would benefit from further soft landscaping works to mitigate the visual impact and the feasibility of relocating the taxi rank elsewhere should be investigated. Both squares would also benefit from the reduction of car parking and improvements to the public realm to encourage greater pedestrian movement and outdoor seating areas. Works to the harbour promenade are dated and would benefit from new paving and street furniture. Paving and hard landscaping that is consistent with the architectural heritage of the town centre should be promoted.
- The town would benefit from further wirescape improvements, particularly on Midleton Street.
- Cobh has parking charges and parking is limited to 1 hour free parking and a total duration of two hours. As part of an overall review of parking charges in the Metropolitan area, particular attention should be given to Cobh and consideration given to the extension of the period of free parking.
- Further opportunities for outdoor seating areas, particularly in the two urban squares in the town centre should be explored and promoted.
- The historic core of Cobh and its fine architectural heritage are one of the key attractions of the town. It is noted that in recent years there has been some development of unsympathetic shop fronts. The loss of traditional sash windows on upper floors and replacement with inappropriate pvc was also noted. There is also a proliferation of inappropriate signage and satellite dishes on the front elevations and upper floors of many of the buildings in the town centre. It is recommended that the council are proactive in terms of guidance

and enforcement on these issues and should provide specific advice regarding appropriate shop front design. Regular enforcement should be taken in relation to illegal signage and illegal works to protected structures.

- The development of the Titanic Experience and visitor facilities at Spike Island are significant developments for the town which will enable it to attract and retain tourist expenditure. The Council should support appropriate marketing and branding initiatives that will help foster and promote the important tourism role and function of Cobh. Cobh is a unique heritage destination with a distinctive character. This should be promoted by the Council.
- Improved cycling facilities within the town centre including appropriate cycle parking should be provided. The feasibility of providing a cycle path between the town centre and the commercial centre at Ticknock should be investigated.
- The feasibility of developing a dedicated route to the Cross Rover Ferry to Glenbrook from the town centre should be investigated.
- The council should promote the traditional retail core as a niche retail destination supporting the development of specialist comparison uses, food and beverage, delicatessen, craft and fashion outlets.
- The council should encourage and support creative solutions (which are sensitive to the conservation and heritage context of Cobh) that facilitate the amalgamation and redevelopment of units and infill schemes to accommodate modern retail formats within the town core. The Council should also support the further modest intensification of retail development at Newtown where further local retail facilities and services could be provided. Given its isolation for the town centre, additional expansion of the retail base at Ticknock is not desirable as it could undermine the town centre.

A6.4 Ballincollig

A6.4.1 The key recommendations for Ballincollig are as follows:

- Vacancy in the Old Quarter is a notable problem in Ballincollig and detracts from the ambience and vitality of the town centre. The Council should support proactive development initiatives including the use of temporary/pop up retail use and a rates reduction scheme in order to support the development and re-use of these vacant properties. There should be a flexible approach regarding the conversion of these vacant units to other appropriate lands uses.
- The area to the south of Main Street in Ballincollig, and in particular the Times Square Shopping District, is in need of refurbishment. The planning authority should encourage the redevelopment of appropriate lands to the south of Main Street and / or the refurbishment of the area to the south of Main Street. Any redevelopment should provide a pedestrian orientated environment with appropriate linkages to the north side of Main Street. In particular, the planning authority should support public realm improvements to Chapel Lane West and to the main square in Times Square Shopping Centre, including improved pedestrian linkages to Main Street, improved hard and soft landscaping, seating and lighting.
- Whilst there is a relatively good range of convenience and comparison retailing in Ballincollig, the Planning Authority should encourage the consolidation of

retail development within the town core in order to strengthen the retail role and function of the town.

- In order to protect the vitality and viability of the town centre and to counter-act the existing out of town retail facilities, the planning authority should seek to ensure that any new significant retail development proposals are located within the core retail area of Ballincollig, or at the identified edge of centre opportunity site to the west of the town.

A6.5 Carrigaline

A6.5.1 The key recommendations for Carrigaline are as follows:

- The core retail area should form the primary focus and preferred location for new retail development.
- A number of derelict sites within the core retail area currently detract from the from the visual amenity of Carrigaline town centre and provide a poor visual appearance to the entrance to the town. The planning authority should promote the redevelopment of derelict and brownfield opportunity sites within and adjacent to the retail core.
- Main Street would benefit from public realm improvements including pavement upgrades, improvements to shop fronts and signage. The presence of overhead wiring along the extent of Main Street add to the visual clutter of the street. The undergrounding of these overhead wires should be considered.
- Main Street currently acts as a traffic thoroughfare through the town centre and is congested at peak times. The objectives of the Carrigaline Area Transport Study including the provision of enhanced pedestrian crossing facilities along Main Street should be implemented.
- Opportunities to enhance connectivity between Dunnes Stores and Main Street should be considered and promoted.
- Consideration should be given to the provision of markets within the town. Uses with a retailing element in out-of-centre locations are potentially undermining the vibrancy and vitality of the town centre. Retail uses within Carrigaline Industrial Estate and Kilnacleary Business Park should be monitored and controlled.
- Retail uses within Carrigaline Industrial Estate are in general inappropriate and should be discouraged.

A6.6 Blarney

A6.6.1 The key recommendations for Blarney are as follows:

- The planning authority should seek to encourage high quality comparison retail uses in the traditional town centre, such as tourist and gift shops.
- The planning authority should investigate the feasibility of improving the walking route linking the key tourist nodes of Blarney Woollen Mills and Blarney Castle, via the traditional town centre. Measures could include improved public realm, including hard and soft landscaping, seating and lighting. Such an

improved walking route would act to encourage visitors to use the services and facilities on offer in the town centre.

- The planning authority should seek to provide pedestrian crossing facilities in Blarney, to encourage visitors and tourists to access the traditional town centre area.
- The planning authority should investigate the potential for traffic calming measures, and increased pedestrian priority in the traditional town centre, including increased pedestrian accessibility to the town centre.
- The planning authority should support proposals for greater linkages between the traditional town centre and the secondary retail centre at Sunberry Heights / St. Ann's Road.
- Any retail development proposal on the site of the former Blarney Park Hotel should include appropriate pedestrian linkages with the traditional town centre and the centre at Sunberry Heights / St. Ann's Road.
- The planning authority should investigate the feasibility of utilising the village square for regular markets and events. The square has significant potential in this regard.

A6.7 Carrigtwohill

A6.7.1 The key recommendations for Carrigtwohill are as follows:

- Encourage the development of a national/international convenience multiples in Carrigtwohill town centre in order to increase competitiveness and provide a greater attraction for the town centre.
- The planning authority should support further public realm improvements along Main Street including footpath improvements, enhanced landscaping and road resurfacing and should encourage shop front improvements.
- The planning authority should promote the redevelopment of existing brownfield and derelict sites within the town centre.
- The presence of overhead wiring along the extent of Main Street add to the visual clutter of the street. The undergrounding of these overhead wires should be considered.
- Opportunities for enhancement of the pedestrian permeability of the retail core should be considered including the provision of pedestrian crossing facilities along Main Street
- Main Street is dominated by on street car parking. Opportunities for the provision of additional off street car parking to should be investigated to reduce pressure on Main Street.

A6.8 Glanmire

A6.8.1 The key recommendations for Glanmire are as follows:

- The Hazelwood development provides an important retail function for the surrounding catchment. The planning authority should seek to protect the retail function of the Hazelwood Centre. In particular, the planning authority should seek to support proposals for further convenience and comparison uses in the

Hazelwood Centre. Proposals for non-retail uses and uses such as take-aways and uses providing non-active frontages should be discouraged.

- The planning authority should support the refurbishment of the Hazelwood Centre in Riverstown, in particular improvements to the public realm to include hard and soft landscaping, improved pedestrian accessibility, cycleways and bicycle storage areas, and seating.
- The planning authority should investigate the potential of providing a central urban square the Hazelwood centre, to include a high quality public realm. Such an area would be used for informal gathering, farmers markets and similar events. This may be facilitated by a one-way traffic system through the Hazelwood Centre.
- The planning authority should seek to support the provision of convenience retail uses in the Glanmire and Riverstown areas. In this regard, opportunities exist for convenience retail provision in the Old Court area of Glanmire, in particular at the backlands area to the south of Old Court, and on lands adjacent to the existing children's playground opposite the Hazelwood Centre.

A6.9 Passage West

A6.9.1 The key recommendations for Passage West are as follows:

- Encourage the development of a national/international convenience multiple in Passage West town centre in order to increase competitiveness and provide a greater attraction for the town centre. There is a paucity of convenience provision in the town centre and such development would play an important role in meeting the needs of the residents of the town and in particular those without access to a car. The utilisation of existing vacant premises in the town centre core area and opportunity sites in the town centre and edge of centre locations should be encouraged.
- There are opportunity sites for redevelopment in the former dockyard areas. These sites significantly detract from the town centre environment and visual attractiveness of Passage West. They also obscure views to the coast. The redevelopment of the dockyard sites for mixed use development including retail use of an appropriate scale to the settlement should be actively encouraged by the Council. It is recognised however, that part of the former dockyards are currently in active use.
- New development should be integrated with the traditional retail areas of the town and should be sympathetic to the character of Passage West particularly in terms of building form and scale. The key objective should be to create a vibrant and commercially successful retail sector in the town centre. Linkages and connections to the waterfront should be encouraged and every opportunity made to exploit the coastal location of the town.
- Investigate measures for improvement to the public realm in the town centre generally. Such improvements should particularly be focussed in the area of Main Street.
- There is a significant urban block at the location of Strand Street and Railway Street in need of regeneration. It is understood that a dangerous building order

relates to part of this block. The redevelopment of this site should be actively encouraged by the Council.

A6.10 Key Recommendations for District Centres

A6.10.1 The key suburban district centres are Mahon, Douglas and Wilton District Centres on the south side, and Blackpool and Ballyvolane District Centres on the north side. This strategy, in accordance with the City Development Plan, envisages these centres evolving from purpose built shopping centres into mixed use urban centres with a broad range of retail and non retail service functions, good public transport access and high quality urban design. Detailed guidance on the appropriate form of development for the five designated district centres is provided in the Development Plan and / or Local Area Plans / Action Area Plans. Where a local planning framework is not in place such as for Mahon and Ballyvolane the Planning authorities should consider the preparation of one.

A6.10.2 The traffic and transport impact of new mixed use development in the district centres will need to be carefully considered by the Planning Authorities and any significant increase in the floorspace in district centres should be complemented by improvements in public transport infrastructure.

A6.10.3 The following guidance is provided for each of the district centres:

Blackpool

A6.10.4 The key recommendations for Blackpool District Centre are as follows:

- There is sufficient district centre zoned land to cater for the further expansion of Blackpool District Centre. The City Development Plan and North Blackpool LAP provides guidance on the future development of the district centre zoned lands. The expansion of the district centre can take place on the southern part, i.e. through the expansion / redevelopment of the shopping centre, and on the northern part, i.e. through the development of the former Sunbeam and Millfield Industrial Estates sites, of the district centre.
- Expansion of the shopping centre to provide a second retail anchor should be facilitated. Such development should be dependent on delivering urban design and public realm improvements. This should include active streetscape with ground floor level animation and improved pedestrian connectivity between the southern and northern part of the district centre zoned lands.
- Extant permissions exist for both the former Sunbeam and Millfield Industrial Estate site. These provide a precedent for the type of development which may be appropriate for these sites.

Wilton

A6.10.5 The keys recommendations for Wilton District Centre are as follows:

- There is sufficient district centre zoned land at Wilton to cater for its redevelopment as a mixed use urban centre, incorporating a greater mix of uses

and urban design improvements. The City Development Plan and Bishopstown and Wilton Action Area Plan provide guidance on the future development of the subject lands..

- Any future redevelopment at Wilton District Centre should provide for traffic management improvements and not prejudice the proposed high quality public transport corridor, which is included in CASP, which would link Mahon via Docklands to the City Centre, Wilton, CUH, UCC and CIT and on to Ballincollig.

Mahon District Centre

A6.10.6 The key recommendations for Mahon District Centre are as follows:

- It is clear from the household survey results undertaken to inform the retail strategy that Mahon performs a different role and function to other designated suburban district centres. The centre accommodates a range of higher order comparison retail units which are typically not found within the other suburban district centres and the main attraction of this centre is for comparison shopping. It is considered that there should be very limited expansion of the comparison retail offer of Mahon.
- There are sufficient district centre zoned lands at Mahon to cater for any future expansion. The City Development Plan and proposed South Mahon LAP provide a planning framework for future development in Mahon.
- Any future development in Mahon should incorporate a greater mix of uses to potentially include residential, community, leisure and retail services and deliver urban design, access and public transport improvements. The provision of social and cultural uses, such as a library, should also be promoted. Greater pedestrian and cyclist connectivity between the district centre and the residential areas to the north should be catered for. Its development as a fully functioning district centre with a broader range of complementary services and facilities to serve the localised needs of its immediate catchment should be promoted.

Ballyvolane

A6.10.7 Whilst Ballyvolane is designated as a district centre, it currently has a paucity of retail provision and lacks the range of retail and retail service functions that would normally be associated with such a centre. The key recommendations for Ballyvolane District Centre are as follows:

- The development of Ballyvolane as a fully functioning district centre to serve the daily shopping needs of its local catchment, with a broad range of retail and non retail service functions should be promoted. The expansion of retail and associated uses in Ballyvolane should be subject to a requirement to plan the development of the area jointly between Cork City and Cork County Councils. This could be in the form of a Local Area Plan, Framework Plan or Masterplan. General guidance is provided in the City Development Plan.
- The potential exists to cater for mixed use development on the Dunnes Stores site, within Cork City Council administrative area, and on the town centre / neighbourhood centre zoned lands in Cork County Council administrative area.

- The further development of district centre facilities at Ballyvolane should cater for public transport improvements in the area, as envisaged by CASP, which refers to the delivery of a high quality public transport corridor connecting the north of the City, including the Ballyvolane Area, to the City Centre.
- Improved connectivity and linkages between the retail areas in Ballyvolane should be encouraged. This should include improvements to the pedestrian and cyclist environment to encourage a modal shift to sustainable modes of transport.
- Conservation and enhancement of the River Glen and incorporation of the river valley as part of the overall development of the district centre / town centre lands would be appropriate.

A6.10.8 Douglas

The key recommendations for Douglas are as follows:

- The planning authority should be supportive of proposals which seek to improve pedestrian linkages between the Douglas Village Shopping Centre, the traditional village centre of Douglas, and Douglas Court Shopping Centre. In particular, a number of opportunity sites have been identified, the appropriate development of which would improve linkages between the shopping centres and which would make a positive contribution to the consolidation of the built form in Douglas. The redevelopment of the former cinema site and adjacent landholdings presents a key opportunity to delivery linkages and improved connectivity between the Douglas Court and Douglas Village shopping centres. The key objective will be promote the consolidation of retail land uses in Douglas.
- Proposals for the refurbishment of Douglas Court Shopping Centre should be encouraged. Any such proposals should result in a more outward focused centre with animated frontages facing the village core and should include improved pedestrian linkages towards the village centre. The animation of the exterior of the centre should also be encouraged.
- The planning authority should support and encourage improvements to the public realm in Douglas. In particular, the provision of hard and soft landscaping, including seating and lighting, should be supported in the traditional village centre. Public realm improvements, including improved pedestrian routes and soft landscaping, should be encouraged at Douglas Court Shopping Centre.
- Any proposals for further significant retail development will be required to demonstrate that the proposal will deliver improved linkages and significant urban design benefits.
- The planning authority should support measures to encourage the greater use of cycling in Douglas, including the provision of dedicated cycle lanes.
- Cork County Council are currently preparing a detailed Land Use and Transportation Study for Douglas. It is intended that the future direction of development of Douglas will be guided by the preparation of the Douglas LUTS.

Hollyhill

A6.10.9 Hollyhill currently operates as a neighbourhood centre anchored by a modest Supervalu store. It has a range of other local retail and service facilities. The centre has a poor visual appearance. It is anticipated that Hollyhill has the potential to develop to a district centre level facility over the lifetime of the study. The key recommendations for Hollyhill proposed District Centre are as follows:

- The development of Hollyhill as a fully functioning district centre to serve the daily shopping needs of its local catchment, with a broad range of retail and non retail service functions should be promoted. The centre would benefit from a consolidation of its retail role and function, enhancement of its convenience offer as well as the provision of an appropriate range of comparison and retail service uses. The further development of social and community infrastructure should also be promoted. The expansion of retail and associated uses in Hollyhill should be subject of a masterplan to be agreed with the local authority. Such a masterplan should set out the broad objectives for developing and appropriate mixed use centre at this location with commensurate improvements to the public realm and streetscape.
- The further development of district centre facilities at Hollyhill should cater for public transport improvements in the area, as well as provide for improved connectivity and linkages to the surrounding residential community. Appropriate soft landscaping and boundary treatments should be promoted.